

California's Cap & Trade Program Should Prioritize Investments in Infrastructure Projects that Maximize Emissions Reductions, Enhance Climate Safety and Support Middle-Class Jobs

California's Cap & Trade program is set to expire in 2030. As lawmakers consider reauthorizing this program, they should prioritize proven investments in physical and natural infrastructure that will reduce the greatest amount of greenhouse gas emissions; that make us safer and more resilient to the impacts of climate change; and investments that create good paying middle-class jobs. Lawmakers should also ensure reauthorization does not increase taxes or fees that are ultimately paid by consumers in the form of higher cost of living.

Climate change and extreme weather are here. We need an *improved* Cap & Trade program that focuses on effectiveness, accountability and affordability.

THE CLIMATE SAFE INFRASTRUCTURE COALITION SUPPORTS IMPROVING THE CAP & TRADE PROGRAM BY INVESTING IN THE FOLLOWING:



State Supported Transit and Rail Infrastructure

- Continuous allocations to capital projects of regional significance with funds to be used to support the buildout of an integrated transit and rail network, including the Transit and Intercity Rail Capital Program (TRICP) and High Speed Rail.
- Continuous allocations to local and regional transit agencies to support the recovery, stabilization, and growth of transit and rail service statewide, including the Low Carbon Transit Operations Program (LCTOP).



State Wildfire Prevention and Resilience

- Significant allocation to high wildfire risk counties to fund:
 - CAL FIRE Fuels Reduction, fire engine procurement and training for local fire agencies, and mobile equipment management.
 - Statewide wildfire fuel mitigation projects, including landscape-scale reforestation, fuels reduction, pest management, prescribed fire, and forest biomass utilization.
 - Public safety emergency water supply infrastructure.

State Wildfire Prevention and Resilience *(Cont.)*

- Wood Products and Bioenergy grants and workforce development, including using Greenhouse Gas Reduction Funds to cover the above-market cost of producing bioenergy.
- Expansion of local fire evacuation routes including community fire planning and preparedness and wildfire response and readiness.



Local Land Use Infrastructure to Support High Density and Infill Development

- Continuous allocation to local, rural and regional governments to support projects consistent with a sustainable communities strategy, including:
 - Funding for local infrastructure around Transit Oriented Development.
 - Conversion of underutilized urban offices and commercial into housing.
 - Continued funding for state and regional affordable housing, sustainable communities programs and transformative climate communities efforts and programs like Regional Early Action Planning Grants (REAP 2.0).



Climate Adaptation and Sea Level Rise Infrastructure

- Continuous allocation for projects related to climate adaptation, including:
 - Annual allocation for levee improvements and catastrophic flooding prevention.
 - Relocating or replacing existing transportation and other critical infrastructure threatened by sea level rise such as Highway 37 and Highway 1.
 - Funding to protect coastal airports including LAX, SFO and SAN.



Clean Local Transportation Infrastructure

- Funding for local government to safely implement green transportation infrastructure, including:
 - Hydrogen and EV charging infrastructure.
 - Support for local Active Transportation Infrastructure.
 - Funding for local government and transit clean fleet compliance.
 - Develop network of regional VMT mitigation banks to offset local transportation project costs.



Organic Waste Management

- Assistance to local governments for municipal waste and recycling infrastructure, such as local assistance for organic waste collection and processing including facility siting and permitting.