



**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT**

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**2021**

May 18, 2021

Mark Foley  
PRESIDENT

Rebecca Saltzman  
VICE PRESIDENT

Robert Powers  
GENERAL MANAGER

Mr. David Kim  
Secretary, California State Transportation Agency  
915 Capitol Mall, Suite 350B  
Sacramento, CA 95814

Dear Secretary Kim,

**DIRECTORS**

Debora Allen  
1ST DISTRICT

Mark Foley  
2ND DISTRICT

Rebecca Saltzman  
3RD DISTRICT

Robert Raburn, Ph.D.  
4TH DISTRICT

John McPartland  
5TH DISTRICT

Elizabeth Ames  
6TH DISTRICT

Lateefah Simon  
7TH DISTRICT

Janice Li  
8TH DISTRICT

Bevan Duffy  
9TH DISTRICT

On behalf of the San Francisco Bay Area Rapid Transit (BART), we would like to thank the Interagency Working Group for drafting the Climate Action Plan for Transportation Infrastructure (CAPTI) as a concrete deliverable to the Governor’s Executive Orders N-19-19 and N-79-20. The nation and our state are on the precipice of historic investments to combat climate change, and BART shares the Administration’s belief that transportation infrastructure will play a key role in the state moving towards a more sustainable and resilient future.

As a multi-county special transit district, BART appreciates CAPTI’s call for state, regional, and local collaboration to improve and prioritize transportation investments. BART works closely with its jurisdictional partners to implement several agency policies focused on promoting clean transit, station access, sustainability, and housing. These policies guide BART initiatives and set forth actionable plans to ensure BART is providing a safe, sustainable, convenient, and affordable transportation option to all Californians. We believe this work is highly aligned with the goals and principles of CAPTI and welcome the state’s desire to direct more investments towards transit, rail, pedestrian, and bicycle infrastructure.

In addition, BART is coordinating with its transit agency partners to identify actions that will re-shape the Bay Area’s transit network to be a more connected, efficient, and user-focused. This work is aimed at supporting transit recovery post-COVID and will also rely on CAPTI to support near and long-term work to achieve a more integrated regional transit network.

BART shares in the state’s deep commitment to prioritizing equity and reducing the harmful impacts of climate change on disadvantaged, low-income, and Black, Indigenous, and People of Color communities. The District is in the process of developing an Equity Strategy to enhance our community work and create meaningful opportunities for the public to engage in decisions that will provide equitable access to transit. Developing a statewide framework for engagement that centers these communities would expand the benefits of transit investments even further.

BART recognizes that CAPTI is an ambitious undertaking and represents a realignment of competing interests and priorities within the transportation sector. The District is fully supportive of CAPTI and views this plan as the first of many steps in modernizing the state’s transportation network and combating climate change. Our specific comments are included in the attached document.

Again, BART thanks the CAPTI Interagency Working Group for their leadership on this effort. Should you have any further questions regarding BART's comments, please do not hesitate to contact me or Amanda Cruz, Manager of Government Relations and Legislative Affairs, at [acruz1@bart.gov](mailto:acruz1@bart.gov) or (510) 301-8350.

Sincerely,

A handwritten signature in blue ink, appearing to read "Rodd Lee". The signature is stylized with a large, circular flourish at the end.

Rodd Lee  
Assistant General Manager, External Affairs

Attachment

The San Francisco Bay Area Rapid Transit (BART) appreciates the opportunity to provide comments and feedback on the Climate Action Plan for Transportation Infrastructure (CAPTI). BART is committed to supporting the state’s efforts to reduce emissions and mitigate climate change, while increasing benefits and addressing disparate environmental impacts for disadvantaged, low-income, and Black, Indigenous, and People of Color (BIPOC) communities. We respectfully request consideration of the following comments to CAPTI.

Strategy S1. Cultivating and accelerating sustainable transportation leading with state investments	
<b>S1.1 Prioritize Solutions for Congested Corridors Program (SCCP) Projects that Enable Travelers to Opt Out of Congestion</b>	A reduction in vehicle miles traveled (VMT) should be a key scoring metric within revised SCCP guidelines. This would greatly assist transit, rail, and active transportation projects competing within the program.
<b>S1.2 Promote Innovative Sustainable Transportation Solutions in SCCP by Requiring Multimodal Corridor Plans</b>	Multimodal Corridor Plans for transit projects should not require transit operators to study alternative modes that are not public transportation options, such as expanding highways. Conversely, any agency completing a corridor plan for investments on a state highway should be required to include transit operators (bus, rail, and ferry) within the corridor in the development and review process.
	Further guidance and clarification from Caltrans and California Transportation Commission (CTC) on this issue would be appreciated. During the 2020 Cycle there seemed to be conflicting guidance regarding the inclusion on highway elements in a multimodal plan focused on transit and multimodal access.
<b>S1.3 Fast Track New CAPTI-Aligned Projects in Early Planning Phases by Adding Them to the Interregional Transportation Improvement Program (ITIP)</b>	Recommend requiring that all impacted jurisdictions within a corridor be in full agreement on key elements and issues for fast-tracking projects at this stage.
	Consider setting a date for implementation to ensure the readiness of each project.
<b>S1.4 Mainstream Zero-Emission Vehicle Infrastructure within the Trade Corridor Enhancement Program (TCEP)</b>	Fueling infrastructure is necessary to transition fleets, so it is critical that TCEP guidelines prioritize projects that deploy or improve zero emission vehicle infrastructure.
	Consider allowing projects to include zero-emission vehicle infrastructure within the project study area if they are adjacent to, serve, or connect disadvantaged communities, low-income communities, and BIPOC communities to places of employment; grocery, pharmacy and other shopping alternatives; community services; schools; religious facilities; entertainment venues; and other essential locations.
	Include reference to CARB's Advanced Clean Transit rule (in addition to the Advanced Clean Trucks and Advanced Clean Fleets).

Strategy S2. Supporting a robust economic recovery by revitalizing transit, supporting ZEV development, and expanding active transportation investments	
<b>S2.1 Implement the California Integrated Travel Project (Cal-ITP)</b>	Recommend this action include reference to working with regions such as the Bay Area that have existing contactless payment systems to enhance and integrate further with the state's effort.

<b>S2.2 Identify A Long-Term Strategic Funding Pathway Across All Funding Opportunities to Realize the State Rail Plan</b>	Recommend more details on how CalSTA plans to implement the prioritization process, including a proposed timeline. Clarify whether “long-term” refers to the duration of funding or the timeframe for development and whether work will be completed prior to the next State Rail Plan.
	Transit investments to support compact growth and transit-oriented development (TOD) should include funding to work with communities on developing and implementing parking management plans and transportation demand management.
<b>S2.3 Accelerate TIRCP Cycles to Support Transit Recovery with Deployment of ZEV Transit/Rail Fleets and Transit/Rail Network Improvements</b>	The Clean Fleet and Facilities Network Improvement project category within TIRCP should include ZEV fueling infrastructure. Consideration should be made for on-route transit stops that are shared by many operators, such as fueling infrastructure and interoperable charging technology at multimodal transit hubs. Deployment should also consider integrating chargers with scheduling and payment mechanisms to support multiple agencies using chargers at shared on-route locations.
	Consider using TIRCP to support program development; Prioritize funding to support/incentivize the multiple goals of CAPTI, such as equity.

**Strategy S3. Elevating community voices in how we plan and fund transportation projects**

<b>S3.1 Establish Transportation Equity and Environmental Justice Advisory Committee(s)</b>	An Advisory Committee should consider accessibility as a component of equity along with race and income.
	Recommend the Advisory Committee include community-based organizations, with compensation for time, in addition to subject matter experts and state agencies.
<b>S3.2 Strengthen and Expand Coordinated, Targeted Technical Assistance on State Transportation Funding Programs</b>	Recommend making a commitment to use available funding across current grant programs to support this effort. Utilize draft guideline process to explore opportunities for this change.
	Grantees need more robust technical support after award. Grantees need to understand the limits of their funding – what it can be spent upon, when it needs to be spent by, how to spend it (who needs to approve and what method is needed to justify the choice), and how to report/explain what’s been spent in relation to project progress.
	Grantees should also be provided technical support around reporting, audits and how to work with pass through agencies – what can each be expected to do/provide. Community entities/nonprofits may not have the experience to execute state transportation funding requirements without this continuous support.
<b>S3.3 Lift Up and Mainstream Community Engagement Best Practices</b>	Recommend a community engagement playbook or engagement guide incorporate the innovative strategies and tools used by local agencies to reach communities of color during the pandemic and use these best practices to score projects accordingly. Community outreach can be expensive, and the funds project sponsors spend on outreach (and early planning) should be able to count as local match.

	A playbook/engagement guide should include best practices specific to engaging Limited English Proficient populations.
	In general, we recommend moving away from the notion of engaging the community and more towards ways of collaborating/co-creating/deferring to community on transportation needs and projects to help improve direct benefits for the community.
	Recommend projects be required to incorporate and adhere to universal design standards. We suggest funding be included to incentivize projects that promote inclusive design. As an example, the Division of State Architect promotes the use of inclusive design and has adopted APTA Transit Universal Design Guidelines.
<b>S3.4 Develop and Utilize Equity Index to Assist in Evaluation or Prioritization of Caltrans Projects</b>	Recommend expanding the use of Equity Index beyond Caltrans projects. Development of Index should include non-state agency partners such as transit agencies.

**Strategy S4. Advance State transportation leadership on climate and equity through improved planning and project partnership**

<b>S4.4 Refocus Caltrans Corridor Planning Efforts to Prioritize Sustainable Multimodal Investments in Key Corridors of Statewide and Regional Significance</b>	<p>This strategy specifically calls out “multimodal” solutions – which can be interpreted to mean that a solution must address both transit and highway needs. Recommend specifying that a transit-only project can be prioritized and that this fund source is intended to also apply to transit projects. Most of the criteria listed for the program are for transit projects, however transit projects have historically only received a small percentage of the funding in the annual allocations.</p> <p>Streamline efforts to advance innovative multi-modal solutions, such as bus and bike infrastructure; Incorporate design standards into documents such as the CA Manual on Uniform Traffic Control Devices.</p> <p>Recommend guidance also be provided to regional entities such as county transportation agencies to encourage a similar approach and support cross-boundary collaboration.</p> <p>Facility transfers will be key to corridor planning for both transferring between systems as well as transferring between modes within a service area. Joint planning efforts should also include trip planning, fare coordination, wayfinding, and hub amenities.</p>
<b>4.5 Develop and Implement Caltrans Climate Action Plan (CCAP)</b>	<p>Planning, partnerships, outreach, prioritization, and funding are critical toward developing and implementing the CCAP. Recommend the State streamline processes and costs, as they are significant barriers to successful delivery of VMT reduction strategies.</p>

**Strategy S5. Supporting climate resilience through transportation system improvements and protection for natural and working lands**

<b>S5.1 Develop Climate Risk Assessment Planning and Implementation Guidance</b>	Regional adaptation will ultimately be more cost effective than local jurisdictions working in silos. Recommend guidance at
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	regional scale and inclusion of a logical pathway for collective response.
<b>S5.2 Update SHOPP and SB 1 Competitive Program Guidelines to Incentivize Climate Adaptation and Climate Risk Assessments/Strategies</b>	SB1 Adaptation Planning Grants were helpful to local and regional agencies planning for climate change adaptation. This funding has since been exhausted and BART recommends creating a similar program to support prioritizing planning for climate adaptation.

**Strategy S6. Support local and regional innovation to advance sustainable mobility**

<b>S6.1 Explore New Mechanisms to Mitigate Increases in Vehicle Miles Travelled (VMT) from Transportation Projects</b>	BART supports the development of a state or regional VMT mitigation banking mechanism, with the acknowledgement that VMT reductions driven by transit should not simply be transferred to VMT increasing highway projects in a net-zero VMT transfer - VMT must still be capped/reduced overall.
	Consideration should also be given to scaling back investments in highway projects and directing more funding to transit and active transportation projects proven to reduce VMT.
<b>S6.2 Convene a Roadway Pricing Working Group to Provide State Support for Implementation of Local and Regional Efforts</b>	A way to ensure that dynamic/management-based roadway pricing is equitable is to ensure access to a high performing transit alternative at a low cost rather than providing a subsidy to low-income drivers. Recommend Caltrans prioritize the usage of net operating revenues from roadway pricing towards transit, equity, and other VMT-reducing investments.
<b>6.3 Develop Interagency Framework for Project Evaluation Around Advancing Sustainable Communities</b>	This action will enable MPOs to do more than simply concur that projects are in the RTP/SCS by allowing them to prioritize projects within CAPTI. A framework also provides other state agencies with a clear way to assess projects and evaluate funding submissions against the RTP/SCS goals and MPO prioritization.
	Recommend requiring discretionary funding requests utilize the framework that is proposed to be developed, rather than only making it available.

**Strategy S7. Strengthen transportation-land use connections**

<b>S7.1 Leverage Transportation Investments to Incentivize Infill Housing Production</b>	BART fully supports this concept. As BART makes room for TOD on its properties, facilities and infrastructure need to be relocated, modified, etc. and can be very expensive. Funding support from the state is necessary, and additional funding is needed if there is an affordable housing component. BART is currently not eligible for most city and county funding measures for affordable housing projects.
	Would like clarification on how CalSTA intends to use funding mechanisms to implement this strategy at the regional and local level, and how agencies like BART can support this effort.
	Incentive based approach is preferred. Tying transit capital funding to housing outcomes could have detrimental impacts once BART-owned land is fully developed. If pursued, we strongly recommend that this section include language that transit agencies be held harmless and receive credit for housing

	investments made prior to the implementation of future programs.
	Funding is one of the state's strongest incentives. Recommend utilizing funding to support rural and suburban communities. This includes updating at least one funding program with prioritizing factors related to housing/mixed-use density supportive policies.
<b>S7.3 Explore a “Highways to Boulevards” Conversion Pilot Program</b>	We recommend accelerating the development of this program and modeling it on the proposed new reconnecting neighborhoods program under President Biden’s American Jobs Plan, hopefully securing some of the \$20 billion in proposed federal funding. We recommend adding language on the provision of transit services to the newly reconnected neighborhoods as part of the pilot program.
	Request that boulevards not simply replicate highways on the surface, but rather be true complete streets, and reduce the right-of-way of the original highway to accommodate slower and safer traffic volumes. Recommend opportunities for transit investments as an integral part of the process.

General Comments	
<b>Approach</b>	Recommend CAPTI actively influence/shape <i>statewide coordination</i> , not just <i>state</i> investments and work with partners at the regional and local levels to align policies and priorities so that transportation investments at all levels, not just the state, are working toward the same goals. CAPTI should not only <i>support</i> regional and local investments consistent with the plan but <i>drive</i> such investments as well.
	As written, CAPTI assumes the basic framework of existing grant programs remain unchanged. Recommend that future revisions to CAPTI identify areas where statutory changes are needed to align underlying policies with new goals.
<b>Timing and Implementation</b>	The CAPTI puts the implementation of some actions in the “medium term” of 3-7 years. Recommend including a recognition that these timeframes do not fully align with the tone of urgency set by the Governor in his Executive Orders. This is important, as in some cases, the state will need to act immediately to take advantage of new federal funding opportunities.
	To reinforce the “action” orientation of the CAPTI, we recommend replacing the commitment to “explore” certain strategies with a commitment to “develop” them.

<b>Projects in pipeline</b>	<p>Recommend including a review of state projects in the pipeline to ensure they are consistent with CAPTI's objectives. While we recognize that projects may have been in development for years or even decades, there should be some ability to revisit any that are clearly at odds with the policy goals of CAPTI and that could worsen the current situation and post-pandemic recovery. Recommend including an action to have Caltrans conduct a review of its projects for consistency and call on regions to do the same.</p>
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