State Plans and Policies Related to Climate Change

State Perspective/Overview

- Transportation is a large contributor to statewide emissions
- State planning policies and funding programs shifting to transit, bicycle, and pedestrian travel modes
- Highway expansion using state funds possible but limited in scope
- Draft policies under development present challenges and opportunities

Key Policies and Legislation

EO S-3-05

- CA Greenhouse gas (GHG) emissions 80% below 1990 levels by 2050

AB 32

- CA GHG emissions reduced to 1990 levels by 2020

SB 375

- Sustainable Communities Strategy required in Regional Transportation Plans

SB 391

- California Transportation Plan must demonstrate achievement of CA GHG goals

EO B-16-2012

- Transportation sector GHG emissions 80% below 1990 levels by 2050

SB 743

- CEQA transportation impact analysis shall support infill, public health, and GHG reductions

SB 32

- CA GHG emissions 40% below 1990 levels by 2030

EO N-19-19

- Achieve CA GHG goals by leveraging state transportation spending

EO N-79-20

- 100% zero-emission passenger vehicle sales by 2035
- 100% zero-emission buses in operation by 2045

2005 2006 2008 2009 2012 2013 2016 2019 2020

CA – California - CEQA – California Environmental Quality Act/ EO – Executive Order

SB 743

Outcome	Goals, Strategies, and Issues
Automobile delay is no longer an impact under CEQA	Goals: Reduce vehicle miles traveled (VMT), encourage infill development, and support alternative travel modes
	Strategies: Use VMT as the transportation impact analysis metric rather than congestion delays
	Issue #1: Devalues benefits of traditional congestion reduction approach for improving air quality
	Issue #2: Significant impacts are more likely from lane addition/capacity projects
	Issue #3: Environmental clearance more complex for capacity projects *(e.g., statement of overriding considerations, etc.)*

Governor's EO N-19-19

Purpose	Strategies
Achieve climate goals by leveraging state transportation spending	Align planning and programming with objectives of California Climate Change Scoping Plan
	Reduce VMT by directing investments in a way that support infill development, especially housing near jobs
	Reduce congestion through innovative strategies that encourage people to shift from cars to other modes of travel
	Fund infrastructure that encourages transit use, walking, and bicycling
	Mitigate for any increases in transportation costs incurred on lower income residents of California

Climate Action Plan for Transportation Infrastructure

- Known as “CAPTI”
- Draft state policy that includes direction on discretionary funding programs
- Applies to:
  - Active Transportation Program (ATP)
  - Interregional Transportation Improvement Program (ITIP)*
  - Local Partnership Program (LPP)*
  - Solutions for Congested Corridors (SCCP)*
  - State Highway Operations & Protection Program (SHOPP)*
  - Trade Corridor Enhancement Program (TCEP)*
  - Transit & Intercity Rail Capital Program (TIRCP)

** Freeway capacity projects eligible under current or prior funding guidelines*

Seven CAPTI Strategy Areas

1. Cultivate and accelerate sustainable transportation innovation by leading with state investments for multimodal and zero-emission vehicle projects and supporting planning for future projects that align with CAPTI.

   (SCCP, TCEP, ITIP)

2. Support a robust economic recovery by revitalizing transit (state rail plan and California Integrated Travel Project), supporting zero-emission vehicle deployment, expanding active transportation investments.

   (ATP, ITIP, SCCP, TCEP, TIRCP)

3. Elevate community voices in how the State plans and funds transportation projects through establishing an equity committee, providing technical assistance, better community engagement.

   (All seven fund sources)

ATP - Active Transportation Program
ITIP - Interregional Transportation Improvement Program
SCCP - Solutions for Congested Corridors
TCEP - Trade Corridor Enhancement Program
TIRCP - Transit & Intercity Rail Capital Program

Seven CAPTI Strategy Areas

4. Advance state transportation leadership on climate and equity through improved planning and project partnerships by aligning Caltrans plans and strategies as well as the SHS Management Plan with CAPTI framework.
   (ITIP, SCCP, SHOPP, TIRCP)

5. Support climate resilience through transportation system improvements and protections for natural and working lands further through incentives to support climate risk assessments and resiliency planning.
   (ITIP, LPP, SCCP, SHOPP, TCEP)

6. Support local and regional innovation to advance sustainable mobility through limit or mitigate VMT growth, local/regional roadway pricing, and sustainable communities strategies.
   (All seven fund sources)

7. Strengthen transportation land-use connections by incentivizing infill, address displacement and conversion of highways to boulevards.
   (All seven fund sources)

Challenges and Opportunities

Challenges

- Shift in expectations and commitments
- Incentives for transportation investments linked to development projects
- Lack of flexibility for capacity projects that reduce emissions but increase VMT
- Lack of long-term transit operations funding *(start-up operations only)*

Opportunities

- Potential funding for transit and bikeway capital projects
- Funding for zero-emission buses and charging infrastructure more likely
- Some capacity projects may be possible if VMT increase is mitigated
- Efficiency improvements through technology more likely to receive funding *(e.g., signal coordination)*

Next Steps

- Comments on CAPTI due May 4, 2021
- More detailed report planned for future Board of Directors meeting
- Potential future changes to OCTA planning efforts and funding policies