PCL.org5 Planning and Conservation League

Thought Experiment Gets REAL

A year or so ago, PCL staff initiated a “thought experiment” - how could California water law be updated to deal with the early onset of climate change? It focused on the early onset of climate change rather than drought because how you react to a short-term drought is different than how you react to long-term drought. With a drier, hotter climate you can no longer assume it is okay to deplete your surface and groundwater reservoirs with the expectation that next year the drought will break and the reservoirs will refill. (Cue to the music from “Happy Days are Here Again.”)

At that time we gave the chances for meaningful change at less than 5%. Water is just too much of a third rail of California's politics.

But since then the thought experiment became more real. Precipitation was below average (i.e. the old average). Even so, as late as April the crosswalk was at 70% (I guess of the old average). Then in April the Big Suck hit. Hotter temperatures, higher evapotranspiration and drier ground caused the snowpack to disappear almost overnight. What was once absorbed by the vegetation is now seeping into the dry ground. And some of it literally went up in the air (aerosolically known as sublimation).

By the time water project operators and regulators caught on it was too late. Much of the little remaining surface water was already released to downstream dairy towns. With little storage water remaining, the reservoir temperatures got hot for fish to survive.

A New Planning Paradigm for California

What would a new planning process in California look like? A former Metropolitan Planning Organization executive once posed to PCL the observation that “CEQA is a public process law that we try to use it as a planning law, for local and regional planning law in California.”

As one of the authors of the PCL’s Planning and Conservation League Act in 1970, PCL has defended the CEQA process as the most effective tool we have to protect the environment and our communities. PCL has spent time and resources in recent years on questions of maximizing the efficacy of CEQA and the maximizing of the efficacy of planning incentives—primarily CEQA—reserving the old mechanisms, grant programs, and various financing instruments that have been so successful, our communities well-funded, our programs well-designed.

To be elusive, and many well-designed grant programs and financing mechanisms have not yet to move the needle toward more sustainable and equitable development in a significant way. Many of the fruits of our
Dear Members,

Thank you for reading our annual newsletter about the important work PCL is performing through these past pandemic years, which has been challenging. We have underscored the gross injustices and inequalities in how we live, work, and play, and we continue to work on solutions to these challenges. Much of our work in environmental policy is complicated, time consuming, and demanding. We are alarmed by the concerning reports about the increasing threat to our world. Each year, our policy committee adds our legislative priorities as well as other efforts with our allies at the state and federal level, and we are alarmed by the concerning reports about the increasing threat to our world.

This year, the State Water Project had to reduce its deliveries to the Bay Area and Southern California water users to virtually zero. Disadvantaged communities dependent on groundwater are continuing to see their drinking water wells go dry as adjacent farmers keep chasing groundwater to greater and greater depths. And if this water year and the next is another dry year, Karla Nemeth, Director of the California Department of Water Resources, said we need to be ready for a “worst-case scenario.”

New to what started as a thought experiment. The group of water law and policy experts assembled by PCL identified several deficiencies in California water laws. The main regulatory agency, the State Water Resources Control Board has only limited authorities to act until a formal drought has been declared. This summer that meant they could only act after all water diversions were stopped. The water quality standards for California’s largest watershed stretching from north of Redding to below Fresno and out the San Francisco Bay Delta have not been substantially updated for over 25 years. There is not even a requirement that all those who divert water prove the basis of their rights.

You will want to attend the water panel at PCL 2022 Assembly (pcl.org/assembly) to hear first-hand what recommendations are being given to fix our water laws and policy work. We are not lacking in information. In this newsletter, you will find a compilation of past and current articles about our statewide policy work. We are not lacking in new and relevant articles to publish for those not on our email distribution list (please sign up on our website at pcl.org/donate). We also have a newsletter. See PCL.org/Assembly for more information.

California on Fire

Rethinking Forest Management and Disaster Recovery to Promote Habitat and Community Resilience

California has faced the wildfire season every year these last two challenging years. This year seems to be more rampant and deadly each year. How did we get here?

The answer is decades of forest mismanagement compounded by California’s climate crisis. In fact, in certain circles, the downward spiral of the climate crisis is a leading cause of our current wildfires, making sure that California hits its climate goals should be the number one priority to reduce wildfires. One of PCL’s goals in 2022 is to continue its disaster recovery planning efforts as well as to form a new program focusing on helping wildfire recovery follow a wildfire event. If you would like to support our efforts, please consider donating at pcl.org/donate.

CAPTI Provides the Road Map | Now We Need Drivers

The California Action Plan for Transportation Infrastructure (CAPTI) provides a map forward for building less roads and for Californians to drive to a cleaner future.

The Governor’s Executive Order on Climate, EO N-19-19, among other things, directed the California State Transportation Agency (CalSTA) to develop a plan for bringing the state’s transportation investments portfolio into better alignment with our state’s GHG reduction mandates. This means that while it seems commonplace, but it turns out that it’s not so easy.

Unveiling California’s many pathways of how federal, state, and local transportation dollars are programmed, and the many laws and policies that guide those pathways is a monumental task. SHIFTING FROM MORE TO LESS, IS THE GREATER TASK.

As written in these pages before, the California Air Resources Board’s (CARB’s) 2017 AB 32 Scoping Plan found that even if California were to achieve 100% electrification of vehicles and efficiency improvements for buildings, it would still need additional 15% vehicle miles traveled (VMT) reduction beyond what is currently programmed in our Regional Transportation Plans to meet our 2050 GHG reduction mandate (AB 32 Scoping Plan, pg. 301). (CalSTA’s 2022 Progress Report, pg. 46) states that per capita VMT is going up, not down, in all regions of the state. We are making strong progress in the transition to renewable energy and zero-emission vehicles, but California is still building our housing, jobs, and services too far away from each other and directly linked to mitigating and adapting to climate change.

This newsletter is your first stop for a compilation of past and current articles about our statewide policy work. We are not lacking in new and relevant articles to cover and have selected the most relevant articles to publish for those not on our email distribution list (please sign up on our website at pcl.org/donate). We also have a newsletter. See PCL.org/Assembly for more information.

Howard Penn
Executive Director

California Planning and Conservation League
Dear Members,

Thank you for reading our annual newsletter about the important work PCL is performing. Through these past pandemic years, we have been challenged, impacted, and disrupted by the virus and its variants. We have faced an array of challenges and obstacles, some of which are directly linked to mitigating and adapting to climate change. In this newsletter, you will find a compilation of past and current articles about our statewide policy work. We are not lacking in topics to cover and have selected the most relevant articles to publish for those not on our email distribution list (please sign up on our website at pcl.org/newsletters). We have also included some topics about current issues at the legislature, included some new articles about the California Air Resources Board’s (CARB) 2021 AB 32 Scoping Plan findings that even if California was achieving 100% electric vehicle usage and 75% renewable energy production by 2050, we would still need an additional 15% miles traveled (VMT) reduction beyond what is currently in our Regional Transportation Plans to meet our 2050 GHG reduction mandate (AB 32 Scoping Plan, pg. 301). We hope you will find this educational.

Also, your support is greatly appreciated and because much of our work is complex and consumes a great number of resources, donations are critical to the continuation of our mission. Be well, and may your holiday bring joy to the end of the year.

Howard Penn
Executive Director

PCL is focused on both. We are focused on both resilience and adaptation and not reducing our legislative priorities, and more challenging threats to your support as we navigate new and mounting threats to our world. Each year, our policy committee addresses our legislative priorities as well as other efforts with our allies across the state, and we are alarmed by the concerning reports about issues that are being presented by notable scientific entities around the globe on the drastic downward spiral of the climate crisis. In fact, in certain circles, the conversation is now focusing on resiliency and adaptation and not just mitigation and the climate crisis. We are focused on both. Much of PCL’s environmental policy work is directly related or linked to the climate crisis, and it is more obvious now than ever how important all the factors of stopping climate impacts are for any environmental sustainability. Our annual assessment this year will focus on the climate crisis, including some serious subject matter.

California on Fire | Rethinking Forest Management and Disaster Recovery to Promote Habitat and Community Resilience

California has faced the wildfire threat many times. These last two years brought the worst and most deadly fires to our state, but there is no indication that this fire trend is going to be more rampant and deadly each year. How did we get here? The decades of forest mismanagement are recognized by the early onset of climate change. When the US Government first took over the management of California’s forests, their first instinct was to suppress any fires that started. This technique resulted in forest conditions of now green over what has a higher risk of forest fires in the near future. This would include on-site work of planting trees to replace the lost ones and providing water and air for photosynthesis. More long-term solutions are considered.

The State Water Project would need to reduce its deliveries to the Bay Area and Southern California water users to virtually zero. Disadvantaged communities dependent on groundwater are continuing to lose their drinking water wells due to adjacent farmers keeping chosing groundwater to greater and greater depths. And if this water year another dry year, Karla Nemeth, Director of the California Department of Water Resources, said we need to be ready for a “re典礼s event scenario”.

Our water laws are not designed to handle the new water needs we face. The State Water Resources Control Board has only limited authorities to act until a formal drought has been declared. This summer that meant they could only act after all the water was already gone.

The water quality standards for California’s largest watershed stretching from north of Redding to below Fresno and out the San Francisco Bay Delta have not been substantially updated for over 25 years. There is not even a requirement that all those that divert water prove the basis of their rights.

You will want to attend the water panel at PCL 2022 Assembly (pcl.org/assembly) to hear first-hand what recommendations are being made to address these challenges.

The California Action Plan for Transportation Infrastructure (CAPTI) provides a map forward for building less roads and for Californians to drive less.

As written in these pages before, the California Air Resources Board’s (CARB) 2021 AB 32 Scoping Plan found that even if California was achieving 100% electric vehicle usage and 75% renewable energy production by 2050, we would still need an additional 15% miles traveled (VMT) reduction beyond what is currently in our Regional Transportation Plans to meet our 2050 GHG reduction mandate (AB 32 Scoping Plan, pg. 301). The CARB is now looking at options for how to achieve this with policies that cap per capita VMT going up, not down, in all regions of the state.

We are making progress toward comprehensive energy and zero-emissions vehicles, but California is still building our housing, jobs, and services too far away from each other and directly linked to mitigating and adapting to climate change. See below for more information.

Other solutions include helping restore habitat and wildlife populations back to pre-disaster levels. This would include on-site work of planting trees to replace the lost ones and providing water and air for photosynthesis. More long-term solutions are considered.
Dear Members,

Thank you for reading our annual newsletter about the important work PCL is performing through these past pandemic years. There has been a challenge to focus on the climate crisis and environmental sustainability. Much of PCL’s work is directly related or connected to the current issues at the legislature. We are focused on both.

The State Water Project has already reduced the delivery of water to the Bay Area and Southern California water users to virtually zero. The water quality standards for California’s largest watershed stretching from north of Redding to below Fresno and out to San Francisco Bay Delta have not been substantially updated for over 25 years. There is no requirement on all those who diverter water prove the basis of their rights. You will want to attend the water panel at PCL 2022 Assembly (caleg:assemble@) to hear first-hand what recommendations are being made to mitigate the climate crisis. We are focused on both.

PCL’s environmental policy work is directly related or linked to the climate crisis, and it is more obvious now than ever how important all the factors of stopping climate impacts are for any environmental sustainability. This annual assembly year we will focus on the climate crisis, including serious matters of water and forest management.

California on Fire  | Rethinking Forest Management and Disaster Recovery to Promote Habitat and Community Resilience

California has faced the wildfire season every year for the last two years. This has been a distinct period where the fires are going to be more rampant and deadly each year. How did we get here?

The decade of forest mismanagement is the result of the early onset of climate change. When the US Government first took over the management of California's forests, their first instinct was to suppress any fires that started. This technique resulted in forests of foliage in net growth that now have a higher proportion of flammable shrubs. That would include on-site work of planting trees to replace the lost ones and providing water and air for PCL is performing. Moreover, long-term solutions will build without regard for climate and disaster resilience and other important environmental and community considerations.

Dear Members  | page 1

California on Air  | Four Times

Other solutions include helping restore habitat and wildlife populations back to pre-burn levels. This would include construction of parks and urban forests on land that is still building our habitat resiliency. This would include our work in environmental justice, water social justice, and planning and conservation. The Governor’s Executive Order on Climate, EO N-19-19, among other things, directed the California State Transportation Agency to develop a plan for bringing the state’s transportation investment portfolio into better alignment with our state’s GHG reduction mandate. This sounds like common sense, but it turns out that it’s not so easy.

Unravelling California’s many pathways of how federal, state, and local transportation dollars are programmed, and the many laws and policies that guide those pathways is a monumental task. Shift- ing to a more sustainable, greener path will be an even greater task. As written in these pages before, the California Air Resources Board’s (CARB) 2017 AB 32 Scoping Plan found that even if California was to achieve its proposé vehicle usage and 75% renewable energy production by 2050, we would still need an additional 15% more miles traveled each year (VMT) reduction beyond what was foreseen in our Regional Transportation Plans to meet our 2050 GHG policy reduction mandate (AB 32 Scoping Plan, pg. 501). In CARB’s 185 Progress Report, VMT is defined as the number of miles traveled that per capita VMT is going up, not down, in all regions of the state. We are making progress and shifting to a more sustainable, greener path for our three million annual visitors to enjoy, but California is still building our housing, jobs, and services too far away from each other and directly linked to mitigating and adapting to climate change.

In this newsletter, you will find a compilation of past and current articles about our statewide policy work. We are not lacking in topics to cover and have selected the most relevant articles to publish for those not on our email distribution list (please sign up on our website at californialegis.com). We have also included some critical current articles on the topics we hope you will find education valuable.

Also, your support is greatly appreciated and because of this, our work is complicated by the usual consuming, and long-term, your donations are critical to the success of our work.

We will, and may your holiday moments bring joy to the end of this challenging year.

Howard Penn  
Executive Director

Thought Experience  | page 1

California on Fire  | page 3

California on Air  | Four Times

CAPTI Provides the Road Map | Now We Need Drivers

The California Action Plan for Transportation Infrastructure (CAPTI) provides a map for building forward less roads and for Californians to drive less.

The Governor’s Executive Order on Climate, EO N-19-19, among other things, directed the California State Transportation Agency (Caltrans) to develop a plan for bringing the state’s transportation investment portfolio into better alignment with our state’s GHG reduction mandate. This sounds like common sense, but it turns out that it’s not so easy.

Unravelling California’s many pathways of how federal, state, and local transportation dollars are programmed, and the many laws and policies that guide those pathways is a monumental task. Shifting to a more sustainable, greener path will be an even greater task.

As written in these pages before, the California Air Resources Board’s (CARB) 2017 AB 32 Scoping Plan found that even if California was to achieve its proposé vehicle usage and 75% renewable energy production by 2050, we would still need an additional 15% more miles traveled each year (VMT) reduction beyond what was foreseen in our Regional Transportation Plans to meet our 2050 GHG policy reduction mandate (AB 32 Scoping Plan, pg. 501). In CARB’s 185 Progress Report, VMT is defined as the number of miles traveled that per capita VMT is going up, not down, in all regions of the state.

We are making progress and shifting to a more sustainable, greener path for our three million annual visitors to enjoy, but California is still building our housing, jobs, and services too far away from each other and directly linked to mitigating and adapting to climate change.

In this newsletter, you will find a compilation of past and current articles about our statewide policy work. We are not lacking in topics to cover and have selected the most relevant articles to publish for those not on our email distribution list (please sign up on our website at californialegis.com). We have also included some critical current articles on the topics we hope you will find education valuable.

Also, your support is greatly appreciated and because of this, our work is complicated by the usual consuming, and long-term, your donations are critical to the success of our work.

We will, and may your holiday moments bring joy to the end of this challenging year.

Howard Penn  
Executive Director
A New Planning Paradigm for California

What would a new planning process in California look like?

A former Member of Congress and Environmental Organization executive once posed to PCL the observation that “CEQA is a public process law, but we try to use it as a planning law, for which it is not well suited.” We agree.

As one of the authors of the California Environmental Quality Act in 1970, PCL has defended the law for 52 years. We have found that using CEQA as the primary barrier to meeting our housing needs, and so, finds this approach counterproductive. PCL has developed many thoughts on these questions, but identifying the right questions and to begin scoping the shape of what a new planning process could look like is the new planning law, or laws, that are needed at the front end of the planning process when it is extremely difficult and expensive to change the direction of a project or a plan.

Meeting our housing needs in a way that will ensure significantly improved compliance to state mandates while respect local control and community-driven input? Or is an entirely new planning process required? What does a non-CEQA, genuine, and productive public participation process look like at the end of the planning process when it is extremely difficult and expensive to change the direction of a project or a plan.

Stay tuned in the next year to hear what we learn.

Thought Experiment Gets Real

A year ago today, PCL staff initiated a “thought experiment” - how could California’s water law be updated to deal with the early onset of climate change? It focused on the early onset of climate change rather than drought because how you react to a short-term drought is different than how you react to long-term drought. With a drier, hotter climate you no longer assume it is okay to deplete your surface and groundwater reservoirs with the expectation that next year the drought will break and the reservoirs will refill. (Cue to the music from “Happy Days Are Here Again.”)

At that time we gave the chances for meaningful change at less than 5%. Water is just too much a third rail of California politics.

A little over a year ago, PCL staff initiated a “thought experiment” - how could California’s water law be updated to deal with the early onset of climate change? It focused on the early onset of climate change rather than drought because how you react to a short-term drought is different than how you react to long-term drought. With a drier, hotter climate you no longer assume it is okay to deplete your surface and groundwater reservoirs with the expectation that next year the drought will break and the reservoirs will refill. (Cue to the music from “Happy Days Are Here Again.”)

At that time we gave the chances for meaningful change at less than 5%. Water is just too much a third rail of California politics.

But since then the thought experiment became real. Precipitation was below average (i.e. the old average). Even so, at least April the snowpack was at 70% (again of the old average). Then in April the Big Suck hit. Hotter temperatures, higher evapotranspiration and drier ground caused the snowpacks to disappear almost overnight. What was absorbed by the vegetation was steamed up into the dry ground. And some of it literally went up in the air (technically known as sublimation.)

By the time water project operators and regulators caught on it was too late. Much of the little remaining surface water was released to downstream divers. With little storage water remaining, the reservoir temperatures got too hot for fish to survive.

This year, we will be hosting a hybrid event at the McGeorge School of Law in Sacramento, California and online! Our sessions will focus on the fact that The Climate Crisis is Here Now by addressing the issues of habitat fragmentation, drought, wildfires, lack of affordable housing, and early onset of climate change. We encourage our panelists to think about the big picture and offer possible solutions on how California’s administration can solve these pressing issues that affect the environment and water supplies for an entire generation of Californians.

The Assembly will be held in late January/early February. Subscribe to our newsletter at pcl.org/newslettersignup or visit the Assembly page on the Assembly page to sign up to stay informed.

Planning and Conservation League

Fall 2021, Volume 51 No. 4

---

Thought Experiment | page 2

New Planning Paradigm for California

A New Planning Paradigm for California

---

Planning and Conservation League

Fall 2021, Volume 51 No. 4

---

Thought Experiment | page 2

New Planning Paradigm for California

A New Planning Paradigm for California

---

Planning and Conservation League

Fall 2021, Volume 51 No. 4

---

Thought Experiment | page 2

New Planning Paradigm for California

A New Planning Paradigm for California

---

Planning and Conservation League

Fall 2021, Volume 51 No. 4

---

Thought Experiment | page 2

New Planning Paradigm for California

A New Planning Paradigm for California

---

Planning and Conservation League

Fall 2021, Volume 51 No. 4

---

Thought Experiment | page 2

New Planning Paradigm for California

A New Planning Paradigm for California

---

Planning and Conservation League

Fall 2021, Volume 51 No. 4

---

Thought Experiment | page 2

New Planning Paradigm for California

A New Planning Paradigm for California

---

Planning and Conservation League

Fall 2021, Volume 51 No. 4

---

Thought Experiment | page 2

New Planning Paradigm for California

A New Planning Paradigm for California

---

Planning and Conservation League

Fall 2021, Volume 51 No. 4

---

Thought Experiment | page 2

New Planning Paradigm for California
labor may not yet be realized, but currently the fact remains that both greenhouse gas emissions from landfills and transportation, and the disparities between rich and poor continue to increase at alarming rates.

PCL does not believe, as some would have it, that CEQA is the primary barrier to meeting our housing needs, and so, this focus on maximizing the efficiency of CEQA while important, must be ultimately only nipping around the edges of the problem. The most important aspect of CEQA is indeed the input process and the legal recourse it provides the public on planned development, but it remains problematic that this public engagement happens at the end of the planning process when it is extremely difficult and expensive to change the direction of a project or a plan.

Meeting our housing needs in a way that will achieve our climate mandates and address social inequities will require a paradigm shift in the way we deploy our land use and transportation investments, and we just aren’t getting there fast enough. What then is the new planning law, or laws, that are needed at the front end of the process? As PCL helped design CEQA, we are now focusing on the design of an even better process.

Does the answer look like a new State Plan, as some have long pondered? Or is it a regional solution, providing for better alignment of state and local housing and infrastructure investment with the need identified by CARB’s Scoping Plan, to guide its performance of our system investments moving forward.

The CTC should determine and adopt specific VMT reduction targets, and their commitment to CAPTI is critical for the plan’s success. The CTC ultimately approves the allocation of the bulk of the state transportation funds and their commitment to CAPTI is critical for the plan’s success. The CTC recently approved the allocation of funds and their commitment to CAPTI.

The Assembly will be held in late January/early February. Subscribe to our newsletter at pcl.org/newslettersignup or visit the Assembly page on pcl.org to stay informed!

CAPTI was approved in July of this year, but that cannot be the end of the conversation. CAPTI laid out a plan where we need to go, but the work to get there is only beginning.

infrastructure that we feel, if followed, represents the kind of transformational shift we need to help ensure our resources to achieve California’s climate and equity goals.

The criticism can be made that the plan doesn’t go far enough and is light on specific tangible actions and accountability measures, but we recognize that CAPTI does not have the authority to prescribe and dictate what the multiple other relevant agencies will need to do to realize this vision. Implementation of this shift will take the collective action and coordination of many state and local agencies, and the responsibility now falls on those agencies to develop specific action plans in accordance with the CAPTI recommendations.

Some state agencies, including CARB and the Dept. of Housing and Community Development (HCD), are moving to take such bold steps. The CTC calls on the California Transportation Commission (CTC), specifically, to follow suit and make a formal commitment to use their program guidelines and project prioritization protocols to reflect the shift in investment that is needed as recommended by CAPTI. The CTC ultimately approves the allocation of the bulk of the state transportation funds and their commitment to CAPTI is critical for the plan’s success.

The Assembly will be held in late January/early February. Subscribe to our newsletter at pcl.org/newslettersignup or visit the Assembly page on pcl.org to stay informed!

The CTC is the final authority on what funds and their commitment to CAPTI is critical for the plan’s success. The CTC ultimately approves the allocation of funds and their commitment to CAPTI.

The Assembly will be held in late January/early February. Subscribe to our newsletter at pcl.org/newslettersignup or visit the Assembly page on pcl.org to stay informed!

Does the answer look like a new State Plan, as some have long pondered? Or is it a regional solution, providing for better alignment of state and local housing and infrastructure investment with the need identified by CARB’s Scoping Plan, to guide its performance of our system investments moving forward.

The CTC should determine and adopt specific VMT reduction targets, and their commitment to CAPTI is critical for the plan’s success. The CTC recently approved the allocation of funds and their commitment to CAPTI.

The Assembly will be held in late January/early February. Subscribe to our newsletter at pcl.org/newslettersignup or visit the Assembly page on pcl.org to stay informed!

CAPTI was approved in July of this year, but that cannot be the end of the conversation. CAPTI laid out a plan where we need to go, but the work to get there is only beginning.

infrastructure that we feel, if followed, represents the kind of transformational shift we need to help ensure our resources to achieve California’s climate and equity goals.

The criticism can be made that the plan doesn’t go far enough and is light on specific tangible actions and accountability measures, but we recognize that CAPTI does not have the authority to prescribe and dictate what the multiple other relevant agencies will need to do to realize this vision. Implementation of this shift will take the collective action and coordination of many state and local agencies, and the responsibility now falls on those agencies to develop specific action plans in accordance with the CAPTI recommendations.

Some state agencies, including CARB and the Dept. of Housing and Community Development (HCD), are moving to take such bold steps. The CTC calls on the California Transportation Commission (CTC), specifically, to follow suit and make a formal commitment to use their program guidelines and project prioritization protocols to reflect the shift in investment that is needed as recommended by CAPTI. The CTC ultimately approves the allocation of the bulk of the state transportation funds and their commitment to CAPTI is critical for the plan’s success.

The Assembly will be held in late January/early February. Subscribe to our newsletter at pcl.org/newslettersignup or visit the Assembly page on pcl.org to stay informed!

CAPTI was approved in July of this year, but that cannot be the end of the conversation. CAPTI laid out a plan where we need to go, but the work to get there is only beginning.

infrastructure that we feel, if followed, represents the kind of transformational shift we need to help ensure our resources to achieve California’s climate and equity goals.

The criticism can be made that the plan doesn’t go far enough and is light on specific tangible actions and accountability measures, but we recognize that CAPTI does not have the authority to prescribe and dictate what the multiple other relevant agencies will need to do to realize this vision. Implementation of this shift will take the collective action and coordination of many state and local agencies, and the responsibility now falls on those agencies to develop specific action plans in accordance with the CAPTI recommendations.

Some state agencies, including CARB and the Dept. of Housing and Community Development (HCD), are moving to take such bold steps. The CTC calls on the California Transportation Commission (CTC), specifically, to follow suit and make a formal commitment to use their program guidelines and project prioritization protocols to reflect the shift in investment that is needed as recommended by CAPTI. The CTC ultimately approves the allocation of the bulk of the state transportation funds and their commitment to CAPTI is critical for the plan’s success.

The Assembly will be held in late January/early February. Subscribe to our newsletter at pcl.org/newslettersignup or visit the Assembly page on pcl.org to stay informed!

CAPTI was approved in July of this year, but that cannot be the end of the conversation. CAPTI laid out a plan where we need to go, but the work to get there is only beginning.

infrastructure that we feel, if followed, represents the kind of transformational shift we need to help ensure our resources to achieve California’s climate and equity goals.

The criticism can be made that the plan doesn’t go far enough and is light on specific tangible actions and accountability measures, but we recognize that CAPTI does not have the authority to prescribe and dictate what the multiple other relevant agencies will need to do to realize this vision. Implementation of this shift will take the collective action and coordination of many state and local agencies, and the responsibility now falls on those agencies to develop specific action plans in accordance with the CAPTI recommendations.

Some state agencies, including CARB and the Dept. of Housing and Community Development (HCD), are moving to take such bold steps. The CTC calls on the California Transportation Commission (CTC), specifically, to follow suit and make a formal commitment to use their program guidelines and project prioritization protocols to reflect the shift in investment that is needed as recommended by CAPTI. The CTC ultimately approves the allocation of the bulk of the state transportation funds and their commitment to CAPTI is critical for the plan’s success.

The Assembly will be held in late January/early February. Subscribe to our newsletter at pcl.org/newslettersignup or visit the Assembly page on pcl.org to stay informed!

CAPTI was approved in July of this year, but that cannot be the end of the conversation. CAPTI laid out a plan where we need to go, but the work to get there is only beginning.

infrastructure that we feel, if followed, represents the kind of transformational shift we need to help ensure our resources to achieve California’s climate and equity goals.

The criticism can be made that the plan doesn’t go far enough and is light on specific tangible actions and accountability measures, but we recognize that CAPTI does not have the authority to prescribe and dictate what the multiple other relevant agencies will need to do to realize this vision. Implementation of this shift will take the collective action and coordination of many state and local agencies, and the responsibility now falls on those agencies to develop specific action plans in accordance with the CAPTI recommendations.

Some state agencies, including CARB and the Dept. of Housing and Community Development (HCD), are moving to take such bold steps. The CTC calls on the California Transportation Commission (CTC), specifically, to follow suit and make a formal commitment to use their program guidelines and project prioritization protocols to reflect the shift in investment that is needed as recommended by CAPTI. The CTC ultimately approves the allocation of the bulk of the state transportation funds and their commitment to CAPTI is critical for the plan’s success.

The Assembly will be held in late January/early February. Subscribe to our newsletter at pcl.org/newslettersignup or visit the Assembly page on pcl.org to stay informed!

CAPTI was approved in July of this year, but that cannot be the end of the conversation. CAPTI laid out a plan where we need to go, but the work to get there is only beginning.

infrastructure that we feel, if followed, represents the kind of transformational shift we need to help ensure our resources to achieve California’s climate and equity goals.

The criticism can be made that the plan doesn’t go far enough and is light on specific tangible actions and accountability measures, but we recognize that CAPTI does not have the authority to prescribe and dictate what the multiple other relevant agencies will need to do to realize this vision. Implementation of this shift will take the collective action and coordination of many state and local agencies, and the responsibility now falls on those agencies to develop specific action plans in accordance with the CAPTI recommendations.

Some state agencies, including CARB and the Dept. of Housing and Community Development (HCD), are moving to take such bold steps. The CTC calls on the California Transportation Commission (CTC), specifically, to follow suit and make a formal commitment to use their program guidelines and project prioritization protocols to reflect the shift in investment that is needed as recommended by CAPTI. The CTC ultimately approves the allocation of the bulk of the state transportation funds and their commitment to CAPTI is critical for the plan’s success.