

Support Material Agenda Item No. 31

Board of Directors Meeting

November 6, 2024

10:00 AM

Location:

San Bernardino County Transportation Authority
First Floor Lobby Board Room
1170 W. 3rd Street, San Bernardino, CA 92410


DISCUSSION ITEMS


Legislative/Public Outreach

31. Update on the proposed revisions to the 2024 Climate Action Plan for Transportation Infrastructure

Receive an update on the proposed 2024 revisions to the Climate Action Plan for Transportation Infrastructure.


A PowerPoint presentation was received after the posting of the agenda and is being provided as a separate attachment.






CAPTI

Climate Action Plan for Transportation Infrastructure




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1



Executive Order N-19-19

- Outlines the state's strategy to recommend the investment of billions of discretionary transportation funds to address the state's climate goal of reducing greenhouse gas (GHG) emissions.




Executive Order N-19-19

On September 20, 2019, Governor Newsom issued Executive Order (EO) N-19-19, which calls for actions from multiple state agencies to reduce greenhouse gas (GHG) emissions and mitigate the impacts of climate change. This includes a direct acknowledgment of the role the transportation sector must play in tackling climate change. The order states:

"California has ambitious and essential climate goals to transition to a healthier, more sustainable and more inclusive economy, including reducing GHGs 40% below 1990 levels by 2030. ... California has made substantial, measurable progress on our goals, but in recent years, direct tailpipe emissions from cars, ships, diesel trains, airplanes, and other transportation sources have remained a stubborn driver of greenhouse gas emissions, totaling 40.1 percent of all greenhouse gas emissions statewide."

To further the state's climate goals, EO N-19-19 empowers the California State Transportation Agency (CalSTA) to leverage more than \$5 billion in discretionary state transportation funds to reduce GHG emissions in the transportation sector and adapt to climate change. Accordingly, CalSTA will work to align transportation spending with the state's Climate Change Scoping Plan where feasible; direct investments to strategically support smart growth to increase in-fill housing production; reduce congestion through strategies that encourage a reduction in driving and invest further in walking, biking, and transit; and ensure that overall transportation costs for low-income Californians do not increase as a result of these policies.



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2

Additional CAPTI Details

- CAPTI was developed just a few short years after the passage of the historic transportation funding package, Senate Bill 1 which generated substantial funding to address the state's long list of transportation infrastructure needs.
- While Senate Bill 1 contains provisions that specify where those resources can be spent, CAPTI's objective is:
 - *“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.”*



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3

CAPTI 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



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4

SBCTA Comments to CAPTI

- Goal to reduce vehicle miles traveled (VMT) by 30% is not feasible given the current level of investments
- One size does not fit all
- Market ultimately determines what is feasible
- CAPTI must acknowledge that Self-Help Counties, like SBCTA, have a fiduciary responsibility to its residents



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5

Proposed New Strategies*

- Transforming The Future of the State Highway System
- Reducing GHG Impacts of Transformation Investments
- Delivering Equitable Outcomes
- Improving Transparency and Accountability

* Each strategy triggers a series of associated actions.



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6

The **ACTIONS** that we believe create challenges for the delivery of projects for SBCTA are:

- Update the Trade Corridor Enhancement Program (TCEP) guidelines to state that goods movement projects that mitigate their passenger VMT impacts are more competitive for funding
- Continue strengthening existing Senate Bill 1 (SB1) program guidelines to better account for the environmental justice impacts of projects
- Codify CAPTI Guiding Principles in statute to ensure the continuation of CAPTI in future administrations
- Update the Solutions for Congested Corridors Program (SCCP) guidelines to require that all applications state that they are VMT neutral in order to compete in the program, while continuing existing practice in guidelines to prioritize projects



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