American Lung Association.
California

A framework for

Healthier Transportation

California **Air and Climate Pollution**

California is a leader in reducing harmful air and climate pollution, but there is significant work ahead to ensure all Californians, and especially those most impacted by air pollution and climate health effects today, have equitable opportunities for clean air and healthy communities. The American Lung Association's **State of the Air** 2021 report found that over 90 percent of Californians live in communities impacted by unhealthy levels of ozone or particle pollution, and that California is home to seven of the ten most ozone-polluted cities in the nation.[1]

The transportation sector – from passenger cars to the heaviest trucks – is the leading source of air and climate pollution in California. While the vehicles on the roads are becoming cleaner and shifting to zero-emissions, the continued increase in vehicle miles traveled (VMT) cuts into the benefits of these cleaner technologies and delays progress to healthy, vibrant communities for all Californians.[2] Ensuring clean air and a healthy climate requires a transition to healthy choices throughout our transportation system.

The burdens of past transportation decisions continue to create disparities that impact health in vulnerable communities while also making it harder to achieve clean air and climate standards.

State agencies, local and regional governments and the Legislature must prioritize the shift to healthier transportation choices that serve all Californians.

Shifting to Health and Equity

Governor Newsom's Executive Order N-19-19[3] called for making California's transportation system safer, healthier and more equitable. The Governor directed the alignment of $5+ billion in annual state transportation funding with critical emission reduction goals so that our transportation system would do less harm to public health, health equity, our air and climate.

Key elements of this order that support healthier and more equitable transportation choices include:

- Reduce vehicle miles traveled by strategically directing discretionary transportation investments in support of housing production near available jobs and in accordance with the state's smart growth principles ... and taking public health into account
- Reduce congestion through innovative strategies designed to encourage people to shift from cars to other modes of transportation
- Fund transportation options that contribute to the overall health of Californians and reduce greenhouse gas emissions, such as transit, walking, biking and other active modes
- Mitigate increases in transportation costs for lower income Californians

Investing in Health and Equity

"The Climate Action Plan for Transportation Infrastructure (CAPTI), released in July 2021, details how the state proposes to invest billions of dollars to combat and adapt to climate change while supporting public health, safety, and equity."

California Governor Gavin Newsom,
Budget Proposal Jan. 2022

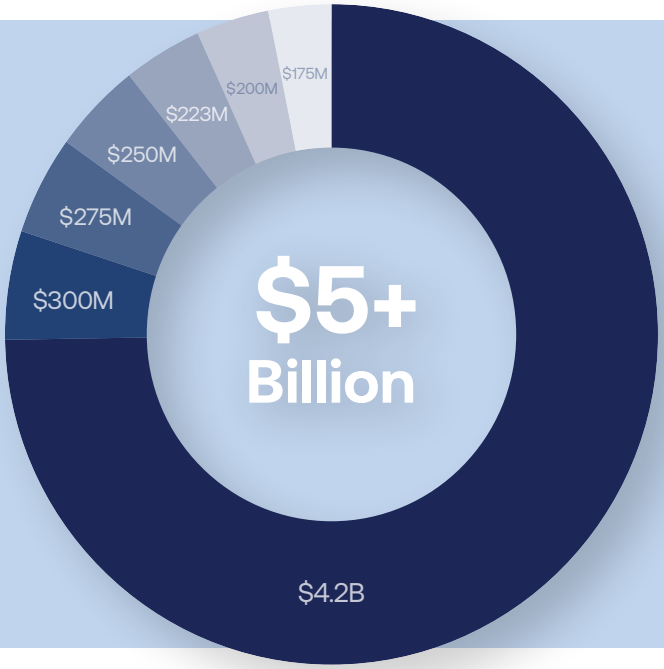
Aligning Transportation and Health

After nearly two years of robust public discussion, the California State Transportation Agency completed the Climate Action Plan for Transportation Infrastructure (CAPTI) in July 2021.[4] If fully implemented, the CAPTI framework could represent a transformative approach to improving climate, health and equity transportation investments.

Key goals include implementing:

- social and racial equity by reducing public health and economic harms and maximizing community benefits
- projects that do not substantially increase passenger vehicle travel
- safe and accessible bicycle and pedestrian infrastructure
- safety improvements to reduce fatalities and severe injuries of all users toward zero
- compact infill development while protecting residents and businesses from displacement
- investments in light-, medium- and heavy-duty zero-emission vehicle infrastructure
- a zero-emission freight transportation system

These goals should be central to the distribution of $5+ billion in annual state funding that falls within the CAPTI framework[5] and are administered by several California agencies including the California State Transportation Agency (CalSTA), California Transportation Commission (CTC) and the California Department of Transportation (CalTrans). As the framework is implemented, agencies should provide a public accounting of how these pots of funding are adjusted to meet CAPTI's climate, health, equity and safety goals prior to approval in annual cycles.

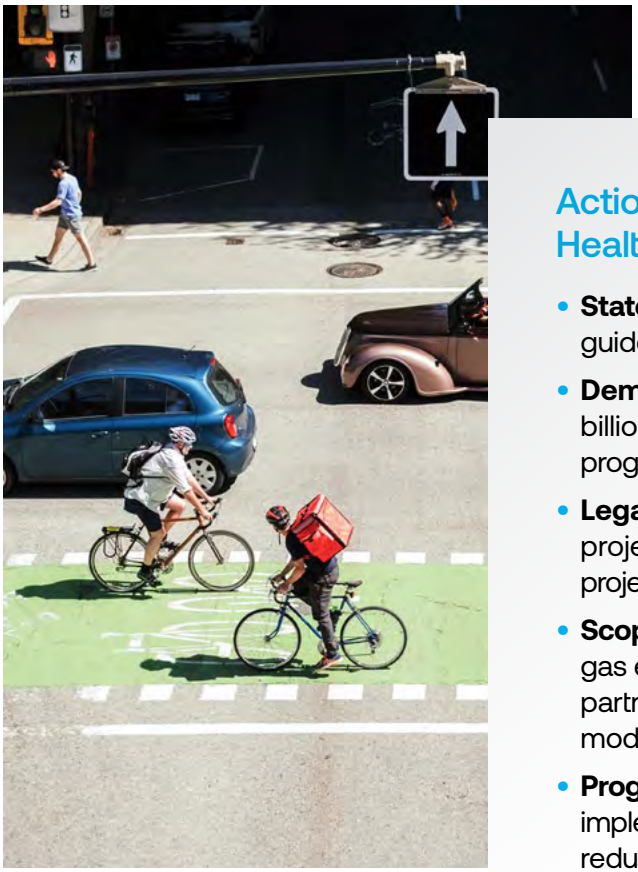


CAPTI Related Programs

- State Highway Operations and Protection Program (CalTrans, CTC)
- Trade Corridor Enhancement Program (CalTrans)
- Transit and Intercity Rail Program (CalSTA, CTC)
- Solutions for Congested Corridors Programs (CTC)
- Active Transportation Program (Caltrans)
- Local Partnership Progam (CTC)
- Interegional Transportation Improvement Program (CalTrans, CTC)

Planning for Climate Health

California's Climate Change Scoping Plan is scheduled to be approved by the California Air Resources Board (CARB) later in 2022 to illustrate a pathway to achieving the state's 2030 climate targets.[6] The Climate Change Scoping Plan must include accountability measures trackable by the public to ensure that all public agencies involved are aligned to support climate progress via healthier transportation and zero-emission mobility choices that serve all communities. The Scoping Plan must highlight the CAPTI framework as central to partnerships between state, regional and local agencies working toward a sustainable California. Further, the Scoping Plan health evaluation should fully account for the health benefits of active transportation and VMT reduction strategies as noted in the California Integrated Transport and Health Impacts Model (ITHIM) housed on the California Department of Public Health website which illustrates the potential changes in a range of chronic illnesses, cancers, and premature death with shifts to more active transportation.[7]



For more information or to get involved, please contact Will Barrett at **William.Barrett@Lung.org**

Action Steps for State Agencies to Support Healthy, Equitable Transportation via CAPTI:

- **State Funding Guidelines:** Update all state transportation funding guidelines to ensure project consistency with the CAPTI framework.
- **Demonstrate Alignment with CAPTI:** Prior to approval of $5+ billion in annual funding programs, agencies must illustrate programmatic changes taken to align with the CAPTI framework.
- **Legacy Projects:** Review and/or revise unbuilt transportation project lists for consistency with CAPTI framework and eliminate projects accordingly.
- **Scoping Plan:** Include trackable metrics for VMT-related greenhouse gas emissions actions to be taken by state agencies and state-local partnerships, and include the CAPTI framework and ITHIM health model into the Climate Change Scoping Plan.
- **Progress Reporting:** CalSTA's public reporting on CAPTI implementation must highlight projected emission reductions, VMT reductions, health and equity improvements and other benefits of funded projects, and must identify barriers to advancing these goals.
- **Federal Infrastructure Investments:** Wherever possible, establish the CAPTI framework as the lens for California deployment of federal infrastructure funds made available through the Infrastructure Investment and Jobs Act, and future spending.

[1] American Lung Association. State of the Air 2021. Apr. 2021. www.lung.org/sota

[2] California Air Resources Board. California Greenhouse Gas Emissions for 2000 to 2019. Trends of Emissions and Other Indicators (at p. 12) "...while progress around deployment of cleaner vehicle technology and fuels was significant, it was also dampened by continued increases in per capita vehicle miles travelled from passenger vehicles." Jul. 2021. https://ww2.arb.ca.gov/sites/default/files/classic/cc/ca_ghg_inventory_trends_2000-2019.pdf

[3] Governor Gavin Newsom. Executive Order N-19-19. Sep 2019. https://www.gov.ca.gov/wp-content/uploads/2019/09/9.20.19-Climate-EO-N-19-19.pdf

[4] California State Transportation Agency. Climate Action Plan for Transportation Infrastructure. Jul. 2021. https://calsta.ca.gov/-/media/calsta-media/documents/capti-july-2021-a11y.pdf

[5] CalSTA. CAPTI at p.14.

[6] California law, Senate Bill 32 (Pavley, 2016) requires a 40 percent reduction in greenhouse gas emissions by 2030, as compared to 1990 levels. Prior legislation (Assembly Bill 32, Pavley and Nunez, 2006) required a 30 percent reduction by 2020.

[7] California Integrated Transport and Health Model. https://skylab.cdph.ca.gov/HealthyMobilityOptionTool-ITHIM/