

Housing & Transportation Policy & Funding: Centering Climate & Equity

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What I will Cover

- Why address climate & equity?
- Centering climate & equity within land use/housing and transportation decisions: What does it look like?
- What policies are in place:
 - CAPTI
 - Housing as a Climate Strategy
- Funding Opportunities

VMT Reductions Necessary

- Transportation Sector accounts for over 50% of GHG emissions in CA
- ZEV adoption alone will not get us to targets without reducing our dependence on driving
- VMT reduction impacts other sectors and has strong co-benefits

Reducing vehicle miles traveled (VMT) is necessary to directly and immediately reduce mobile source emissions, and to bring the light-duty transportation sector within striking distance of carbon neutrality by 2045 and attainment of the 70 ppb 8-hour ozone standard in 2037.

2020 CARB Mobile Source Strategy

CalSTA Racial Equity Statement

- “...Far too often, past transportation decisions quite literally put up barriers, divided communities, and amplified racial inequalities, particularly in our Black and Brown neighborhoods....
- ...Enhancing the lives of all Californians – particularly people of color and disadvantaged communities – by connecting individuals to jobs, healthcare, education and other opportunities lie at the heart of what we do and why.
- ...To that end, CalSTA firmly embraces racial equity, inclusion and diversity. These values are foundational to achieving our vision of a cleaner, safer, more accessible and more connected future...”



What Does it look like?

Creating Equitable Sustainable Communities



What Does it look like?

Creating Equitable Sustainable Communities



California's Housing as a Climate Strategy

- Links California's housing and climate goals by identifying where to build housing
- Builds on existing state housing programs to ensure all 58 counties have a pathway to achieve their housing and climate goals
- Equity remains key priority to ensure communities across the state are connected, affordable, and inclusive to all Californians
- Safeguards natural and working lands and reduces exposure to climate risks



CalSTA Climate Action Plan for Transportation Infrastructure (CAPTI)

July 12, 2021

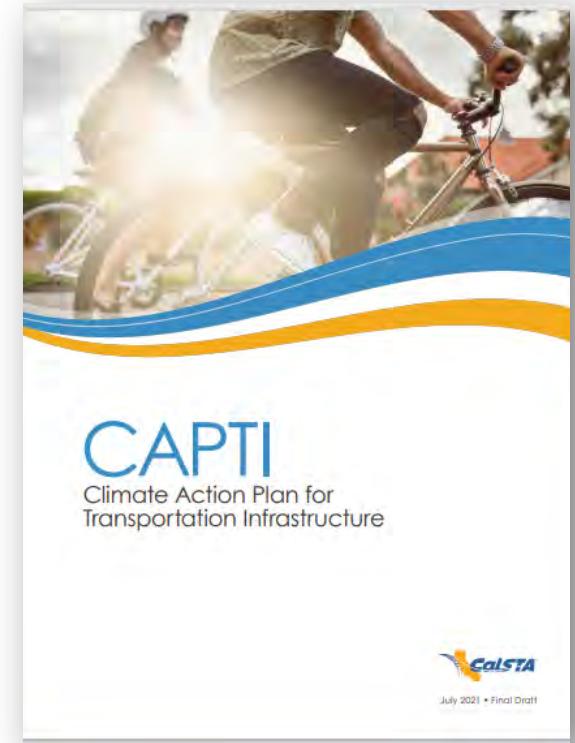
- CAPTI adopted & Posted on CalSTA website

August 18, 2021

- CTC Resolution of Support passed

Now

- CalSTA, Caltrans, CTC and other state agencies are working on implementation



CAPTI Is A...

Holistic framework

For aligning State infrastructure investments with State climate, health, and equity goals **built on the foundation of the “fix-it-first” approach** established in SB 1

Suite of proposed changes

To transportation planning, programming, and mitigation activities **to align with the CAPTI framework**

Balanced approach

That considers the need to **ensure all areas of the state can benefit from changes**, and acknowledges the need for a **range of solutions in different contexts**



CAPTI Investment Framework

- **10 Guiding Principles** help create a vision for how transportation investments should be prioritized
- Set of **8 Strategies and over 30 actions** outline initial areas of work



CAPTI Investment Framework



Building towards 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

CAPTI Investment Framework



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



Assessing physical climate risk



Promoting projects that do not increase passenger vehicle travel



Promoting compact infill development while protecting residents and businesses from displacement



Protecting natural and working lands



Developing a zero-emission freight transportation system

Historic Levels of Investments

- Unprecedented federal and state transportation spending
- Alignment between the Biden-Harris Administration, the Newsom Administration, and the state Congressional delegation
- Investments well positioned to center climate and equity



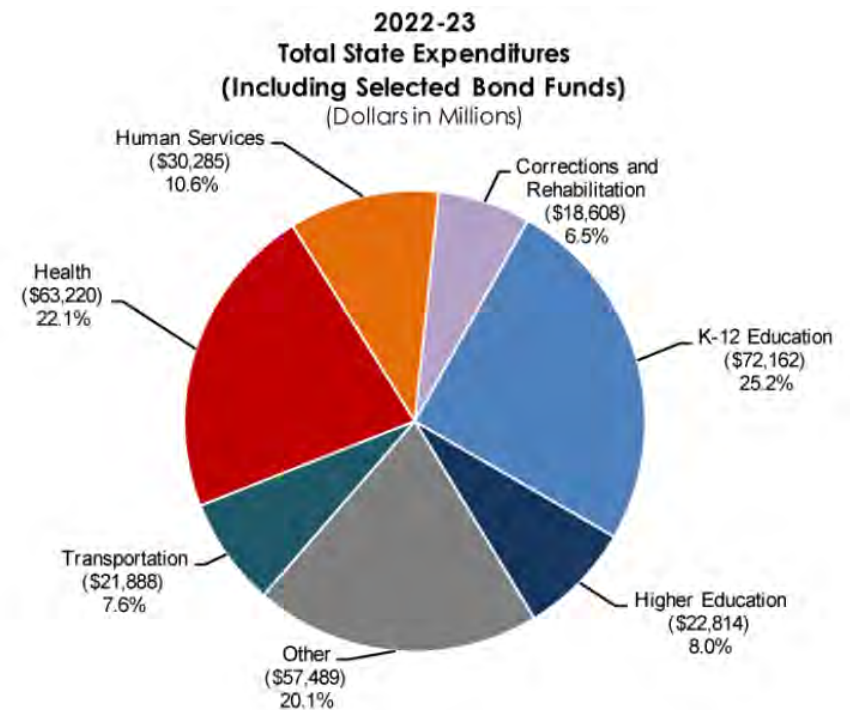
IIJA Top Line Numbers for California

- \$1.2 trillion in investments from Federal Fiscal Year (FFY) 2022 through FFY 2026, including \$550 billion in new spending on transportation, water and power infrastructure, and pollution cleanup.
- **Guaranteed FHWA Formula / Apportionment Programs**
 - \$25.3 billion for Federal-aid highway apportioned programs over five years.
 - **Legacy Programs:**
 - NHPP (\$12.8 billion/5yrs), STBG (\$6.3 billion/5yrs), NHFP (\$662 million/5yrs), HSIP (\$1.4 billion/5yrs), CMAQ (\$2.6 billion/5yrs), and others.
 - **New Programs:**
 - Carbon Pollution Reduction - \$555 million over five years.
 - PROTECT (Resilience) - \$631 million over five years.
- **New Guaranteed Formula / Apportionment Programs Over/Above \$25.3 billion FHWA (Total \$28.6 billion)**
 - \$2.87 billion over five years from a new bridge program.
 - \$384 million over five years from a new program to support the expansion of an electric vehicle (EV) charging network.
- **FTA Guaranteed Formula / Apportionment - \$9.45 billion over five years.**



Governor's Proposed Transportation Budget Package

- \$9.1bn infrastructure package aligned with CAPTI
- Investments will play a role in serving as leverage for competitive federal grant programs



Thank you!

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Centering Equity in our Housing and Climate Solutions: The Why and How

Grecia Elenes, MUP
Regional Policy Manager



Leadership Counsel for Justice and Accountability works alongside communities to advocate for **sound policy and equitable public** investments that secures equal access to opportunity. We fundamentally **shift dynamics** that have created the stark inequality that impacts California's low-income, rural regions.



- ❖ Established in 2013 and have grown to a team of 30+ permanent staff
- ❖ Have **4 offices**: Sacramento, Merced, Fresno, Bakersfield, and Coachella
- ❖ Work in the San Joaquin and Eastern Coachella Valleys across **20+ communities**

The Why — Why center equity?

When we establish equitable, anti-racist policies, programs, and investment practices, we:

1. Comply with federal and state fair housing and civil rights laws.
2. Help achieve our climate and housing goals.
3. Improve our economic, educational, and health outcomes.

Addressing Community-Identified Priorities: *Who is community?*

1. Bring historically excluded and marginalized **communities to the table**.
2. Listen and acknowledge the **past and present racist and discriminatory patterns of practice**.
3. Have them **drive the conversations and decision-making**.
4. Honor and respect the **deep knowledge and expertise**.

Disclaimer: Building relationships and engaging people who have never been meaningfully engaged **takes time and a lot of work**. Authentic and transparent conversations are key to help this.

The How — How do we center equity?

Ask them.

“Low-hanging fruit”:

- Go to them, don't expect them to come to you.
- Cultural, linguistic, and educational competency when creating and presenting materials.
- Provide the basic necessities for meaningful engagement (i.e. child care, meals, accessible times & locations, transportation, qualified translation, etc.)
- Work with informal and formal community groups and CBOs
- Follow-up and engage folks until the project is completed.

Develop Shared Solutions

Value the various types of expertises, education, and knowledge:

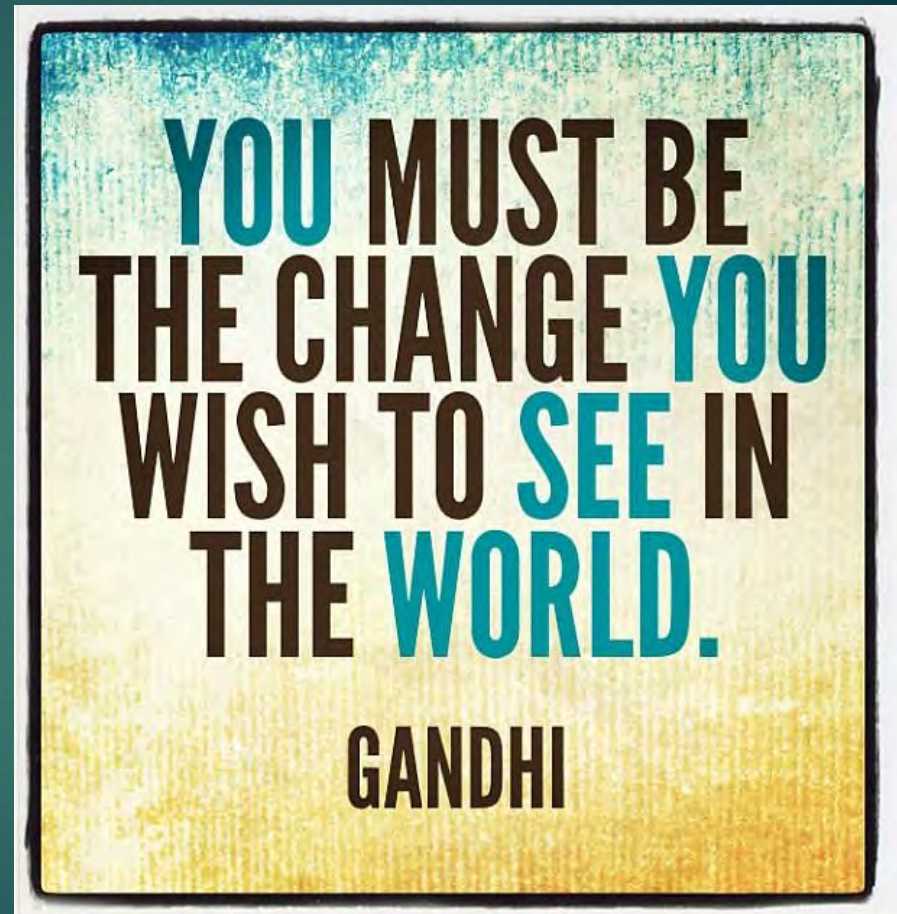
Community members (whether young or older) are experts and are the most knowledgeable to know what will or won't work in their neighborhoods.

Be transparent and update the public — people understand that there are delays in construction, funding, etc. so tell them

Win-win situations where jurisdictions create competitive funding applications because they have a community-identified solution and with demonstrated support.

Creating Change

As practitioners, advocates, developers, planners, attorneys, elected officials, whomever, we all play a role in dismantling the systems and processes that disproportionately burden Black, Indigenous, and People of Color (BIPOC) communities.



Thank you.

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