



September 8, 2021

California Transportation Commission  
1120 N Street MS 52  
Sacramento, CA 95814

Dear Commissioner,

**The undersigned organizations urge the CTC commissioners and staff to use their power and authority to fully implement CAPTI in funding programs immediately to help meet California's climate, equity, and public health goals.**

We must face the fact that without meaningful intervention, climate change will change the landscape of our lives and our great state sooner than we ever imagined. According to the recent Intergovernmental Panel on Climate Change report, extreme and unpredictable weather events are now the norm, and will only increase. In our everyday lives, each of us can see these effects in real-time. We see it in the poor air quality, increased wildfires, increased days of extreme heat, and drought ravaging our state. No matter what part of the state you are in, climate change is encroaching.

We also know and have known for some time that the transportation sector is the biggest contributor to greenhouse gas emissions. We cannot continue building roads, widening

freeways, and inducing sprawl without regard for our environment. In 20 years, the CTC will be asking what it did or did not do to help during this pivotal moment in the ongoing climate crisis. We can point back to this moment for the answer. The organizations signed below hope that the CTC takes this opportunity to pivot from outdated car-centric thinking and planning that increases greenhouse gas emissions, worsens public health, and harms low-income communities and communities of color. The time has come to embrace smart, sustainable, and effective climate-positive solutions that improve our public health and protect low-income communities and communities of color on the frontlines of the impacts of climate change, air pollution, and traffic violence.

Climate Action Plan for Transportation Infrastructure (CAPTI) provides a framework for all of California's discretionary transportation investments, including those administered by the CTC, to drive progress on the state's climate, equity, and public health goals. This framework originated from the Governor's own executive order, and was adopted by the Commission.

Yet in recent interactions with CTC staff, in meetings and workshops, it is clear that commission staff is planning on slow-walking the implementation of CAPTI, if it plans to do so at all. The commission staff is certainly not operating with the sense of urgency that our climate, equity and public health challenges demand or with the sense of commitment to solving these challenges expressed publicly by the Commission. For example, one Deputy Director told a ClimatePlan meeting last week that the CTC was going to go "slow" on incorporating climate and equity into its funding programs, and that CTC was not responsible for the climate, health and equity outcomes of its funding decisions as all the responsibility lay with the project sponsors in local government. This is not acceptable.

Below are observations and potential solutions for moving forward.

1. **Implement CAPTI immediately.** During the August CTC meeting, commissioners voted unanimously on a resolution to adopt CAPTI. This is an encouraging step forward but must be followed by immediate action. Commissioners must direct staff to implement CAPTI recommendations into all funding programs immediately and report back on how CAPTI has been included in the funding program. **We cannot wait until future cycles to address our climate, equity, and public health needs.**  
In recent STIP guidelines, CAPTI strategies were cherry-picked and barely sprinkled throughout the guidelines. This was done under the guise that CAPTI had not been implemented and adopted at the release of the guidelines. That type of passive thinking is reckless and misguided. We need the CTC to be forward-thinking about the kind of investments you are making, boldly driving climate, equity, and public health outcomes.
2. **Transportation justice, like climate change, requires immediate action.** We can no longer wait to implement equity measures into our transportation sector. The CTC must incorporate equity best practices around process equity and outcome equity into funding programs immediately while we wait to create the equity index. This is especially true for programs like the STIP, which has long-term implications for our transportation systems. For some frontline communities, low-income communities, and communities of color,

programs like STIP have perpetuated harm, stifled economic growth, polluted air, and decreased access. These communities cannot wait for an equity index.

3. ***The CTC needs to become more accessible to advocates and communities.*** In recent SB 1 Kick-off workshops, it was announced that 1) meetings would no longer be recorded to encourage people to come to meetings, 2) workshops will be topic-based, and topics will not be revisited at subsequent workshops and, 3) the goal would be for guidelines to be made by consensus. The combination of these three points limits when, where and how communities can give meaningful input. Voters were told that SB 1 (2017) would fix our transportation system, not further disenfranchise them from the process. Limiting access to workshops and streamlining feedback means that interest groups with the most time, resources, and loudest voices get to make decisions regardless of need. Communities and groups that do not have the same resources will be left out of the decision-making process with limited ways to engage.

A subset of the below advocates would be very interested in meeting with you to discuss these points further.

Thank you,

Nailah Pope-Harden, Executive Director  
ClimatePlan

David Diaz, MPH, Executive Director  
Active San Gabriel Valley

Jonathan Matz, California Senior Policy  
Manager  
Safe Routes Partnership

Julia Randolph, Policy and Outreach  
Associate  
Coalition for Clean Air

Nick Josefowitz, Chief Policy Officer  
SPUR

Matthew Baker, Policy Director  
Planning and Conservation League

Hayley Currier, Policy Advocacy Manager  
TransForm

Caro Jauregui, Co-Executive Director  
California Walks

J Jordan, Policy Coordinator  
Leadership Counsel for Justice &  
Accountability

David Weiskopf, Senior Policy Advisor  
NextGen California

Daniel Barad, Policy Advocate  
Sierra Club California

Cc:

California State Transportation Agency (Secretary Kim, Undersecretary. Elissa Konove, Deputy Secretary. Darwin Moosavi, Deputy Secretary. Avital Barnea)  
California Transportation Commission (Director. Mitch Weiss, Deputy Director. Tanisha Taylor)

California Department of Transportation (Director. Toks Omishakin, Deputy Director. Ellen Greenberg, Deputy Director. Jeanie Ward-Waller, Tony Dang)  
California Air Resources Board (Chair. Liana Randolph, Jennifer Gress, Monique Davis)

California Department Housing and Community Development (Josh Rosa)

California Strategic Growth Council (Executive Director. Lynn von Koch-Lieber, Egon Terplan)

Governor's Office of Planning and Research (Lauren Sanchez, Senior Climate Advisor)