



**Draft Climate Action Plan for Transportation  
Infrastructure (CAPTI)  
Summary of Spring 2021  
Stakeholder Workshop**

**March 18, 2021**

**Prepared by MIG, Inc.**

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## I. Introduction

On March 18, 2021, the California State Transportation Agency (CalSTA) welcomed approximately 300 stakeholders from across California to a two-hour webinar on the draft Climate Action Plan for Transportation Infrastructure (CAPTI or Plan). The objectives for the workshop were: to provide an overview of the draft CAPTI; share perspectives from interagency partners who participated in developing the draft Plan; and provide an opportunity for participants to ask questions and learn more about the draft Plan. Along with state agency staff, the participants included representatives from local and regional transportation agencies, mobility advocates, and climate- and environmental justice-focused organizations. CalSTA distributed workshop invitations via e-mail to a list of nearly 500 stakeholders. A full recording of the opening remarks, presentation, and interagency panel discussion is available on the CAPTI webpage: <https://calsta.ca.gov/subject-areas/climate-action-plan>

## II. Background

CalSTA initiated the development of the draft CAPTI and extensive stakeholder engagement to develop a collaborative, intentional, and systemic approach to reduce greenhouse gas emissions in the transportation sector as identified by Executive Orders (EO) N-19-19 and N-79-20. EO N-19-19 empowers CalSTA to leverage discretionary state transportation funding to reduce GHG emissions in the transportation sector and adapt to climate change. EO N-79-20 reaffirms the state's commitment to implementing EO N-19-19, and sets a date no later than July 15, 2021, for CalSTA to "identify near term actions, and investment strategies, to improve clean transportation, sustainable freight and transit options, while continuing a 'fix-it-first' approach to our transportation system."

The draft Plan was produced over the last 18 months through the efforts of dozens of representatives across 10 State agencies and countless local and regional agencies, advocacy groups, private sector stakeholders, and community-based organizations.

CalSTA convened an Interagency Working Group to coordinate throughout the Administration. The Working Group included staff from: the California Department of Transportation (Caltrans), the California Transportation Commission (CTC), the California Environmental Protection Agency (CalEPA), the California Air Resources Board (CARB), Department of Finance (DOF), Department of Housing and Community Development (HCD), the Governor's Office of Planning and Research (OPR), the Strategic Growth Council (SGC), and the Governor's Office of Business and Economic Development (GO-Biz). The Working Group jointly drafted ten guiding principles of the CAPTI Investment Framework aimed at reducing emissions from the transportation sector and mitigate the impacts of climate change on the transportation system.

From April 2020 to February 2021, CalSTA engaged over 200 public agency and non-governmental organization stakeholders via individual and group meetings, surveys, and a public workshop in October 2020 to solicit input on the guiding principles and potential strategies and actions. The Working Group reviewed and synthesized nearly 400 action item concepts from stakeholders and incorporated stakeholder input to create the draft CAPTI Plan Investment Framework, including a refined set of 10 guiding principles to help create a vision for how transportation investments should be prioritized, as well as 7 strategies and over two dozen

actions to outline initial areas of work. On March 10, 2021, the draft Plan was released for public review and feedback.

### **III. Workshop Summary**

Secretary David Kim offered a welcome and opening remarks, followed by Darwin Moosavi, Deputy Secretary for Environmental Policy and Housing Coordination. Deputy Secretary Moosavi provided an overview presentation of the draft CAPTI. He was followed by a panel of state agency representatives from the Interagency Working Group. Each panelist contributed brief remarks summarizing their agency's perspective on the CAPTI and related continuing efforts to meet California's climate goals. Remarks from Secretary Kim and the panelists are summarized below.

#### ***Secretary David Kim, CalSTA***

- CAPTI has truly been a collaborative effort, and CalSTA is grateful for the contributions and leadership of all stakeholders and state partners.
- Context for CAPTI: California is in the middle of a climate emergency, and the transportation sector—responsible for more than 50% of California's emissions—must take bold action immediately to prioritize investments to ensure all Californians have multiple options for travel choices, including sustainable transportation modes that are competitive to driving.
- CalSTA believes the transportation sector must acknowledge and address the fact that the current system benefits some and burdens many others by advancing the state's robust economic recovery in a way that reduces deep inequities in the transportation system. Solutions vary across the state, so CAPTI takes a flexible approach in identifying solutions while setting common goals.
- CalSTA's commitment to the fix-it first approach will not change, but to support that, the state must also be more thoughtful about expanding the system. The state will continue to support all types of transportation investments but will be focused on better defining how projects deliver benefits to the traveling public and how to minimize climate impacts in doing so.
- Change is difficult, but the state in partnership with local and regional partners has the ability to meet this demand by advancing a plan to meet ambitious goals in a creative, collaborative, thoughtful, and pragmatic way within existing funding frameworks.

#### **Panelists**

- ***Jeanie Ward-Waller, Deputy Director, Planning and Modal Programs, Caltrans***
  - Caltrans is excited to have a lead role in developing and implementing CAPTI, which has strong synergy with Caltrans' 2020-2024 Strategic Plan, the California Transportation Plan (CTP 2050), and other agency commitments.
  - Critical actions include: opportunities to expedite new Interregional Transportation Improvement Program (ITIP) projects aligned with CAPTI goals; the opportunity to implement the California Integrated Travel Project (Cal-ITP) to support the recovery of transit agencies around the state and make transit more seamless and user-friendly; collaborating with other agencies to prioritize equitable investments through the

development of the Caltrans Equity Index tool; actions identified in Strategy 4 that prioritize strong leadership by Caltrans to improve state planning and project partnerships; and convening the roadway pricing working group with local and regional partners, anticipated within the next few months.

- ***Matthew Yosgott, Deputy Director – SB 1 Programming, California Transportation Commission***
  - CTC is committed to climate change, equity, active transportation, public health, the reduction of congestion through innovative strategies designed to encourage people to shift modes, and the “fix-it first” approach as outlined in SB 1 and EO N-79-20. CTC will introduce all actions into appropriate CTC program guidelines development processes, including SB 1 program guidelines updates and the Equity Advisory Roundtable processes.
  - Key strategies outlined in CAPTI include, among others: Strategy 1.1, building on the Solutions for Congested Corridors program to prioritize projects that encourage travelers to utilize multi-modal solutions or opt out of congestion; Strategy 1.4, exploring Zero-Emission Vehicle investments in the next cycle of the Trade Corridor Enhancement Program; and Strategy 3.2 to strengthen and expand coordinated, targeted technical assistance on state transportation funding programs. CTC recognizes the value of continuing to utilize virtual trainings, supporting the vitally important need to stay connected and participate beyond regular stakeholder groups to achieve equitable outcomes within these programs.
  
- ***Jennifer Gress, Division Chief, Sustainable Transportation and Communities Division, California Air Resources Board***
  - CARB supports CAPTI because it aligns with many of the state’s key climate initiatives. CARB has been aggressive in adopting regulations requiring cleaner vehicles and equipment, but behavior change supported by more transportation options to reduce driving is also required to reach California’s ambitious climate goals. Transportation dollars are one of the biggest levers the state has to effect change.
  - CARB’s SB 150 Report (2018)—which evaluated progress on meeting SB 375 targets—revealed that GHG emissions from VMT are still increasing and that the overall ratio of spending planned on roads versus other modes of transport show little shift since 2008. Improving alignment of transportation funding programs with state health, equity, economic, conservation and climate goals is a critical element of the state’s response to addressing the climate crisis.
  - Other key guiding principles in the CAPTI include strengthening the commitment to social and racial equity by reducing public health and economic harm and maximizing community benefits; and a mechanism to track progress and assure agency coordination through joint meetings of CARB, CTC and HCD. These joint meetings also provide a public venue for stakeholder engagement and transparency.

- ***Josh Rosa, Policy & Program Support Unit Chief, California Department of Housing and Community Development***
  - Much of HCD’s work in CAPTI’s implementation will be focused on transportation and land use planning as covered in Strategy 7, but the HCD also looks forward to working with other agencies and hearing from stakeholders to advance all strategies in the plan because climate, health, and equity challenges and solutions will require intersectional approaches.
  - HCD is focused on advancing VMT reduction goals along with housing production goals by recognizing location as a factor in housing affordability and working with transportation and climate agencies at all levels to meet communities’ needs for livability. For decades, many coastal and urban regions in the state have produced more jobs than homes, forcing workers to live far from their daily destinations and thus increasing their VMT and household costs related to travel. The combined housing and transportation cost burdens in California—accounting for more than 50% of many households’ income—exceed an acceptable share of household spending, diminishing families’ ability to pay for other vital expenses. This double burden disproportionately impacts lower income households, who often are employed in service industries that typically offer lower pay and are least able to work remotely. The CAPTI offers a tremendous responsibility and opportunity to promote more affordable homes closer to where Californians must be every day.
  
- ***Egon Terplan, Senior Advisor for Economic Development and Transportation, Strategic Growth Council***
  - CAPTI is deeply reflective of California’s core values and state planning priorities. In addition to integrating land use, transportation, and climate goals, the SGC and the Governor’s Office of Planning and Research (OPR) support a sustainable and inclusive approach to economic development and post-COVID recovery. Distinct methods tailored to the local and regional needs must combine with collaborative work across regions—as reflected in the Governor’s Regions Rise Together Initiative—and state legislation to meet California’s firm climate commitments.
  - OPR and the Labor Department are also developing the Just Transition Roadmap, which considers how to create California’s future economy in a way that leaves no regions, workers, or communities behind. CAPTI is consistent with the state’s vision and support for a high-road approach to economic recovery. Implementing CAPTI will help support the shift to a carbon-neutral economy and opportunities for higher-quality jobs in emerging industries. CAPTI also includes an equity frame that will ensure that transportation investments will strengthen existing communities rather than divide them.
  - CAPTI is very consistent with and offers specific and tangible ways to implement long-standing state planning priorities. These are: 1) focus growth in existing communities and infill areas and strengthen those; 2) protect natural and working lands, strengthen agricultural economies of the state, and continue to promote those areas; 3) grow existing communities in an efficient way that’s aligned with infrastructure investment and saves taxpayer dollars.

#### **IV. Question & Answer Period**

After the panel, MIG facilitated questions from webinar participants submitted via Chat. Panelists responded to a variety of questions, including clarifying questions and most commonly cited areas of concern. A Frequently Asked Questions (FAQ) document will be posted on the CAPTI webpage.

#### **V. Next Steps**

A recording of the presentation and panel, along with other webinar materials, is available on the CAPTI webpage at <https://calsta.ca.gov/subject-areas/climate-action-plan>. The draft CAPTI is available for review through May 4, 2021; public feedback can be submitted at [CAPTI@calsta.ca.gov](mailto:CAPTI@calsta.ca.gov).

An additional public workshop focused on collecting stakeholder feedback will be held in late April, with a forthcoming invitation to stakeholders. Stakeholders are also encouraged to attend upcoming discussions at CTC and CTC / CARB / HCD Joint Meetings.