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Consulting and Governmental Relations

April 5, 2021

TO: Transportation, Water, and Infrastructure Committee

FROM: Mark Watts

SUBJECT: Sacramento Report – TWIC Meeting

This report provides a status update on activities undertaken by the Newsom Administration and key legislative or state budget activities.

Newsom Administration

Climate Action Plan for Transportation Infrastructure (CAPTI)

CalSTA released the [Draft CAPTI](#) in mid-March. I was able to participate in a pre-briefing earlier this month and the released draft appears consistent with the information CalSTA had shared then. Next steps for this new program include:

- a. **Public comment on the CAPTI is due May 4.**
- b. CalSTA is hosting a **CAPTI public workshop on March 18.**
- c. **The CTC has agendaized a CAPTI conversation for their March 24-25 meeting.** I anticipate the issue to come up in the morning on March 24 but will confirm after the CTC meeting agenda is published.

This new CAPTI effort outlines investment strategies for billions of discretionary transportation dollars annually under programming or grant award control of state agencies. The objective of the new plan is to target transportation programs for adaptation to climate change while supporting public health, safety and equity. The plan builds on executive orders signed by Governor Gavin Newsom in [2019](#) and [2020](#) targeted at reducing greenhouse gas (GHG) emissions in transportation.

A key aspect the Secretary has emphasized is the recognition that California will continue the “fix-it-first” approach to maintaining the state’s highways, roads and bridges as outlined in SB 1.

LEGISLATURE

In March, the Assembly Budget Subcommittee #3 and Assembly Transportation Committee conducted a joint review of the High-Speed Rail business plan. This was a very thorough review of the HSR Authority and its progress to date as well as their future plans and the key question became should the legislature appropriate the remaining Proposition 1A bond funds and continue construction of the high-speed rail project as proposed by the HSRA?

Essentially, they determined for now that the likely request for the remainder of the Proposition 1A bond funds in the Governor’s May Revision offers an opportunity to pause further development of the project

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beyond the 119 miles (unelectrified) currently being constructed in the Central Valley. This would provide time for other factors to possibly come into play, such as action by the Biden Administration.

Additionally, the Senate Transportation Committee and Senate Budget Sub-committee #5 also conducted a joint informational hearing as well to review the California high-speed rail authority revised draft 2020 business plan. They too arrived at the similar place as the Assembly, namely that the new Plan continues the vision of Governor Newsom to complete a working high-speed line in the Central Valley and that they anticipate a request for additional Prop 1A funds in May.