CHANGING PRIORITIES IN TRANSPORTATION

A brief discussion of the documents that describe this change and initial discussion to ensure that California PATH continues to add value in this rapidly changing environment.

OBJECTIVES

- Ensure that PATH colleagues are aware of rapidly changing transportation priorities, at the state and national levels.
  - Add value
  - Stay relevant
  - Compete
- Establish a repository for all associated documents for ease in access
- Initiate a PATH "Committee" on changing priorities and PATH strategic direction
  - Keep up with changing priorities at both state and national levels
  - Report out to PATH Leadership at some established frequency
  - Framework for a new PATH Strategic Plan

PRIOR AIR QUALITY/TRANSPORTATION LEGISLATION

- **AB 32**, California's Global Warming Solutions Act of **2006**, gives the California Air Resources Board authority over sources of greenhouse gas emissions, including cars and light trucks.
  - Cut the State's GHG emissions to 1990 levels by 2020 with maintained and continued reductions post 2020.
  - First comprehensive climate bill in California, a defining moment in the State's long history of environmental stewardship.
  - Secured the State's role as a national and global leader in reducing GHGs.

PRIOR AIR QUALITY/TRANSPORTATION LEGISLATION AND EO'S

- **SB 375**, Sustainable Communities and Climate Protection Program of **2008**, directs the Air Resources Board to set regional targets for the reduction of greenhouse gas emissions. Aligning these regional plans is intended to help California achieve GHG reduction goals for cars and light trucks under AB 32, the state's landmark climate change legislation.
  - Builds on the existing framework of regional planning to tie together the regional allocation of housing needs and regional transportation planning in an effort to reduce greenhouse gas (GHG) emissions from motor vehicle trips.

PRIOR AIR QUALITY/TRANSPORTATION LEGISLATION

- **Executive Order B-30-15 (2015)**
  - Establishing a California GHG reduction target of 40 percent below 1990 levels by 2030.
  - Calling on CARB, in coordination with sister agencies, to update the AB 32 Climate Change Scoping Plan to incorporate the 2030 target.
  - Building out the "sixth pillar" of the Governor's strategy–to safeguard California in the face of a changing climate–highlighting the need to prioritize actions to reduce GHG emissions and build resilience in the face of a changing climate.

PRIOR AIR QUALITY/TRANSPORTATION LEGISLATION

- **SB 32**, California Global Warming Solutions Act of **2016**: emissions limit and **AB 197 (2016)** State Air Resources Board: greenhouse gases: regulations.
  - SB 32 affirms the importance of addressing climate change by codifying into statute the GHG emissions reductions target of at least 40 percent below 1990 levels by 2030 contained in Governor Brown's Executive Order B-30-15.
  - The California 2030 target represents the most ambitious GHG reduction goal for North America.

PRIOR AIR QUALITY/TRANSPORTATION LEGISLATION

- **AB197 (2016)**
  - Requires annual posting of GHG, criteria, and toxic air contaminant data throughout the State, organized by local and sub-county level for stationary sources and by at least a county level for mobile sources.
  - Requires CARB, when adopting rules and regulations to achieve emissions reductions and to protect the State's most affected and disadvantaged communities, to consider the social costs of GHG emissions and prioritize both of the following:
    - Emissions reductions rules and regulations that result in direct GHG emissions reductions at large stationary sources of GHG emissions and direct emissions reductions from mobile sources.

PRIOR AIR QUALITY/TRANSPORTATION LEGISLATION

- **SB 743**, signed into law in **2013**, updates the way transportation impacts are measured in California for new development projects, making sure they are built in a way that allows Californians more options to drive less.
  - **Starting on July 1, 2020**, agencies analyzing the transportation impacts of new projects must now look at a metric known as vehicle miles traveled (VMT) instead of LOS. VMT measures how much actual auto travel (additional miles driven) a proposed project would create on California roads. If the project adds excessive car travel onto our roads, the project may cause a significant transportation impact.

CARB CLIMATE CHANGE SCOPING PLAN 2017

EXECUTIVE ORDER N-19-19 (2019)

- "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% percent of all greenhouse gas emissions statewide."
- 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.

EXECUTIVE ORDER N-79-20 (2020)

- EO N-79-20 accelerates the transition away from fossil fuels by requiring all new cars sold in California to be zero-emission by 2035, all new commercial trucks sold in the state to be zero-emission by 2045 for all operations where feasible, and all new off-road vehicles and equipment sold to be zero-emission by 2035 where feasible.
  - Furthers the state's climate goals by explicitly pointing to the critical role of transit, passenger rail, active transportation, Complete Streets, and micromobility as tools to expand mobility options, encourage mode shift, and reduce overall vehicle miles traveled (VMT).
  - Even with all new cars sold being zero-emission by 2035, CARB estimates 30 percent of passenger vehicles will still be gas-powered in 2045 — the state's target date to achieve carbon neutrality to help prevent the worst impacts of climate change.

CALIFORNIA TRANSPORTATION PLAN 2050 (CTP 2050) (2021)

- The CTP 2050 is a policy framework that provides a common vision for the future of our transportation system. The CTP 2050 is a roadmap for making effective, equitable, transparent, and transformational transportation decisions in California.
- The CTP 2050 describes the even broader role transportation planning can play in meeting our state goals. It will take advances in vehicle and fuel technology, as well as a reduction in overall driving to meet our climate targets while creating a healthier and more equitable California.
- Meeting our goals will also require existing and emerging technologies — such as connected and automated vehicles, shared mobility, micromobility, and increased digital substitution (such as telework, telemedicine, etc.) — to be strategically deployed in a way that encourages reduction in dependence on single occupant vehicles and increases access to destinations and opportunities.

CLIMATE ACTION PLAN FOR TRANSPORTATION INFRASTRUCTURE (CAPTI) (2021)

CAPTI tackles the narrow issue of how existing state transportation infrastructure investments should be leveraged to meet our goals.

- CAPTI Investment Framework: Guiding principles for investment will work to reduce Californians' dependence on driving, increase multimodal options for all communities, and equitably meet the state's climate goals.
  - Building toward an integrated, statewide rail and transit network
  - Investing in networks of safe and accessible bicycle and pedestrian infrastructure,
  - Including investments in light, medium, and heavy-duty zero-emission vehicle (ZEV) infrastructure

CLIMATE ACTION PLAN FOR TRANSPORTATION INFRASTRUCTURE (CAPTI)

- CAPTI Investment Framework: Guiding principles for investment will work to reduce Californians' dependence on driving, increase multimodal options for all communities, and equitably meet the state's climate goals.
  - Strengthening our 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 towards zero.
  - Promoting projects that do not significantly 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.

AUTOMATED VEHICLE PRINCIPLES FOR HEALTHY AND SUSTAINABLE COMMUNITIES 2018

- Key Principles:
  - Shared-use
  - Pooled
  - Low-emissions
  - Right-sized
  - Part of an efficient multimodal system
  - Efficient land use
  - Complete and livable streets
  - Transportation Equity

AUTONOMOUS VEHICLES STRATEGIC FRAMEWORK
DRAFT VISION AND GUIDING PRINCIPLES (2021)

- VISION: The State of California will leverage innovation to safely deploy and maximize the potential public benefits of zero-emission autonomous vehicles for mobility, safety, job quality, equity, health, environment, land use, and quality of life
- GUIDING PRINCIPLES
  - **Environment:** Deploy zero-emission autonomous vehicles in a manner that minimizes emissions and vehicle miles traveled, promotes smart growth, and maintains natural and working lands
  - **Equity:** Improve affordable and convenient access to destinations, goods, and services through autonomous vehicle deployment, particularly to reduce or eliminate systemic inequities for all communities throughout California.

AUTONOMOUS VEHICLES STRATEGIC FRAMEWORK
DRAFT VISION AND GUIDING PRINCIPLES

- GUIDING PRINCIPLES
  - **Inclusive Design:** Increase autonomous vehicles' benefits for all road users in California through universally accessible design and routes.
  - **Partnerships:** Integrate autonomous vehicles into California's economy through active collaboration, joint investment, and shared responsibility among all stakeholders in the public and private sectors.
  - **Public Health and Livability:** Ensure autonomous vehicles operate as an integrated part of a multi-modal system that prioritizes people and their health over vehicles, to improve public health outcomes.

AUTONOMOUS VEHICLES STRATEGIC FRAMEWORK
DRAFT VISION AND GUIDING PRINCIPLES

- GUIDING PRINCIPLES
  - **Quality Jobs:** Require jobs created in the transition to autonomous vehicles be high road jobs that support California workers with decent wages and benefits, and improve the competitiveness of California's high road employers.
  - **Safety:** Increase the safety of all road users and the underlying transportation system through autonomous vehicle operation, design, and infrastructure investments.
  - **Shared Prosperity:** Create an inclusive economic future that maximizes opportunities and benefits and limits negative impacts for both California's workers and the state economy due to the transition and growth of the autonomous vehicle industry.

2020-24 CALTRANS STRATEGIC PLAN (CSP) (2021)

- **VISION -** A brighter future for all through a world-class transportation network.
- **MISSION -** Provide a safe and reliable transportation network that serves all people and respects the environment.
- **VALUES**
  - **Engagement -** We inspire and motivate one another through effective communication, collaboration, teamwork, and partnership.
  - **Equity -** We strive to eliminate disparities while improving outcomes for all.
  - **Innovation -** We are empowered to seek creative solutions and take informed risks.
  - **Integrity -** We promote trust and accountability through our consistent and ethical actions.
  - **Pride -** As one Caltrans family, we are proud of our work and strive for excellence in public service.

2020-24 CALTRANS STRATEGIC PLAN (CSP)

- GOALS
  - SAFETY FIRST
  - CULTIVATE EXCELLENCE
  - ENHANCE AND CONNECT THE MULTIMODAL TRANSPORTATION NETWORK
  - STRENGTHEN STEWARDSHIP AND DRIVE EFFICIENCY
  - LEAD CLIMATE ACTION
  - ADVANCE EQUITY AND LIVABILITY IN ALL COMMUNITIES

FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT REAUTHORIZATION – ITS AMERICA

- Increase Investments in Research and Deployment of Intelligent Transportation Technologies.
- Safeguard Critical Transportation Infrastructure from Cybersecurity Threats
- Prioritize the 5.9 GHz Spectrum for Vehicle-to-Everything (V2X) Public Safety
- Expand Investments in Advanced Mobility Improvements
- Plan for Transformative Transportation Technologies
- Deploy Broadband to Support Intelligent Transportation Technologies

FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT REAUTHORIZATION – ITS AMERICA

- Increase Buildout of Alternative Fuel Vehicle Infrastructure to Support Zero Emission Vehicles
- Build Transformative and Adaptive Infrastructure for Deployment of Intelligent Transportation Technologies to Mitigate Climate Change
- Establish A Mobility-on-Demand Program for the New World of Mobility
- Invigorate the ITS Program Advisory Committee
- Strengthen the University Transportation Centers Program

FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT REAUTHORIZATION – ITS AMERICA

- POLICY: INCREASE INVESTMENT IN RESEARCH AND DEPLOYMENT OF INTELLIGENT TRANSPORTATION TECHNOLOGIES.
  - Increase funding authorizations from the Highway Trust Fund for research, development, and demonstration of intelligent transportation systems technology to secure the United States' global leadership in the development and deployment of advanced transportation technologies. Provide increased funding for research of connected and automated vehicle technology. Ensuring United States technological leadership in transportation will have broad and substantial safety and economic benefits.

FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT REAUTHORIZATION – ITS AMERICA

- ADVANCED TRANSPORTATION AND CONGESTION MANAGEMENT TECHNOLOGIES DEPLOYMENT (ATCMTD) PROGRAM
  - Amend 23 USC § 503 (c) to authorize and dedicate separate funding for the Advanced Transportation and Congestion Management Technologies Deployment (ATCMTD) program.
    - Under the FAST Act, the ATCMTD program has been funded through a set-aside from the Highway Research and Development, Technology and Innovation Deployment, and Intelligent Transportation System Research programs and has resulted in a reduction of transportation research and development that has historically propelled United States leadership in areas such as connected and automated vehicle development as well as the emerging area of artificial intelligence in mobility management.
    - Increase funding and federal share to 80% for the ATCMTD program to account for the overwhelming demand for advanced transportation and congestion management technologies

FIXING AMERICA'S SURFACE TRANSPORTATION (FAST) ACT REAUTHORIZATION – ITS AMERICA

- POLICY: STRENGTHEN THE UNIVERSITY TRANSPORTATION CENTERS PROGRAM
  - Support reforms in the University Transportation Centers program that directs grants to universities with research and technical expertise; encourages leading edge as well as near-term practical applied research (reduce the time period from research concept to completion); encourages broader inclusion of ITS-related curriculum, degrees, and professional development programs for current and future workforce; and increases opportunities for private sector funding contributions.

THE AMERICAN JOBS PLAN

BUILD WORLD-CLASS TRANSPORTATION INFRASTRUCTURE: FIX HIGHWAYS, REBUILD BRIDGES, AND UPGRADE PORTS, AIRPORTS AND TRANSIT SYSTEMS

- $621B/3.0T
  - Repair American roads and bridges – 115B + 20B
  - Modernize public transit – 85B
  - Invest in reliable passenger and freight rail service – 80B
  - Create good jobs electrifying vehicles – 174B
  - Improve ports, waterways, and airports – 42B
  - Redress historic inequities and build the future of transportation infrastructure – 20B +25B
  - Invest resources wisely to deliver infrastructure projects that produce real results.
  - Make our infrastructure more resilient – 50B
    - Safeguard critical infrastructure and services, and defend vulnerable communities

TASKS

- Repository for all related documents, in chronological order, updated as new information/documents are developed.
  - PATH Website
- Initiate a PATH "Committee" on changing priorities and PATH Strategic Direction
  - Keep up with changing priorities at both state and national levels
  - Report out to PATH Leadership at some established frequency
  - Framework for a new PATH Strategic Plan