CAPTI

Climate Action Plan for Transportation Infrastructure

March 2021 • Public Discussion Draft

Message from David S. Kim

California State Transportation Agency Secretary

Dear Transportation Partners:

We are in the middle of a climate crisis. Climate change is exacerbating natural disasters, with California facing extreme heat and increasingly devastating wildfires. The Administration has been focused on the need to act intentionally and through collaboration among state agencies, local and regional governments, and other interested stakeholders to combat and prepare for climate change.

Because the transportation sector is the largest contributor to California's greenhouse gas emissions (GHG), reducing emissions from transportation is urgently needed. To underscore the state's commitment to aggressively addressing the climate crisis, Governor Gavin Newsom issued a series of Executive Orders focused on the transportation sector:

- **Executive Order (EO) N-19-19** empowers the California State Transportation Agency (CalSTA) to leverage discretionary state transportation funds to help meet the state's climate goals.

- **Executive Order N-79-20** moves the transportation sector toward a zero-emission future by requiring all new cars sold in the state to be zero-emission by 2035 and all commercial trucks sold to be zero-emission by 2045. EO N-79-20 also reiterates the message of EO N-19-19 and emphasizes the urgency of CalSTA's implementation efforts.

Collectively, these Executive Orders laid the groundwork for the Climate Action Plan for Transportation Infrastructure (CAPTI). The Action Plan is the product of a collaborative effort involving many state agencies with the engagement of local and regional stakeholders. By integrating a wide and diverse array of perspectives, this Action Plan is designed to be a holistic framework for aligning state transportation investments with the state's climate, health, and social equity goals. The framework includes overarching guiding principles as well as investment strategies to guide the corresponding actions.

These actions include ongoing initiatives as well as new efforts to modernize transportation planning, programming, and mitigation to achieve the state's climate goals. This includes promoting walking, biking, transit, and other modes of active transportation that improve the health of Californians and reduce our dependence on driving and the overall number of vehicle miles traveled (VMT).

We must encourage mobility options that are sustainable, convenient, seamless, and affordable while also connecting our communities throughout the state. These actions also confront longstanding inequities and focus on reducing harms and increasing benefits to disadvantaged, low-income, and Black, Indigenous, and People of Color (BIPOC) communities. CAPTI is a living document that can be adapted and modified when necessary, and it includes a monitoring structure so we can evaluate progress made over time.

Acknowledgments

The Action Plan was produced over 16 months through the efforts of dozens of representatives across 10 state agencies and countless local and regional agencies, advocacy groups, and community-based organizations.

In particular, CalSTA extends our sincere appreciation to the dedicated public servants who participated in our Interagency Working Group and provided meaningful contributions to the final Action Plan.

Additionally, we express deep gratitude to all our local and regional partners and stakeholders whose thoughtful comments, feedback, and expertise helped to shape and ultimately improve this Action Plan.

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Introduction

Why a Climate Action Plan for Transportation Infrastructure?

As the largest contributor of California's greenhouse gas emissions — with tailpipe emissions accounting for roughly 40 percent of all emissions — the transportation sector is the largest contributor to the climate crisis and must do more to tackle it head-on. The climate crisis directly impacts the health and safety of all Californians and disproportionately affects our low-income communities, Black, Indigenous, and People of Color (BIPOC) communities, and other populations facing inequities. With climate change exacerbating the frequency and severity of natural disasters — from extreme heat and drought to unprecedented storms and wildfires — we need to prepare and adapt our transportation system to withstand, respond to, and recover quickly from these extreme events. These events not only have direct economic implications but also take a significant toll on the physical, mental, and emotional health and well-being of Californians.

Governor Newsom has established an aggressive goal for 100 percent of in-state sales of new passenger cars and trucks to be zero-emission by 2035. However, internal combustion engine (ICE) vehicles sold prior to 2035 will remain on California roads in high numbers for decades to come. As identified in the California Air Resource Board's (CARB) 2020 Mobile Source Strategy, even under the most aggressive scenarios for zero-emission vehicle adoption and a transition to cleaner fuels, the state simply cannot meet its climate goals relying solely on a shift in transportation technologies. Even with all new cars sold being zero-emission by 2035, CARB estimates 30 percent of passenger vehicles will still be gas-powered in 2045 — the state's target date to achieve carbon neutrality to help prevent the worst impacts of climate change. Moreover, overall increases in driving and vehicle miles traveled will continue to cause impacts on the road network and state highway system, which has significant costs to the state. Additionally, the historic focus of expanding driving over other modes has cultivated and exacerbated decentralized growth patterns that facilitate more urbanization of our natural and working landscapes, which reduces the carbon sequestration benefit of natural and working lands. Furthermore, such growth patterns shift

much needed investment away from infill areas and existing communities.

To realize a truly low-carbon, sustainable, resilient, and economically competitive future for the state, we must use all the tools available to meet our emission reduction targets under California's climate laws. Consequently, CAPTI responds to the Governor's call to action in EO N-19-19 by outlining strategies and actions that will advance more sustainable, equitable, and healthy modes of transportation, such as walking, biking, transit, and rail, as well as accelerate the transition to zero-emission vehicle technology.

Since the release of Executive Order N-19-19, much has changed in California and around the world. California now finds itself in the midst of an economic downturn caused by the COVID-19 pandemic — both of which have significantly transformed people's mobility needs and impacted transportation funding at all levels. Public transit ridership has significantly declined as the COVID-19 pandemic has adversely and severely impacted these systems and the most vulnerable communities who rely on them throughout the state.

Given that transportation investments can play a key role in economic recovery and stimulus, this Action Plan leads with a vision for how we can prioritize future state and federal transportation dollars — whether it be through existing programs or future funding opportunities — to create good jobs and employment pathways for economic and community resilience and recovery.

Executive Order N-19-19

On September 20, 2019, Governor Newsom issued Executive Order (EO) N-19-19, which calls for actions from multiple state agencies to reduce greenhouse gas (GHG) emissions and mitigate the impacts of climate change. This includes a direct acknowledgment of the role the transportation sector must play in tackling climate change. The order states:

> *"California has ambitious and essential climate goals to transition to a healthier, more sustainable and more inclusive economy, including reducing GHGs 40% below 1990 levels by 2030 … California has made substantial, measurable progress on our goals, but in recent years, direct tailpipe emissions from cars, ships, diesel trains, airplanes, and other transportation sources have remained a stubborn driver of greenhouse gas emissions, totaling 40.1 percent of all greenhouse gas emissions statewide."*

To further the state's climate goals, EO N-19-19 empowers the California State Transportation Agency (CalSTA) to leverage more than $5 billion in discretionary state transportation funds to reduce GHG emissions in the transportation sector and adapt to climate change. Accordingly, CalSTA will work to align transportation spending with the state's Climate Change Scoping Plan where feasible; direct investments to strategically support smart growth to increase infill housing production; reduce congestion through strategies that encourage a reduction in driving and invest further in walking, biking, and transit; and ensure that overall transportation costs for low-income Californians do not increase as a result of these policies.

Additionally, it appears increasingly likely that Congress will create new multi-year federal transportation funding streams for climate-related projects in the upcoming federal Surface Transportation Reauthorization cycle. The Biden Administration and the 117th Congress U.S. Senate and House leadership have expressed the desire to advance climate-friendly infrastructure legislation to stimulate the economy. Additionally, the Biden Administration is already changing the criteria for existing programs to emphasize new climate change and racial equity objectives.

CAPTI helps California plan for how to best administer such potential new sources of federal climate-related transportation funding, as well as position the state to be competitive for federally-administered funding opportunities.

Executive Order N-79-20

On September 23, 2020, Governor Newsom issued Executive Order (EO) N-79-20 to accelerate the transition away from fossil fuels by requiring all new cars sold in California to be zero-emission by 2035, all new commercial trucks sold in the state to be zero-emission by 2045 for all operations where feasible, and all new off-road vehicles and equipment sold to be zero-emission by 2035 where feasible. EO N-79-20 reaffirms the state's commitment to implementing EO N-19-19. The order states:

> *"The State Transportation Agency … shall by July 15, 2021, identify near term actions, and investment strategies, to improve clean transportation, sustainable freight and transit options, while continuing a "fix-it-first" approach to our transportation system, including where feasible:*
>
> *a. Building towards an integrated, statewide rail and transit network, consistent with the California State Rail Plan, to provide seamless, affordable multimodal travel options for all.*
>
> *b. Supporting bicycle, pedestrian, and micro-mobility options, particularly in low-income and disadvantaged communities in the State, by incorporating safe and accessible infrastructure into projects where appropriate.*
>
> *c. Supporting light, medium, and heavy duty zero-emission vehicles and infrastructure as part of larger transportation projects, where appropriate."*

Executive Order N-79-20 reiterates the message of EO N-19-19 by highlighting three strategies to expand clean transportation options from the Climate Action Plan for Transportation Infrastructure, while also emphasizing the importance of CAPTI and the urgency of climate change. Executive Order N-79-20 furthers the state's climate goals by explicitly pointing to the critical role of transit, passenger rail, active transportation, Complete Streets, and micromobility as tools to expand mobility options, encourage mode shift, and reduce overall vehicle miles traveled (VMT).

The twin crises of the COVID-19 pandemic and the subsequent economic downturn will require the State of California to be even more strategic about which investments to pursue in order to tackle economic recovery in a way that helps confront inequities in our state. The pandemic has also further exacerbated the state's racial and economic disparities, with many low-income workers and workers of color unable to work from home. These employees continue to travel to work to provide the essential services necessary to maintain our society. Consequently, leveraging transportation investments for equitable economic and workforce development are critical to ensure a just and fair recovery.

The benefits of transitioning to a cleaner transportation system must reach the most vulnerable Californians. Car ownership has become an expensive necessity for many low-income Californians to access jobs, education, and other opportunities — a transition to a zero-emission transportation system cannot leave these Californians behind. The transportation system at large and the freight system, in particular, emit greenhouse gases and toxic air pollutants that disproportionately burden disadvantaged communities of color, so investments in zero-emission vehicle technologies should be prioritized to begin to undo these entrenched inequities.

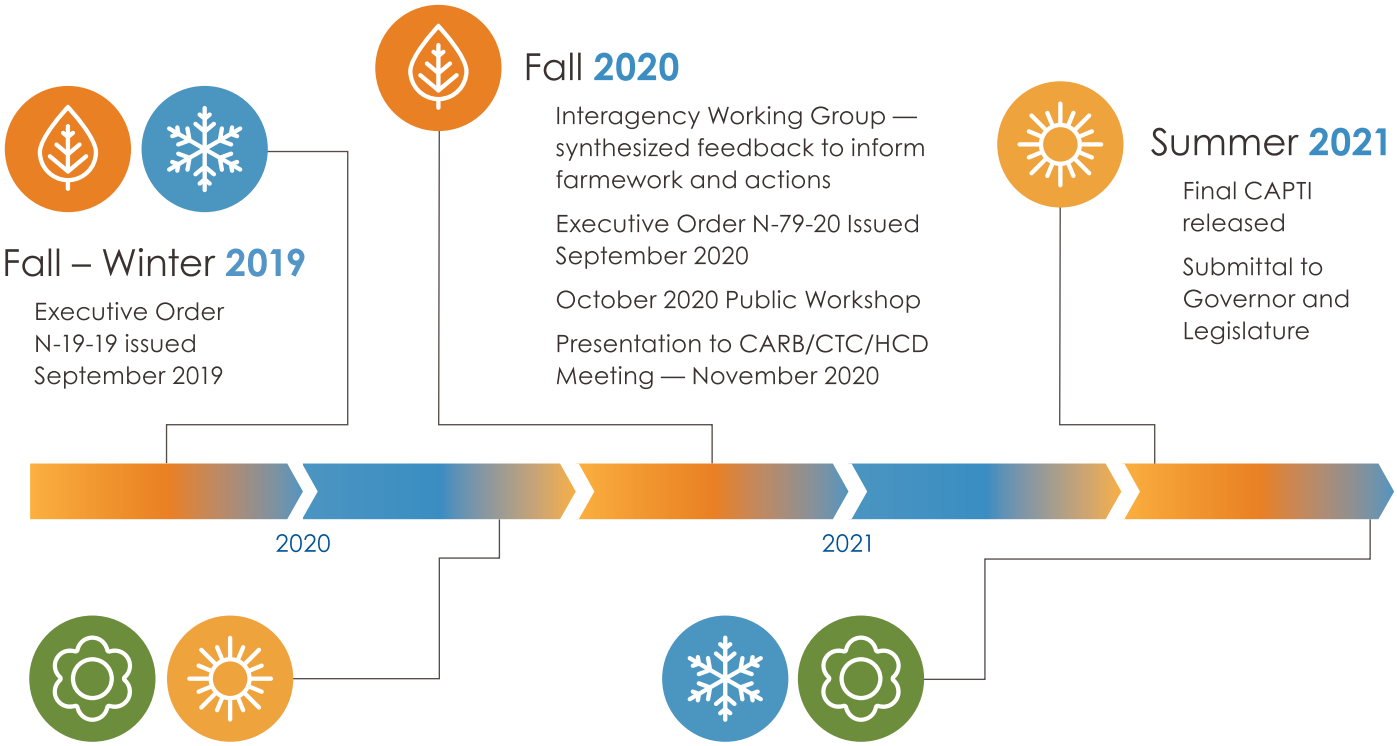
Developing the Climate Action Plan for Transportation Infrastructure (CAPTI)

Process

Following the release of EO N-19-19 on September 20, 2019, CalSTA convened an Interagency Working Group to coordinate throughout the Administration. The Working Group included staff from the California Department of Transportation (Caltrans), the California Transportation Commission (CTC), the California Environmental Protection Agency (CalEPA), the California Air Resources Board (CARB), the Department of Finance (DOF), the Department of Housing and Community Development (HCD), the Governor's Office of Planning and Research (OPR), the Strategic Growth Council (SGC), and the Governor's Office of Business and Economic Development (GO-Biz). The Working Group collaborated to draft the guiding principles of the CAPTI Investment Framework aimed at reducing GHG emissions from the transportation sector and mitigating the impacts of climate change on our transportation system. During the first half of 2020, CalSTA held individual meetings with more than 200 public and advocacy stakeholders to get their input on the draft Investment Framework. Stakeholders were asked for their feedback via an online survey, which yielded 71 direct responses and 9 formal comment letters. The survey responses and letters included more than 300 action item ideas and 150 additional comments and suggestions regarding the Investment Framework and approach.

The Interagency Working Group continued to refine the Investment Framework, as well as integrate stakeholder suggestions for strategies and action items from a public workshop held in October 2020. Additionally, CalSTA presented the

draft Investment Framework to the joint CARB-CTC-HCD meeting in November 2020 for review, feedback, and guidance on the direction of the CAPTI effort. In early 2021, CalSTA continued to meet with a range of transportation stakeholders — from local and regional government agencies to climate, health, and equity advocates — to solicit feedback to help further refine CAPTI's strategies and actions. Following the public draft release, CalSTA intends to host a public workshop open to all stakeholders; present the draft CAPTI strategies and actions to the CTC and Spring 2021 joint CARB-CTC-HCD meeting; and work to integrate stakeholder feedback prior to finalizing the CAPTI in early Summer 2021.



CAPTI is …

- A holistic framework and statement of intent for aligning state transportation infrastructure investments with state climate, health, and social equity goals, built on the foundation of the "fix-it-first" approach established in SB1.
- A suite of ongoing and needed changes to state transportation planning, project scoping, programming, and mitigation activities to align with the CAPTI Investment Framework.
- A living document that can adapt, pivot, and modify approaches and actions, as needed.
- A structure to monitor and evaluate progress of the transportation sector's efforts to align with state climate, health, and equity goals.

CAPTI Vision & Scope

The vision for the Action Plan is to outline a holistic framework that aligns the state's transportation infrastructure investments with the state's climate, health, and social equity goals, while also maintaining the commitment made in Senate Bill (SB) 1 to a fix-it-first approach to transportation.

A continued commitment to a "fix-it-first" approach to our transportation system is fundamental to the Action Plan. This ensures the continued maintenance and repair of transportation infrastructure necessary to serve communities and support the goals of the Road Repair and Accountability Act of 2017, also known as SB 1. The state must be strategic and thoughtful when expanding the existing system as we cannot afford to invest in projects that ultimately run up our long-term maintenance costs without bringing an outsized benefit to climate, health, and equity goals.

CalSTA will implement the Executive Orders within the existing framework and goals set forward in the California Transportation Plan (CTP) 2050. The California Transportation Plan is the state's broad vision for the future of the transportation system in California, with a focus on advancing equity and climate priorities by expanding travel options for all Californians.

The CAPTI efforts will support the CTP goals in a manner that works to meet state climate change mandates, targets, and policies through the direction outlined in Executive Orders N-19-19 and N-79-20. The CTP goals are further detailed in the graphic on the next page.

Additionally, the CAPTI will be closely coordinated with the 2020-24 Caltrans Strategic Plan (CSP), which signals a fundamental shift for the department to lead on climate action as a strategic priority for the first time.

California Transportation Plan 2050 Goals

Another important contextual document for CAPTI is California's Climate Change Scoping Plan, which contains the state's strategy for achieving the 2030 greenhouse gas target and other long-term climate goals. CARB is responsible for developing and updating the Scoping Plan, in coordination with the Governor's Office, many state agencies, and stakeholders that include the public and the Environmental Justice Advisory Committee.

To reduce emissions from transportation, the Scoping Plan calls for significant reductions in VMT. A recent report CARB completed, pursuant to SB 150, evaluated the state's primary measure to reduce VMT — the Sustainable Communities and Climate Protection Program (also known as SB 375) — revealed that VMT is going up, not down as expected. The report recommends better aligning transportation funding programs to support implementation of projects consistent with the Sustainable Communities Strategies adopted pursuant to SB 375. The strategies identified in CAPTI are intended to align with the objectives of the Scoping Plan, as directed within EO N-19-19.

As previously mentioned, EO N-19-19 specifically calls on CalSTA to leverage $5 billion in annual discretionary transportation infrastructure funding. The funding identified in EO N-19-19 includes the following programs:

Active Transportation Program (ATP)

Annual Funding Amount: $223 million

Statutory Intent: To encourage increased use of active modes of transportation through investments in walking, biking, Safe Routes to Schools, and trail infrastructure projects and non-infrastructure programs.

Interregional Transportation Improvement Program (ITIP)

Annual Funding Amount: Variable (2022 ITIP anticipated to be $175 million)

Statutory Intent: To improve interregional movement for people and goods across California on the State Highway System (SHS) and develop Intercity Passenger Rail corridors of strategic importance.

Local Partnership Program (LPP)

Annual Funding Amount: $200 million

Statutory Intent: To provide funding to local and regional agencies with voter approved fees/taxes dedicated solely to transportation improvements in order to improve aging infrastructure; road conditions; active transportation; transit and rail; or health and safety benefits.

Solutions for Congested Corridors (SCCP)

Annual Funding Amount: $250 million

Statutory Intent: To achieve a balanced set of transportation, environmental, and community access improvements within highly congested travel corridors throughout the state.

State Highway Operations & Protection Program (SHOPP)

Annual Funding Amount: $4.2 billion

Statutory Intent: To preserve and protect the state highway system through improvements relative to the maintenance, safety, operation, and rehabilitation of state highways and bridges that do not add a new traffic lane to the system.

Trade Corridor Enhancement Program (TCEP)

Annual Funding Amount: $300 million

Statutory Intent: To improve infrastructure on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network, and along other corridors that have a high volume of freight movement.

Transit & Intercity Rail Capital Program (TIRCP)

Annual Funding Amount: approximately $275 million

Statutory Intent: To fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion.

While many of these programs already have statutorily established parameters and goals that align with EO N-19-19, opportunities still exist to further ensure funding applicants consider climate change through changes to planning, project scoping, programming, and mitigation. This Action Plan will work within the established funding programs created under SB 1 to bolster the outcomes of the projects funded under these programs and their alignment with California's climate goals. It is important to note that while EO N-19-19, EO N-79-20, and the CAPTI focus on these existing funding programs, these funds alone cannot fully meet the investment needs to achieve our state's climate change goals.

In addition to supporting our climate goals, the Investment Framework and action items also focus on reducing harms to disadvantaged, low-income, and BIPOC communities. The State of California must think pragmatically, creatively, and comprehensively about making transportation investments that provide clean, safe, and equitable multimodal options to all Californians.

One Piece of the Puzzle

In outlining a holistic framework, this Action Plan acknowledges that transportation infrastructure and transportation funding are just one piece of much larger puzzle to meet the state's overall goals for climate, health, and social equity. As discussed previously, CAPTI tackles the narrow issue of how existing state transportation infrastructure investments should be leveraged to meet our goals.

The CTP 2050 describes the even broader role transportation planning can play in meeting our state goals. It will take advances in vehicle and fuel technology, as well as a reduction in overall driving to meet our climate targets while creating a healthier and more equitable California. As mentioned in the CTP 2050, reducing our dependence on driving will take better coordination of land use decisions in addition to the transportation decisions discussed in this document. This requires coordinated investments to further economic development and jobs in housing rich areas, support additional compact development and housing density in low VMT/ high opportunity neighborhoods, prioritize disadvantaged communities while implementing protections against displacement, and preserve land at risk of conversion to urbanized uses. Meeting our goals will also require existing and emerging technologies — such as connected and automated vehicles, shared mobility, micromobility, and increased digital substitution (such as telework, telemedicine, etc.) — to be strategically deployed in a way that encourages reduction in dependence on single occupant vehicles and increases access to destinations and opportunities.

Initiatives in many of these areas are already underway throughout the Newsom Administration, and the CAPTI is only one piece of a much larger effort.

CAPTI Investment Framework

Although California's statewide transportation funding programs have different statutory direction and invest in various types of infrastructure, collectively they can help us work toward our transportation vision. Understanding that there is not a one-size-fits-all approach to achieving the needs of the state's diverse communities, realizing the outcomes outlined in the CTP 2050 requires a range of investment strategies. These guiding principles for investment will work to reduce Californians' dependence on driving, increase multimodal options for all communities, and equitably meet the state's climate goals. These programs should collectively focus on prioritizing projects that align with the following guiding principles, as applicable within their existing structure.

Guiding Principles

Within the "fix-it-first" approach and through existing funding frameworks, the State's transportation infrastructure investments should be deployed to do the following, where feasible:

Per EO N-79-20, invest to create new clean transportation options in urban, suburban, and rural settings for all Californians as well as for goods movement by:

Building toward an integrated, statewide rail and transit network, centered around the existing California State Rail Plan that leverages the California Integrated Travel Project to provide seamless, affordable, multimodal travel options in all context, including suburban and rural settings, to all users.

Investing in networks of safe and accessible bicycle and pedestrian infrastructure, particularly by closing gaps on portions of the State Highway System that intersect local active transportation and transit networks or serve as small town or rural main streets, with a focus on investments in low-income and disadvantaged communities throughout the state.

Including investments in light, medium, and heavy-duty zero-emission vehicle (ZEV) infrastructure as part of larger transportation projects. Support the innovation in and development of the ZEV market and help ensure ZEVs are accessible to all, particularly to those in more rural or remote communities.

Additionally, per EO N-19-19, invest in ways that encourage further adoption and use of these clean modes of transportation mentioned above by:

Strengthening our commitment to social and racial equity by reducing public health and economic harms and maximizing community benefits to disproportionately impacted disadvantaged communities, low-income communities, and Black, Indigenous, and People of Color (BIPOC) communities, in urbanized and rural regions, and involve these communities early in decision-making. Investments should also avoid placing new or exacerbating existing burdens on these communities, even if unintentional.

Making safety improvements to reduce fatalities and severe injuries of all users towards zero on our roadways, railways and transit systems by focusing on context-appropriate speeds, prioritizing vulnerable user safety to support mode shift, designing roadways to accommodate for potential human error and injury tolerances, and ultimately implementing a safe systems approach.

Assessing physical climate risk as standard practice for transportation infrastructure projects to enable informed decision-making, especially in communities that are most vulnerable to climate-related health and safety risks.

Promoting projects that do not significantly increase passenger vehicle travel, particularly in congested urbanized settings where other mobility options can be provided and where projects are shown to induce significant auto travel. These projects should generally aim to reduce VMT and not induce significant VMT growth. When addressing congestion, consider alternatives to highway capacity expansion, such as providing multimodal options in the corridor, employing pricing strategies, and using technology to optimize operations.

Promoting compact infill development while protecting residents and businesses from displacement by funding transportation projects that support housing for low-income residents near job centers, provide walkable communities, and address affordability to reduce the housing-transportation cost burden and auto trips.

Developing a zero-emission freight transportation system that avoids and mitigates environmental justice impacts, reduces criteria and toxic air pollutants, improves freight's economic competitiveness and efficiency, and integrates multimodal design and planning into infrastructure development on freight corridors.

Protecting natural and working lands from conversion to more intensified uses and enhance biodiversity by supporting local and regional conservation planning that focuses development where it already exists and align transportation investments with conservation priorities to reduce transportation's impact on the natural environment.

Implementation Strategies & Actions

To ensure state transportation investments are aligned with the Investment Framework's guiding principles, changes may be necessary to current transportation planning, programming, project delivery, maintenance, and operations activities. Such changes will help advance a slate of projects that meet climate goals, ensure that these projects are prioritized for state funding, and promote project construction and operations that minimize emissions and impacts from climate change.

Many changes are underway, but additional efforts may be required. This Action Plan identifies over two dozen initial key actions necessary for implementation of the CalSTA sections of EO N-19-19 and EO N-79-20. Additionally, the rapidly changing nature of combatting the climate crisis will necessitate a "living document" approach, which will enable the CAPTI to adapt, pivot, modify, and generate new actions, as needed, to be meaningfully implemented. The CAPTI Interagency Working Group will monitor implementation activities on a quarterly basis and make modifications as needed. The matrix provided in Appendix A details the actions, lead state agency, supporting state agencies, and timeframe for completion.

S1. Cultivate and Accelerate Sustainable Transportation Innovation by Leading with State Investments

Due to the long lead time for project development, many competitive transportation programs continue to fund transportation projects that were conceived well before the transportation needs of today were well understood. As we grapple with the realities of the climate crisis, the unintended consequences of this approach are that newer more innovative, often multimodal, sustainable transportation solutions may have a harder pathway to finding funding.

This strategy's actions are intended to find opportunities where the state can begin to clearly signal its commitment to funding innovative, sustainable transportation projects, while being mindful of commitments to projects that are well underway.

Key Actions

S1.1 Prioritize Solutions for Congested Corridors Program (SCCP) Projects that Enable Travelers to Opt Out of Congestion

Through its public guidelines development process, the CTC will work towards updating the SCCP Guidelines and scoring criteria to better prioritize projects that provide travelers with options to opt out of congestion. These innovative sustainable transportation solutions should focus on reducing vehicle miles traveled (VMT) and could include investments in transit, rail, active transportation, and highway solutions that improve transit travel times and reliability or generate revenue for VMT reducing projects through employing vehicle demand management strategies.

S1.2 Promote Innovative Sustainable Transportation Solutions in SCCP by Requiring Multimodal Corridor Plans

To foster and develop a strong pipeline of innovative sustainable transportation solutions that support the goals of the Investment Framework, the CTC will — through the public guidelines development process — work towards updating the SCCP Guidelines to require that all projects be a part of a multimodal corridor plan consistent with the CTC's Comprehensive Multimodal Corridor Plan Guidelines, which was not required in earlier program cycles. All SCCP projects must be a part of a multimodal corridor plan that is designed to provide more transportation choices in highly congested corridors. To be competitive for SCCP funds, applicant projects and their respective Corridor Plans must demonstrate synchronization with the CAPTI Framework, California Transportation Plan 2050, and other statewide modal plans in addition to Regional Transportation Plans.

S1.3 Fast Track New CAPTI-Aligned Projects in Early Planning Phases by Adding Them to the Interregional Transportation Improvement Program (ITIP)

To foster and develop a strong pipeline of innovative sustainable transportation solutions, Caltrans will fast track the development of new ITIP projects in early planning phases that are in alignment with the Investment Framework, the revised Interregional Transportation Strategic Plan (ITSP), and supported by the revised Caltrans corridor planning process and Regions Rise Together effort. The expedited project development process will be completed in collaboration with local and regional partners and be in addition to existing ITIP commitments. These projects will be prioritized for a portion of new and future funding capacity in the ITIP when such funds are available while balancing the need to complete currently programmed ITIP projects.

S1.4 Mainstream Zero-Emission Vehicle Infrastructure within the Trade Corridor Enhancement Program (TCEP)

To support the transition of medium and heavy duty vehicles (MHDVs) to zero-emission technologies called for by EO N-79-20 and to complement other state strategies in this sector — including CARB's Advanced Clean Trucks and Advanced Clean Fleets regulations — the CTC, through its public guidelines development process, will work towards updating the TCEP Guidelines to prioritize projects that demonstrate a significant benefit to improving the movement of freight along trade corridors, while also reducing emissions of diesel particulates, greenhouse gases, and other pollutants by creating or improving zero emissions infrastructure — either within the project itself or within the larger trade corridor. The guidelines update would include a description of eligible uses of funds for zero emission vehicle infrastructure to provide additional clarity and guidance to applicants.

Additionally, in order to enhance TCEP's guidelines for reducing community impacts, especially in disadvantaged communities, the CTC will consider during TCEP guidelines development allowing projects to include zero-emission vehicle infrastructure within the project study area if they are in adjacent disadvantaged communities, low-income communities, and BIPOC communities.

S2. Support a Robust Economic Recovery by Revitalizing Transit, Supporting ZEV Deployment, and Expanding Active Transportation Investments

The devastating impact of the COVID-19 pandemic on transit cannot be overstated. With huge ridership declines, lower capacity to support physical distancing, and increased sanitation protocols, transit agencies are struggling to make difficult budget and service decisions in the face of declining sales tax revenue, lost fares, and public (mis)perceptions of COVID-19 safety risks. Transit's recovery in the coming years will determine our success in combatting the climate crisis. Frequent, reliable, and convenient transit systems are vital for advancing the state's vision of more livable and equitable communities. With these challenges, transit operators — particularly small operators in rural, small urban, and urbanized areas — will likely struggle with the transition to ZEV transit fleets without additional supportx.

Additionally, investments in active transportation — such as walking and biking — will be critical for the success of transit's recovery by providing low-carbon, safe, and convenient first mile/last mile connections to access transit. Furthermore, walking and biking has skyrocketed in many communities throughout California during the pandemic, shining a spotlight on both the poor maintenance of existing active transportation infrastructure and the need for additional facilities to accommodate social distancing. Active transportation investment continues to be a key need for many small and rural communities in California that have conventional State Highway Systems serving as their main streets. While the state's Active Transportation Program (ATP) is the largest dedicated source of funding for walking, biking, and Safe Routes to School projects in the country, it remains insufficient to meet the demand from communities throughout the state, with only one in five projects funded each cycle. Community-based organizations, advocacy groups, and agency stakeholders widely agreed during the CAPTI development process that the ATP is underfunded in comparison to other transportation funding programs and supported increased funding to the ATP specifically and to active transportation more broadly.

Key Actions

S2.1 Implement the California Integrated Travel Project (Cal-ITP)

Caltrans will provide transit providers an easier and less expensive process to implement contactless payment, benefit eligibility verification, and other services via Cal-ITP. Additionally, Caltrans will work to provide technical assistance and support to small and rural transit operators to implement these features in their service areas.

S2.2 Identify A Long-Term Strategic Funding Pathway Across All Funding Opportunities to Realize the State Rail Plan

Building off the framework outlined in the State Rail Plan, CalSTA will lead a process to prioritize transit and intercity rail investments statewide for major state funding programs and future federal grant opportunities, as well as to leverage transit and intercity rail investments to support compact growth and equitable transit-oriented development.

S2.3 Accelerate TIRCP Cycles to Support Transit Recovery with Deployment of ZEV Transit/Rail Fleets and Transit/Rail Network Improvements

In collaboration with CARB, CalSTA will develop a new Clean Fleet and Facilities Network Improvement project category in the TIRCP to provide additional support and funding to transit agencies needing to replace their aging vehicle fleets with ZEVs, while also working with local agencies to improve network efficiency and integration. Additionally, to support economic recovery efforts in the short term, CalSTA will accelerate the 2022 funding cycle by starting guidelines development and the program call for projects earlier than past years and identify additional near-term cash flow that will expand funding opportunities. CalSTA will also offer expanded technical assistance prior to application to support agencies of every size throughout the state.

S2.4 Increase Funding to Active Transportation Program (ATP)

Given the oversubscription of the ATP, CalSTA will work to identify additional funding that could be added to the ATP, or otherwise set-aside for use on active transportation projects. Options to explore include flexing future federal funding into the ATP or towards active transportation more generally without having to take funds from any existing funding steams. Absent new flexible federal funding sources, other options include considering a local contribution from an existing program that would be met with a state match from the State Highway Account to show commitment from the state. Alternatively, another option could be to take small continuous contributions from across several programs (e.g., SHOPP, TCEP, SCCP, TIRCP, etc.) to minimize impact to any single funding source. A small amount of funding from multiple sources can have a large impact on a program the size of the ATP. CalSTA is interested in collecting stakeholder input to identify the best potential funding sources and proposed amounts for a meaningful infusion of funds to the ATP.

S2.5 Convene Discussion Regarding Sustainable Rural Transportation Solutions

CalSTA will convene a discussion with local and regional rural transportation partners to identify and explore actions to equip rural communities with the tools they need to further the vision of the CAPTI Framework in rural settings. The focus of the discussion will be to explore options including but not limited to: identifying best practices for application of projects in rural settings; exploring funding pathways for rural projects such as rail grade separation projects with significant active transportation benefits; or transit solutions that work in rural contexts such as vanpools or other demand-responsive transit services.

S3. Elevate Community Voices in How We Plan and Fund Transportation Projects

Community stakeholders often struggle to find clear entry points into the transportation project planning process, resulting in their lack of participation in helping develop a shared vision or stated purpose and need for projects. This strategy aims to create improved and more transparent transportation planning processes and practices, while also coordinating across state agencies to develop standards and practices for meaningful engagement and provision of technical assistance resources to those most impacted by projects, including, but not limited to, disadvantaged communities, low-income communities, and Black, Indigenous, and People of Color (BIPOC) communities.

Ultimately, this strategy will create pathways to give communities most impacted by transportation investments a meaningful voice in transportation planning and program development.

Key Actions

S3.1 Establish Transportation Equity and Environmental Justice Advisory Committee(s)

CalSTA, Caltrans, and the CTC will coordinate to establish an advisory committee (or committees) focused on transportation equity and environmental justice issues stemming from transportation planning and programming. The scope, structure, and responsibilities of the committee(s) will build off and be informed by the CTC's Equity Advisory Roundtable and Caltrans' Statewide Community Listening Sessions. Continued dialogue among state transportation agencies, other state agencies, and partners will also be an important component of committee formation.

The goal is to develop a committee(s) that would provide meaningful input into transportation planning and programming to relevant state transportation agencies, such as CalSTA, the CTC, and Caltrans. The committee is anticipated to review and/or advise on state transportation planning and program guidelines. This strategy is intended to elevate diverse voices to advise state transportation agencies, such as CalSTA, the CTC, and Caltrans, on how to achieve meaningful transportation equity and environmental justice outcomes.

S3.2 Strengthen and Expand Coordinated, Targeted Technical Assistance on State Transportation Funding Programs

Building off lessons learned from the California Climate Investment Technical Assistance Program (CCI TA), the interagency Technical Assistance Guidelines for State Agencies, and its work with the TIRCP, Caltrans commits to strengthening and expanding its technical assistance portfolio to help community members collaborate with local agencies to develop proposals and/or project scopes of work for various funding programs administered by Caltrans. Additionally, Caltrans commits to cultivating partnerships with and building the capacity of community-based organizations and residents to engage in the development of SHOPP and ITIP projects.

The CTC is committed to providing technical assistance on tools, methods, and practices required for their funding programs, as well as to exploring structures for providing in-house support. This may include ad hoc technical assistance workshops for program applicants and/or "office hours" to work with potential applicants on a one-on-one basis.

S3.3 Lift Up and Mainstream Community Engagement Best Practices

Caltrans will create a community engagement playbook that catalogues best practices and lessons learned from state, regional, and local agency and community-based partners, as well as builds off the CCI TA Program's Best Practices for Community Engagement and Building Successful Projects report. The playbook will inform the department's planning and project development work and support institutionalizing meaningful community engagement practices within the department. Caltrans will also explore actions to leverage existing contracts to strengthen its partnerships with community-based organizations, as well as to foster staff capacity to facilitate productive community engagement processes.

Additionally, the CTC is developing an engagement guide and is committed to hosting workshops with the goal of incorporating stakeholder feedback regarding best practices for meaningful community engagement and exploring potential changes to program guidelines to reflect these best practices.

S3.4 Develop and Utilize Equity Index to Assist in Evaluation or Prioritization of Caltrans Projects

Caltrans will work with state agency partners to develop and implement an Equity Index tool to assist in the evaluation and prioritization of the department's projects. Collaborating with the CTC and other state agency partners, Caltrans will identify metrics and indicators to account for equity-based outcomes for inclusion in the Index tool, as well as review the weighting of equity and standard performance indicators to allow for varying analyses within individual program requirements.

S4. Advance State Transportation Leadership on Climate and Equity through Improved Planning & Project Partnerships

In its new Strategic Plan, Caltrans has made a commitment to lead on climate action and advance social equity in the transportation sector. At its core, this strategy's actions outline the department's commitment to change the types of projects it will fund, nominate, and sponsor, as well as how it analyzes project benefits and impacts. This fundamental shift will advance critical climate considerations in transportation, while also working towards eliminating inequities in the transportation system. Additionally, Caltrans will re-examine and revise its own processes, procedures, and guidance that local agencies have sometimes identified as a barrier to advancing sustainable transportation.

Caltrans also recognizes the critical role it plays in providing transportation planning resources and guidance to many smaller or rural communities that often do not have access to the same resources as large metro regions. Aligning the department's planning efforts with the CAPTI Investment Framework, while lifting up regions in the state with fewer resources will be critical to meeting our climate and equity goals.

Key Actions

S4.1 Develop and Implement the Caltrans Strategic Investment Strategy (CSIS) to Align Caltrans Project Nominations with the CAPTI Investment Framework

Caltrans will develop a new, data- and performance-driven approach in the CSIS to align project nominations with the CAPTI Investment Framework. The CSIS will guide both projects

nominated or sponsored by Caltrans, as well as projects on which Caltrans partners with a local or regional agency.

S4.2 Align Interregional Transportation Strategic Plan 2021 (ITSP) with CAPTI Investment Framework

Caltrans will update the 2021 ITSP to fit within the CAPTI Investment Framework with a continued focus on investing in rural, smaller, or under-resourced communities across the state. The 2021 ITSP will more clearly emphasize multimodal corridor planning and prioritize sustainable transportation solutions.

S4.3 Update the 2023 State Highway System Management Plan (SHSMP) to Meaningfully Advance CAPTI Investment Framework

Working with CalSTA, Caltrans will update the 2023 SHSMP to integrate and advance the guiding principles of the CAPTI Investment Framework. The 2023 SHSMP will provide a broader strategic vision for the SHS and SHOPP investments by placing a stronger emphasis on creating a climate resilient transportation system that reduces greenhouse gas emissions, while also reducing risk to state transportation assets. This revised project development approach will employ climate smart decision-making for all users in maintenance and operations projects.

S4.4 Refocus Caltrans Corridor Planning Efforts to Prioritize Sustainable Multimodal Investments in Key Corridors of Statewide and Regional Significance

Caltrans will refocus its corridor planning activities by: 1) prioritizing sustainable multimodal investments and solutions; 2) concentrating corridor planning efforts on those of statewide and regional significance; 3) facilitating corridor planning across Caltrans District boundaries; and 4) supporting the development of innovative safety solutions based on the safe systems approach that advance sustainable transportation modes, particularly for rural communities.

S4.5 Develop and Implement Caltrans Climate Action Plan (CCAP)

Caltrans will develop and implement a departmental Climate Action Plan (CCAP) to establish baseline and reduction targets for GHG emissions and VMT from all sources, including from use of the State Highway System and internal operations. Additionally, Caltrans will set measurable and achievable mode share targets for passenger travel that will be supported by VMT reduction strategies. The CCAP will identify additional actions the department will take to meet its GHG, VMT, and mode share targets.

S4.6 Incorporate Zero-Emission Freight Infrastructure Needs into the California Freight Mobility Plan (CFMP)

In coordination with CARB and CalSTA, Caltrans will prioritize inclusion of zero-emission freight projects in the CFMP project list that work to advance the state's air quality and climate goals. Caltrans will work with the freight industry to encourage and help accelerate the widespread transition to zero-emission technologies and infrastructure, in part through inclusion of these types of projects in the CFMP project list. The CFMP also presents the opportunity to identify potential funding options for projects included in the plan.

S5. Support Climate Resilience through Transportation System Improvements and Protections for Natural and Working Lands

As seen with the increasing frequency of large and damaging California wildfires, impacts from the climate crisis have the potential to restrict or impede travel in the state and have huge monetary implications for the state's fix-it-first approach unless we proactively work toward creating a more resilient transportation system. To do this, it will take incorporating climate risk assessment as a standard practice in the transportation project development process.

Key Actions

S5.1 Develop Climate Risk Assessment Planning and Implementation Guidance

The Governor's Office of Planning & Research (OPR) will lead an effort to update existing guidance that was delivered in 2018 under implementation of EO B-30-15. The updated guidance document will include more specific guidance on climate impacts for state agencies and how to use climate science information. Building off Caltrans' District Climate Change Vulnerability Assessments and in-progress District Adaptation Priorities Reports, Caltrans will collaborate with OPR to incorporate climate risk assessment guidance and previous planning efforts into standard practice. Caltrans and OPR will also develop implementation guidance for project-level applications for all climate impacts, including wildfire, sea level, drought, temperature increase, precipitation, and extreme events.

S5.2 Update Transportation Infrastructure Competitive Program Guidelines to Incentivize Climate Adaptation and Climate Risk Assessments/Strategies

Once Climate Risk Assessment Planning and Implementation guidance has been completed, CalSTA and CTC will work toward updating TIRCP, SHOPP, and SB 1 Competitive Program Guidelines — through their respective public guidelines development processes — to align with the guidance developed by Caltrans and OPR.

S5.3 Explore Incentivizing Land Conservation through Transportation Programs

The CTC will evaluate the concepts developed in the interagency Natural and Working Lands Climate Smart Strategy to identify conservation and climate resilience strategies and best practices that could be integrated into the next update of the Regional Transportation Plan and SB 1 Competitive Program guidelines.

S6. Support Local and Regional Innovation to Advance Sustainable Mobility

Since the passage of SB 375 more than a decade ago, many local and regional transportation agencies have been working to implement elements of the CAPTI investment framework in their Sustainable Communities Strategies (SCS). However, local and regional agencies continue to face various challenges and barriers to not only implement SCSs but also recent companion policies — such as SB 743. This plan has identified key actions to support the implementation of regional and local planning efforts that align with the framework, with a focus on finding a pathway to implementation for roadway pricing efforts and VMT mitigation called for by SB 743.

Key Actions

S6.1 Explore New Mechanisms to Mitigate Increases in Vehicle Miles Travelled (VMT) from Transportation Projects

CalSTA and Caltrans will work with local and regional transportation agencies to develop new mechanisms — such as mitigation banks that would allow for purchase of credits that could be applied to VMT reduction projects or actions — for viable VMT mitigation options for highway capacity projects, particularly with equity and land conservation in mind. These mechanisms are envisioned to assist transportation agencies statewide with SB 743 implementation and CEQA compliance. Additionally, Caltrans will evaluate different models for GHG/VMT mitigation, such as exploring the potential expansion of the Advanced Mitigation Program.

S6.2 Convene a Roadway Pricing Working Group to Provide State Support for Implementation of Local and Regional Efforts

CalSTA and Caltrans will convene a working group consisting of other state agencies as well as local and regional partners to identify and provide recommendations for equitable roadway pricing implementation pathways for strategies identified in regional RTP/SCSs that aim to reduce or manage VMT. The working group will create an inventory of various ongoing efforts across the state and outline state and federal statutory and administrative opportunities and barriers to equitable implementation of various roadway pricing applications currently under consideration by local and regional partners — including, but not limited to, cordon pricing, congestion pricing, and other dynamic pricing tools. The objective of this effort is to provide state support to bring local and regional efforts underway to fruition. This action is distinct from the ongoing statewide Road User Charge (RUC) Program, as it focuses on supporting local and regional pricing tools; however, CalSTA and Caltrans will ensure there is coordination between this workgroup and the statewide RUC program.

S6.3 Develop Interagency Framework for Project Evaluation Around Advancing Sustainable Communities

Currently, there is no clear framework for agencies that administer housing or transportation investments to determine if a particular project aligns with the goals of SB 375 and "achieves the objectives of the Scoping Plan" (as stated in EO N-19-19).

In the absence of such a framework, agencies administering investments often assume any project "included" in a Regional Transportation Plan/Sustainable Community Strategy advances the SCS, which does not provide the ability for prioritization of competing demands, nor does it allow for local or regional agencies to identify the significance of particular projects to regional planning efforts. Accordingly, CARB and SGC will lead a collaborative process with state and regional partners to develop a framework for identifying projects that best advance the objectives of the RTP/SCSs and the Scoping Plan. This framework will then be available for use by various state programs and regional agencies.

S7. Strengthen Transportation-Land Use Connections

Simultaneously addressing California's housing crisis while reducing VMT requires a strong connection between transportation and land use policies. Supporting housing demand while meeting our climate and equity goals will require managing this relationship and seeking efficient land use decisions. These identified key actions can ensure transportation programming dollars help incentivize smart housing and conservation policies and decisions, while also supporting infill development.

Key Actions

S7.1 Leverage Transportation Investments to Incentivize Infill Housing Production

Transportation funding could be used to reduce VMT by incentivizing infill residential development and densities appropriate and feasible for each given community. Competitive funding programs could adopt incentives for local policies that tend to support location-efficient and mixed-use housing production, while considering the needs of rural, suburban, and urban jurisdictions and how appropriate policies may differ among those areas. Such local policies may include by-right (nondiscretionary) approval processes for multifamily residential and mixed-use development, zoning to allow for residential and mixed-use developments in non-residential zones, reduced parking requirements for residential development, or expanded density bonuses that exceed state density bonus law, among other local policies. Transportation programs could adopt these incentives as competitive scoring criteria and enhanced guidance to facilitate interjurisdictional coordination between project proponents and local planning departments.

S7.2 Create Working Group to Explore Potential Actions to Address Direct and Indirect Displacement in Transportation Programs

CalSTA will work with state agency partners to explore potential statutory changes to enable transportation programs to incentivize anti-displacement strategies within their funding frameworks. Building off the experience of the Affordable Housing and Sustainable Communities (AHSC) program, the working group will identify the suite of voluntary anti-displacement strategies that could be promoted via scoring and evaluation criteria in state funding program guidelines.

S7.3 Explore a "Highways to Boulevards" Conversion Pilot Program

Far too often, past transportation decisions literally put up barriers, divided communities, and amplified racial inequalities, particularly in our Black and Brown neighborhoods. To address this, CalSTA will work with Caltrans to pursue the creation of a pilot program to initially plan for — with the goal to ultimately fund — the conversion of key underutilized highways in the state into multi-modal corridors that serve existing residents by developing affordable housing and complete streets features. The pilot program could start by soliciting local and regional entities for lists of potential locations that have been identified as barriers to local communities, as well as explore improvements to the relinquishment process to turn over state facilities to local ownership and control. These projects could include conversion or capping of urban freeways that could free up additional land for affordable housing and could also include conventional highways in less urbanized areas that may pose a barrier to multi-modal travel across the community. Locations near underserved communities, disadvantaged communities, low-income communities, and BIPOC communities would be prioritized for planning funds.

Implementation: From Plan to Action

The Matrix in Appendix A provides a detailed list of responsible agencies, both in lead and support roles, that will need to take action to bring this plan to fruition. Below is a description on how CalSTA plans to track progress on the plan, as well as continually re-evaluate this living document, to ensure progress is being made to meeting the objectives outlined in the CAPTI Guiding Principles.

Tracking Progress

To ensure that progress is made towards implementation the State Interagency Working Group will continue to meet on a quarterly basis to report on and discuss progress of CAPTI action item implementation. Additionally, the group will generate an annual progress report, which will document key accomplishments made to implement the actions listed in the plan. Since CAPTI is a living document, the progress reports will also provide recommendations for new or revised actions that should be undertaken as necessary in response to changing conditions and evolving needs of the state. CalSTA proposes to provide formal public status updates on these annual progress reports at the Joint Meeting of CTC, CARB, and HCD.

Strategy S1. Cultivate and Accelerate Sustainable Transportation Innovation by Leading with State Investments

These actions are intended to find opportunities where the State can begin to clearly signal its commitment to funding innovative, sustainable transportation projects, while being mindful of previous commitments and projects that are well underway.

	Action	*Description*	*Program(s) Impacted*	*Lead Agency*	*Support Agencies*	*Time Frame*
S1.1	**Prioritize SCCP Projects to Enable Travelers to Opt Out of Congestion**	• Pursue update of SCCP Guidelines to further prioritize innovative sustainable transportation solutions. • Innovative solutions should focus on reducing VMT and could include investments in transit, rail, active transportation, and highway solutions that improve transit travel times and reliability or generate revenue for VMT reducing projects.	SCCP	CTC	CalSTA, CARB	Short-Term
S1.2	**Promote Innovative Sustainable Transportation Solutions in SCCP by Requiring Multimodal Corridor Plans**	• Pursue requirement that all projects be a part of a multimodal corridor plan consistent with the CTC's Comprehensive Multimodal Corridor Plan Guidelines.	SCCP	CTC	CalSTA	Short-Term
S1.3	**Fast Track New CAPTI-Aligned Projects in Early Planning Phases by Adding Them to ITIP**	• New ITIP projects that are in alignment with the CAPTI will be added with a portion of future funding capacity. • This will be done in collaboration with local and regional partners and be in addition to the need to continue funding for existing ITIP projects.	ITIP	Caltrans	CTC, CalSTA	Short-Term
S1.4	**Mainstream Zero-Emission Vehicle Infrastructure Investments within TCEP**	• Pursue update TCEP Guidelines to prioritize projects that improve trade corridors by demonstrating a significant benefit to improving the movement of freight and also reduce emissions by creating or improving zero emissions infrastructure either within the project.	TCEP	CTC	CalSTA, CARB	Short-Term

Note: *All actions related to the CTC are recommendations that would be introduced into the appropriate CTC program guidelines development process for consideration.*

Strategy S2. Support a Robust Economic Recovery by Revitalizing Transit, Supporting ZEV Deployment, and Expanding Active Transportation Investments

Following the devastating impact of the COVID-19 pandemic on transit, these actions seek to enable transit's recovery and revitalize the transit system, including the deployment of ZEV transit fleets, which will ultimately be critical to our success in combatting the climate crisis. These actions also intend to expand State investments in active transportation infrastructure, the demand for which has significantly increased in many communities throughout California during the pandemic.

	Action	*Description*	*Program(s) Impacted*	*Lead Agency*	*Support Agencies*	*Time Frame*
S2.1	**Implement the California Integrated Travel Project (Cal-ITP)**	• Update TIRCP Guidelines to support transit providers with implementation of contactless payment and coordination of services via Cal-ITP.	TIRCP	CalSTA	Caltrans, CARB	Short-Term
S2.2	**Identify A Long-Term Strategic Funding Pathway Across All Funding Opportunities to Realize the State Rail Plan**	• Lead process to prioritize rail investments statewide for major state funding programs and future federal grant opportunities.	TIRCP, SCCP, ITIP, TCEP	CalSTA	Caltrans, CTC	Short-Term
S2.3	**Accelerate TIRCP Cycles to Support Transit Recovery with Deployment of ZEV Transit/Rail Fleets and Transit/Rail Network Improvements**	• Develop new Clean Fleet/Equipment and Network Improvement Project Category in the TIRCP. • Explore allocation strategies to accelerate TIRCP cycles.	TIRCP	CalSTA	CARB, Caltrans, CTC	Short-Term
S2.4	**Increase Funding to Active Transportation Program (ATP)**	• Explore potential for additional funding for the ATP from various sources, including flexing federal funds into the Surface Transportation Block Grant Program–Transportation Alternatives Set-Aside, or redirecting funds from multiple sources.	ATP	CalSTA	Caltrans, CTC	Short-Term
S2.5	**Convene Discussion on Sustainable Rural Transportation Solutions**	• Convene discussion to explore actions CalSTA can take to advance rail, transit, active transportation, and ZEV deployment in rural communities		CalSTA	Caltrans	Short-Term

Note: *All actions related to the CTC are recommendations that would be introduced into the appropriate CTC program guidelines development process for consideration.*

Strategy S3. Elevate Community Voices in How We Plan and Fund Transportation Projects

This strategy aims to create more transparent transportation planning processes, while also coordinating across state agencies to develop standards and practices for meaningful engagement and provision of technical assistance resources to those most impacted by projects, including disadvantaged communities, low-income communities, and Black, Indigenous, and People of Color (BIPOC) communities.

	Action	*Description*	*Program(s) Impacted*	*Lead Agency*	*Support Agencies*	*Time Frame*
S3.1	**Establish Transportation Equity and Environmental Justice Advisory Committee(s)**	• Establish advisory committee(s) focused on transportation equity and environmental justice issues stemming from transportation planning and programming. • Coordinate with other state agency advisory bodies, including but not limited to CTC Equity Advisory Roundtable, CARB EJAC, CEC/ CPUC SB 350 Disadvantaged Communities Advisory Group. • Designate staffing and resources to support committee's work.	SHOPP, ITIP, TIRCP, SCCP, ATP, LPP, TCEP	CalSTA	Caltrans, CTC, CARB, HCD, SGC	Short-Term
S3.2	**Strengthen and Expand Coordinated, Targeted Technical Assistance on State Transportation Funding Programs**	• Caltrans to evaluate existing technical assistance portfolio and identify opportunities for targeted expansion. • Caltrans to cultivate partnerships with and build capacity of community-based organizations and residents to engage in the SHOPP and ITIP project development. • CTC to provide ongoing technical assistance to applicants on tools, methods, and practices required for CTC funding programs. • CTC to explore structures for ad hoc in-house TA for program applicants.	SHOPP, ITIP, TIRCP, SCCP, ATP, LPP	Caltrans, CTC	CalSTA, SGC, CARB	Short-Term
S3.3	**Lift Up and Mainstream Community Engagement Best Practices**	• Caltrans to create community engagement playbook for planning and project development work. • Caltrans to review existing programs, processes, and procedures to identify opportunities to strengthen community engagement. • Caltrans to explore leveraging existing contracts to strengthen partnerships with community-based organizations. • CTC to host workshops to identify best practices for meaningful community engagement for inclusion in program guidelines.	SHOPP, ITIP, TIRCP, SCCP, ATP, LPP	Caltrans, CTC	CalSTA, SGC, CARB	Short-Term

Note: *All actions related to the CTC are recommendations that would be introduced into the appropriate CTC program guidelines development process for consideration.*

Strategy S3. Elevate Community Voices in How We Plan and Fund Transportation Projects *(Continued)*

	Action	*Description*	*Program(s) Impacted*	*Lead Agency*	*Support Agencies*	*Time Frame*
S3.4	**Develop and Utilize Equity Index to Assist in Evaluation or Prioritization of Caltrans Projects**	• Develop an Equity Index tool to assist in the evaluation of Department projects. • Develop and roll out training to Caltrans staff on utilizing Equity Index.	SHOPP, ITIP, TIRCP, SCCP	Caltrans	CalSTA, CTC, CARB, CDPH, SGC, OPR	Short-Term

Note: *All actions related to the CTC are recommendations that would be introduced into the appropriate CTC program guidelines development process for consideration.*

Strategy S4. Advance State Transportation Leadership on Climate and Equity through Improved Planning & Project Partnerships

These actions outline Caltrans' commitment to change the types of projects it will fund, nominate, and sponsor, as well as how it analyzes project benefits and impacts. This fundamental shift will advance critical climate considerations in transportation, while also working towards eliminating inequities in the transportation system. These actions intend to align the department's planning efforts with the CAPTI Investment Framework, while lifting up regions in the state with fewer resources.

	Action	*Description*	*Program(s) Impacted*	*Lead Agency*	*Support Agencies*	*Time Frame*
S4.1	**Develop and Implement the Caltrans Strategic Investment Strategy (CSIS) to Align Caltrans Project Nominations in with the CAPTI Investment Framework**	• Develop CSIS to guide project nominations. • Implement CSIS for Caltrans-only and Caltrans-partnered project nominations.	SHOPP, ITIP, TIRCP, SCCP	Caltrans	CalSTA, CTC	Short-Term
S4.2	**Align Interregional Transportation Strategic Plan 2021 (ITSP) with CAPTI Investment Framework**	• Update 2021 ITSP with meaningful integration of CAPTI Investment Framework and Administration's Regions Rise Together effort.	ITIP	Caltrans	CalSTA	Short-Term
S4.3	**Update the 2023 State Highway System Management Plan (SHSMP) to Meaningfully Advance CAPTI Investment Framework**	• Update 2023 SHSMP with meaningful integration of CAPTI Investment Framework. • Update the 2023 SHSMP's SHOPP and Maintenance Investment Strategies and Performance Outcomes to align with CAPTI Investment Framework. • Update will include following approaches or considerations, at a minimum: active transportation, climate resiliency, nature-based solutions, greenhouse gas emission reduction, climate smart decision-making. • Incorporate roadside land management activities related to wildfire prevention into the SHSMP, such as prescribed and managed fire, and other strategies aligned with the California Forest Carbon Plan and the Draft Natural and Working Lands Implementation Plan.	SHOPP	Caltrans	CalSTA	Medium-Term

Note: *All actions related to the CTC are recommendations that would be introduced into the appropriate CTC program guidelines development process for consideration.*

Strategy S4. Advance State Transportation Leadership on Climate and Equity through Improved Planning & Project Partnerships *(Continued)*

	Action	*Description*	*Program(s) Impacted*	*Lead Agency*	*Support Agencies*	*Time Frame*
S4.4	**Re-focus Caltrans Corridor Planning Efforts to Prioritize Sustainable Multimodal Investments in Key Corridors of Statewide and Regional Significance**	• Provide direction to Caltrans Districts on identifying key corridors of statewide and regional significance. • Require corridor planning efforts to prioritize sustainable multimodal investments. • Update Caltrans Corridor Planning Guide and CTC Comprehensive Multimodal Corridor Plan Guidelines accordingly. • Support the development of innovative safety solutions based on the safe systems approach that advance sustainable transportation modes, particularly for rural communities.	SHOPP, ITIP, SCCP	Caltrans	CalSTA, CTC	Medium-Term
S4.5	**Develop and Implement Caltrans Climate Action Plan (CCAP)**	• Develop Caltrans Climate Action Plan aligned with CAPTI Investment Framework. • Establish baseline and reduction targets from all sources—including from use of the state highway system and internal operations—for greenhouse gas emissions (GHG). • Establish baseline and reduction targets from all sources—including from use of the state highway system and internal operations—for vehicle miles traveled (VMT). • Establish mode share targets for passenger travel. • Explore use of Sustainability Rating System for use on all Caltrans projects.	SHOPP, ITIP, TIRCP, SCCP, ATP	Caltrans	CalSTA	Medium-Term
S4.6	**Incorporate Zero-Emission Freight Infrastructure Needs in California Freight Mobility Plan (CFMP)**	• Update CFMP and project list to incorporate zero-emission freight infrastructure needs. • Analyze CFMP project impacts and mitigations for environmental justice communities.	TCEP	Caltrans	CalSTA, CARB	Short-Term

Note: *All actions related to the CTC are recommendations that would be introduced into the appropriate CTC program guidelines development process for consideration.*

Strategy S5. Support Climate Resilience through Transportation System Improvements and Protections for Natural and Working Lands

Impacts from climate change have the potential to restrict or impede travel in the state and have huge monetary implications for the state's fix-it-first approach. This strategy's actions will incorporate climate risk assessment as a standard practice in the transportation project development process in order to proactively work toward creating a more resilient transportation system.

	Action	*Description*	*Program(s) Impacted*	*Lead Agency*	*Support Agencies*	*Time Frame*
S5.1	**Develop Climate Risk Assessment Planning and Implementation Guidance**	• Update OPR Climate Risk Assessment Guidance. • Collaborate to integrate climate risk guidance into Caltrans planning and project delivery processes. • Integrate Caltrans' District Climate Change Vulnerability Assessments and District Adaptation Priorities Reports in implementation guidance.	SHOPP, ITIP	Caltrans/ when multiple lead agencies, OPR	CalSTA CNRA	Short-Term
S5.2	**Update SHOPP and SB 1 Competitive Program Guidelines to Incentivize Climate Adaptation and Climate Risk Assessments/ Strategies**	• CalSTA and CTC will evaluate OPR/Caltrans Climate Risk Assessment Planning and Implementation Guidance and pursue inclusion in SHOPP, TIRCP, and SB 1 Competitive Program Guidelines.	SHOPP, SCCP, TCEP, LPP	CTC	CalSTA Caltrans	Medium-Term
S5.3	**Explore Incentivizing Land Conservation through Transportation Programs**	• Evaluate Natural and Working Lands Climate Smart Strategy concepts for inclusion in next scheduled updates to Regional Transportation Plan and SB 1 Competitive Program guidelines.	SCCP, TCEP, LPP	CTC	CalSTA, CNRA, CARB, OPR, SGC	Medium-Term

Note: *All actions related to the CTC are recommendations that would be introduced into the appropriate CTC program guidelines development process for consideration.*

Strategy S6. Support Local and Regional Innovation to Advance Sustainable Mobility

To address the various challenges and barriers to the implementation of Sustainable Community Strategies, this strategy identifies key actions to support the implementation of regional and local planning efforts that align with the framework, with a focus on finding a pathway to implementation for roadway pricing efforts and SB 743 VMT mitigation.

	Action	*Description*	*Program(s) Impacted*	*Lead Agency*	*Support Agencies*	*Time Frame*
S6.1	**Explore New Mechanisms to Mitigate Increases in Vehicle Miles Travelled (VMT) from Transportation Projects**	• Collaborate with local and regional transportation agencies to develop new mechanisms for viable VMT mitigation options for highway capacity projects, particularly with equity and land conservation in mind. • Explore statewide and regional VMT mitigation bank concept. • Evaluate feasibility and explore potential expansion of Advanced Mitigation Program to include GHG/VMT mitigation.		Caltrans	CalSTA, CARB, CTC, HCD	Medium-Term
S6.2	**Convene a Roadway Pricing Working Group to Provide State Support for Implementation of Local and Regional Efforts**	• Convene a working group consisting of state agencies and local and regional partners to provide state support to local and regional efforts already underway. • Create an inventory of various ongoing efforts across the state • Outline state and federal statutory and administrative opportunities and barriers to equitable implementation of various roadway pricing applications currently under consideration by local and regional partners, including but not limited to cordon pricing, congestion pricing, and other dynamic pricing tools.		CalSTA/ Caltrans	CTC, CARB, OPR, SGC	Short-Term
S6.3	**Develop Interagency Framework for Project Evaluation Around Advancing Sustainable Communities Strategies**	• Convene interagency working group of state and regional agencies, including the State Agency MPO Workgroup. • Develop a framework (e.g., rubric, checklist, or other guidance) for assessment of a projects ability to advance the SCS	SHOPP, ITIP, TIRCP, SCCP, TCEP, LPP, ATP	CARB, SGC	CalSTA, Caltrans, CTC, HCD, OPR	Medium-Term

Note: *All actions related to the CTC are recommendations that would be introduced into the appropriate CTC program guidelines development process for consideration.*

Strategy S7. Strengthen Transportation-Land Use Connections

In order to simultaneously address California's housing crisis while reducing VMT, these actions seek to ensure that transportation programming dollars help incentivize smart housing and conservation policies and decisions, while also supporting the creation of infill development.

	Action	*Description*	*Program(s) Impacted*	*Lead Agency*	*Support Agencies*	*Time Frame*
S7.1	**Leverage Transportation Investments to Incentivize Infill Housing Production**	• Explore and identify opportunities in transportation funding programs to incentivize pro-infill housing policies and to expand upon recent successes of programs such as the Affordable Housing and Sustainable Communities (AHSC) program	SHOPP, ITIP, TIRCP, SCCP, TCEP, LPP, ATP	CalSTA	CTC, Caltrans, HCD, CARB	Short-Term
S7.2	**Create Working Group to Explore Potential Action to Address Direct and Indirect Displacement in Transportation Programs**	• Convene interagency working group to explore actions to enable transportation programs to incentivize anti-displacement strategies within their funding frameworks.	SHOPP, ITIP, TIRCP, SCCP, TCEP, LPP, ATP	CalSTA	Caltrans, CTC, CARB, HCD, SGC, OPR	Short-Term
S7.3	**Explore a "Highways to Boulevards" Conversion Pilot Program**	• Identify locally nominated candidate locations for pilot program. • Develop feasibility study for Highway to Boulevards Conversion Pilot Program. • Integrate anti-displacement strategies as part of pilot program concept.	SHOPP, ITIP	CalSTA	Caltrans, HCD, OPR, SGC	Medium-Term

Note: *All actions related to the CTC are recommendations that would be introduced into the appropriate CTC program guidelines development process for consideration.*

Appendix B. List of Acronyms and Abbreviations

EO	Executive Order
GHGs	Greenhouse Gases
ICE	Internal Combustion Engine
CEQA	California Environmental Quality Act
VMT	Vehicle Miles Travelled
ZEV	Zero-Emission Vehicle
ATP	Active Transportation Program
ITIP	Interregional Transportation Improvement Program
LPP	Local Partnership Program
SCCP	Solutions for Congested Corridors
SHOPP	State Highway Operations & Protection Program
TCEP	Trade Corridor Enhancement Program
TIRCP	Transit & Intercity Rail Capital Program
AHSC	Affordable Housing and Sustainable Communities Program
CSIS	Caltrans Strategic Investment Strategy
ITSP	Interregional Transportation Strategic Plan
SHSMP	State Highway System Management Plan
RTP	Regional Transportation Plan
SCS	Sustainable Communities Strategy
Cal-ITP	California Integrated Travel Project
CTP/CTP 2050	California Transportation Plan 2050
CCAP	Caltrans Climate Action Plan
BIPOC	Black, Indigenous, and People of Color
MHDV	Medium and Heavy Duty Vehicle
CTC	California Transportation Commission
CalEPA	California Environmental Protection Agency
CARB	California Air Resources Board
DOF	California Department of Finance
HCD	California Department of Housing and Community Development
Caltrans	California Department of Transportation
OPR	Governor's Office of Planning and Research
SGC	California Strategic Growth Council
GO-Biz	Governor's Office of Business and Economic Development
CCI TA	California Climate Investment Technical Assistance Program
CNRA	California Natural Resources Agency

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