



STAFF REPORT
Board Meeting of July 21, 2021

AGENDA ITEM: 4-E

PREPARED BY: Dylan Stone, Principal Regional Planner

SUBJECT:

CalSTA Climate Action Plan for Transportation Infrastructure - Adopted

Enclosure: No

Action: Information and Discussion Only

SUMMARY:

The California State Transportation Agency (CalSTA) developed the [Climate Action Plan for Transportation Infrastructure](#) to direct billions of state discretionary transportation dollars towards investments to aggressively combat and adapt to climate change while supporting public health, safety, and equity. The plan builds on executive orders signed by Governor Gavin Newsom in [2019](#) and [2020](#) targeted at reducing greenhouse gas emissions in transportation – which account for more than 40 percent of all emissions – to reach the state’s ambitious climate goals.

State transportation funds – including revenue collected under Senate Bill (SB) 1, the Road Repair and Accountability Act of 2017 – must be used solely on transportation. As outlined in SB 1, California will continue the “fix-it-first” approach to maintaining the state’s highways, roads, and bridges. Under the new strategy adopted today, where feasible and within existing funding program structures, the state will invest discretionary transportation funds in sustainable infrastructure projects that align with its climate, health, and social equity goals.

To steer those investments, the plan has 10 guiding principles:

- Building toward an integrated, statewide rail and transit network
- Investing in networks of safe and accessible bicycle and pedestrian infrastructure
- Advancing investments in light-, medium- and heavy-duty zero-emission vehicle infrastructure
- Strengthening the commitment to social and racial equity by reducing public health and economic harms and maximizing community benefits
- Making safety improvements to reduce fatalities and severe injuries of all users toward zero
- Assessing physical climate risk for transportation infrastructure projects
- Promoting projects that do not substantially increase passenger vehicle travel

- Promoting compact infill development while protecting residents and businesses from displacement
- Developing a zero-emission freight transportation system
- Protecting natural and working lands.

CAPTI was developed through collaboration with many different state agencies along with extensive outreach and engagement with hundreds of stakeholders during the past 18 months. The California State Transportation Agency unveiled the draft plan on March 10 and updated the document based on feedback received during the ensuing 10-week public review period. A summary of the comments received and how they were addressed in the final plan is [available here](#).

FISCAL IMPACT:

No fiscal impact to the approved 2021-22 Overall Work Program and Budget.