



CAPTI

Climate Action Plan for
Transportation Infrastructure

2022 Annual Progress Report



October 2022 • Public Draft

Acknowledgments

The Annual Report shows the progress made over the past year and a half since the Climate Action for Transportation Infrastructure (CAPTI) was adopted in July 2021.

The California State Transportation Agency (CalSTA) extends our sincere appreciation to the dedicated staff at lead agencies and supporting agencies for their work on implementing the actions listed.

Additionally, we express deep gratitude to all our local and regional partners and stakeholders were involved in individual action item implementation and whose meaningful comments, feedback, and expertise help to shape the outcomes.

CalSTA staff compiled this report with input from the lead agency staff and stakeholders.



Toks Omishakin

Secretary, California State Transportation Agency

Darwin Moosavi

*Deputy Secretary of Environmental Policy and Housing Coordination,
California State Transportation Agency*

Emily Abrahams

Climate Change Coordinator, California Department of Transportation

Liya Rechtman

Climate Policy Specialist, California State Transportation Agency

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Introduction

CAPTI Vision

The Climate Action Plan for Transportation Infrastructure (CAPTI) responds to Governor Newsom's call to action in Executive Order (EO) N-19-19 and N-79-20. The plan outlines 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.

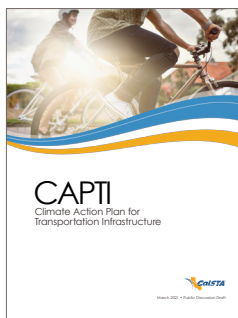
It provides a holistic framework that aligns the state's transportation infrastructure investments with the state's climate, health, and social equity goals, while also maintaining the commitment made in Senate Bill (SB) 1 to a fix-it-first approach to transportation.

This Action Plan acknowledges that transportation infrastructure and transportation funding are just one piece of much larger puzzle in achieving the state's overall goals for climate, health, and social equity. CAPTI tackles the narrow issue of how existing state transportation infrastructure investments should be leveraged to meet those goals.

To realize a truly low-carbon, sustainable, resilient, and economically competitive future for the state, California must use all the tools available to meet the State's emission reduction targets. Transportation investments can play a key role in economic recovery and stimulus. CAPTI leads with a vision for how we can prioritize future state and federal transportation dollars through existing programs and future funding opportunities to create good jobs and employment pathways for economic prosperity and community resilience.

California's varied statewide transportation funding programs collectively provide the state with an opportunity to work toward a unified vision for transportation. EO N-19-19 specifically calls on CalSTA to leverage the annual discretionary transportation infrastructure funding in the following programs:

- Active Transportation Program (ATP)
- Interregional Transportation Improvement Program (ITIP)
- Local Partnership Program (LPP)
- Solutions for Congested Corridors (SCCP)
- State Highway Operations & Protection Program (SHOPP)
- Trade Corridor Enhancement Program (TCEP)
- Transit and Intercity Rail Capital Program (TIRCP)



CAPTI identifies 10 guiding principles and 8 strategies, encompassing 31 key actions of ongoing and future changes to state transportation planning, project scoping, programming, and mitigation activities needed to align with the CAPTI Investment Framework.

The final adopted CAPTI can be viewed at:
<https://calsta.ca.gov/-/media/calsta-media/documents/capti-july-2021-a11y.pdf>



Implementation of CAPTI

CAPTI Annual Report Process

Following the adoption of CAPTI on July 12, 2021, state agencies began work to implement the identified key actions. Additionally, Action 8.3 commits CalSTA to develop an annual progress report to document implementation accomplishments and to inform the public on the status of actions identified in CAPTI.

To ensure oversight on progress, CalSTA has continued to convene the Interagency Working Group to keep them informed on CAPTI action item implementation. The Working Group includes staff from the California Department of Transportation (Caltrans), the California Transportation Commission (CTC), 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). In June 2022, CalSTA sent out a formal status survey to action lead agencies for an initial update on the progress of each action. Subsequently, CalSTA held individual meetings with lead agency staff to further discuss the successes and challenges of implementing specific actions.

It is important to note that CAPTI is meant to be a living document, with strategies and actions that can be adapted, pivoted, and modified in approach as needed. With only one year into implementation, this progress report does not make changes to any of the previously identified actions. However, this report does modify certain action descriptions to refine the implementation approach. These modifications are in response to changing conditions and evolving needs of the state, as well as to barriers discovered through the implementation process. This draft annual progress report was released on October 3, 2022. Following the release, CalSTA will hold a public webinar on October 6th open to all stakeholders to share the progress and gather feedback. Additionally, CalSTA will present the draft annual progress report at the October 12-13, 2022, CTC meeting and the November 3, 2022, joint CARB-CTC-HCD meeting. In addition to commenting at these events, stakeholders can submit written comments between October 3 and November 4, 2022. All comments will be reviewed carefully, and the report will be updated as appropriate. The final annual progress report will be released in December 2022.

The New Funding Environment

CAPTl set foundational guiding principles aimed at realizing the state's climate goals through transportation funding investments. Since the adoption of CAPTI, both the federal and state administrations have made historic increases in new and existing transportation funding — much of which aligns well with the CAPTI framework.

The federal Infrastructure Investment and Jobs Act of 2021 (IIJA) was signed into law on November 15, 2021. The IIJA includes over \$5.5 billion in formulaic funds for California for a variety of climate action, equity, rail, and transit investments such as:



Active transportation projects supporting safer, more walkable streets



Expansion of a statewide public electric vehicle (EV) fast charging network



Transportation infrastructure resilience from future extreme weather events and other climate impacts



Support for transit service, bus and rail, and multimodal facilities



Restoring connectivity across communities divided by transportation infrastructure

In addition, the State of California passed a historic budget for the Fiscal Year 2022-23 that significantly increases funding to key statewide transportation programs and projects, providing even more opportunity to better align transportation investments to the CAPTI framework. This state transportation infrastructure package focuses on increasing mobility options for Californians through rail, transit, and active transportation projects, equity-related investments to reconnect communities, and enhanced safety projects. The 2022-23 state budget package for transportation funding includes:

- \$4.2 billion in Proposition 1A bond funding to advance an electrified, two-track high-speed rail segment between Merced and Bakersfield
- \$7.65 billion for transit and intercity rail projects over three years
- \$1.05 billion for active transportation projects to expand safe walking and biking options
- \$350 million for safety improvements to eliminate at-grade rail crossings
- \$150 million for a Highways to Boulevards pilot program to reconnect communities divided by transportation infrastructure

Among this list, several items, including creating the Highways to Boulevards pilot program and increasing funding for active transportation, are specifically called out as actions in CAPTI. With close alignment to federal policy priorities on climate, equity, and safety, the state is uniquely positioned to leverage state dollars to match and maximize the federal investment.

California High Speed Rail

High-speed rail is a key component of the state's transportation climate agenda. The state discretionary grant programs covered under CAPTI support HSR through making key connectivity investments to high-speed rail, which is the backbone of the state rail and transit network. The California high-speed rail project will help the state meet CAPTI goals.

California high-speed rail will connect the mega-regions of the state, contribute to economic development and a cleaner environment, create jobs, and preserve agricultural and protected lands. The system will run from San Francisco to the Los Angeles basin in under three hours at speeds capable of over 200 miles per hour. The system will eventually extend to Sacramento and San Diego, totaling 800 miles with up to 24 stations.

High-speed rail is a critical component of transferring the future interregional travel to rail to reduce vehicle miles travelled and air travel. The high-speed rail system from San Francisco to Los Angeles/Anaheim is forecast to capture 30% of the air market in these corridors, and 50% of the growth of long-distance automobile travel. The high-speed rail system is projected to reduce more than 100 million metric tons of carbon dioxide equivalents.

The high-speed rail project is under construction, with a 2030 goal for operations on the first segment, between Merced and Bakersfield. This is one of the top 10 busiest rail lines in the entire nation, and averages about a million riders annually. High-speed rail operations will halve commute time for rail users, attract additional ridership away from single occupancy vehicle commuting, and reduce greenhouse gas emissions.

Beyond this, the high-speed rail system can serve as a framework for statewide growth. The stations are designed to be seamlessly integrated multimodal hubs of zero-emissions transportation including walking, biking, scooting, transit, and zero-emission passenger vehicles. The high-speed rail system will provide charging infrastructure for a variety of zero-emissions modes and catalyze transit-oriented infill development.

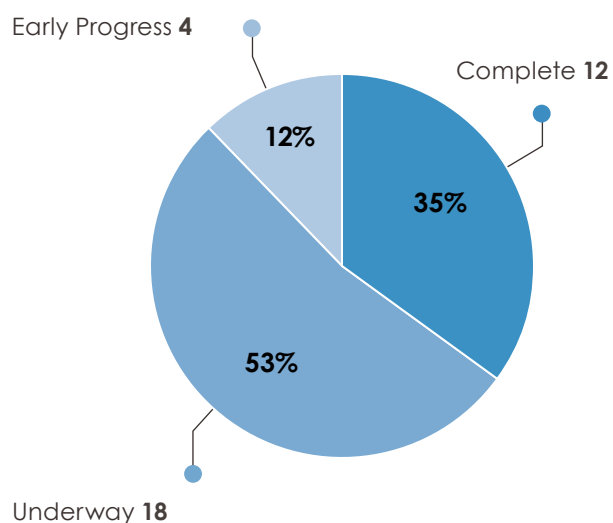


Implementation Action Status

One year into CAPTI implementation, lead agencies have made significant progress on aligning with CAPTI goals. This report provides a status of each action identified in CAPTI.

The CAPTI includes 31 original actions. Of these, three have two distinct components, each led by a different agency. Therefore, for the purposes of data visualized in this report, there are 34 actions to report on in total. Actions have been classified as:

- **Complete** — meaning the action has been fulfilled as written;
- **Underway** — meaning the action has made significant progress; or
- **Early Progress** — meaning discussions regarding how to initiate the action are underway or the work is in the very early stages of implementation.



Most actions have a short-term timeframe of less than three years, so most actions underway or in early progress still have another year and a half to complete the short-term timeframe. Throughout 2023, CalSTA will monitor these actions and provide guidance and support to the lead agencies to get them accomplished within this timeframe. There are six actions with a medium-term timeframe of 3-7 years. One of these medium-term actions is complete, five are underway, and one is in early progress.

Status	Number of Actions	Short-Term (0-3 years)	Medium-Term (3-7 years)
Complete	12	11	1
Underway	18	13	5
Early Progress	4	3	1



Key Successes

With over 88% of actions complete or underway, there are many successes to highlight in this first year of implementation.

- The SB1 Program Guidelines for Cycle 3 of Solutions for Congested Corridors Program (SCCP) and Trade Corridors Enhancement Program (TCEP) have been updated to align with the CAPTI framework. Guidelines changes include incentives to prioritize multi-modal projects or projects that encourage a mode shift, support zero-emission vehicle infrastructure projects, pro-housing considerations, enhanced community engagement processes, and deliver technical assistance to applicants. (1.1 and 1.2)
- The new 2022 Interregional Transportation Improvement Program (ITIP) includes 10 new projects, 9 of which are multi-modal projects, including 4 programmed and 4 reserved rail projects and 1 active transportation project. (1.3)
- The Transit and Intercity Rail Capital Program (TIRCP) Guidelines for Cycle 5 were updated to include support for transit providers to implement the California Integrated Travel Project (Cal-ITP). In addition, the guidelines added a new Clean Fleet/Equipment and Network Improvement Project Category. The 2022 Cycle 5 TIRCP awards will fund 393 zero-emission buses, 51 zero-emission shuttles or microtransit vehicles, 8 new light rail vehicles, and 2 zero-emission ferries. (2.3)
- The Active Transportation Program (ATP) received an increase of about \$100 million per year in federal funding and a one-time \$1.05 billion increase in state funds to Cycle 6. (2.4)
- An Interagency Transportation Equity Advisory Committee was established to elevate diverse and historically marginalized voices to advise transportation state agencies on how to achieve meaningful outcomes in transportation equity, environmental justice, and equitable economic opportunities in transportation planning and funding programs. (3.1)
- A Sustainable Rural Transportation Solutions Summit was held in August 2022 to share best practices and explore actions to equip rural communities with the tools to further the vision of the CAPTI framework in rural settings. (6.3)
- The Pro-housing Designation Program and/or pro-housing principles were incorporated into TIRCP, SCCP, and LPP to incentivize local governments to adopt pro-housing policies that reduce VMT by increasing infill development. The ATP Cycle 6 guidelines also encourage applicants for large infrastructure projects to consider pro-housing principles and apply for the Pro-housing Designation Program. (7.1)
- A \$150 million Highways to Boulevards pilot program was included in the State Budget for Fiscal Year 2022-23 to leverage the federal investment in the Reconnecting Communities Program. (7.3)

Tracking Program Outcomes

CalSTA, in partnership with Caltrans, has contracted with the Mineta Transportation Institute (MTI) to develop a set of quantitative and qualitative metrics to track program level outcomes through the implementation of CAPTI to determine how state transportation investments are shifting. Due to the timing of program cycles, many programs have not yet awarded projects or integrated program guidelines following the adoption of CAPTI, so data is not available in this progress report. However, over the course of the next year, MTI will develop evaluation metrics and run program lists through various modeling tools. The resulting outcomes will be included in the next iteration of the CAPTI annual progress report.

While the study is still being developed, CalSTA expects the study to evaluate the projected changes in emissions, economic factors, and

social equity benefits of the transportation investments funded within each program. Inputs will be based on the projected benefits of awarded projects at the programming stage. To aggregate data to a program level, individual projects will be categorized into the investment types under each program, which may include the following:

- Transportation Demand Management (TDM)
- Zero-Emissions Vehicles (ZEV) based strategies
- Active transportation projects
- Transit capital or operational improvements
- Highway operational improvements
- Highway capacity expansions

The metrics the study intends to evaluate for each program are:

	Emissions	Economic	Social Equity
Metrics	Vehicle Miles Traveled (VMT)	<i>Economic Impact Analysis:</i> <ul style="list-style-type: none"> • Number of jobs created • Labor income generated • Total economic output by industry sector 	<i>Geospatial Analysis:</i> <ul style="list-style-type: none"> • Types of transportation investments likely to benefit disadvantaged communities • Types of investments with the highest potential to contribute to social equity in California • Uncover patterns or areas where certain types of infrastructure investments can potentially result in higher GHGs and other air pollutants in disadvantaged communities
	Greenhouse Gas (GHG) Emissions		
	Sensitivity Analysis for Emerging Technology and Infrastructure	<i>Job Quality Analysis:</i> <ul style="list-style-type: none"> • Labor market transformations • Conversion of job creation estimates to occupations 	
Model	<ul style="list-style-type: none"> • REVISE-II • MA3T tool • CARB EMFAC 2021 	<ul style="list-style-type: none"> • IMPLAN 	<ul style="list-style-type: none"> • CalEnviroScreen 4.0

The analysis of the metrics above will cover the pre-N-19-19, post-N-19-19, and post-CAPTI adoption timeframe to show shifts observed in the three areas as more CAPTI-aligned projects are being programmed.

Program	Pre-N-19-19 (before September 2019)	Post-N-19-19 (October 2019-June 2021)	Post-CAPTI Adoption (after July 2021)
ITIP	2018 ITIP (2017)	2020 ITIP (2019)	2022 ITIP (2021)
TIRCP	Cycle 3 (2018)	Cycle 4 (2020)	Cycle 5 (2022)
SCCP (SB1)	Cycle 1 (2018)	Cycle 2 (2020)	Cycle 3 (2022)
TECP (SB1)	Cycle 1 (2018)	Cycle 2 (2020)	Cycle 3 (2022)
LPP (SB1)	Cycle 1 (2018)	Cycle 2 (2020)	Cycle 3 (2022)
ATP	Cycle 4 (2019)	Cycle 5 (2021)	Cycle 6 (2023)
SHOPP	2018 SHOPP	2020 SHOPP	2022 SHOPP

Action Progress Update

This section provides background and a description of implementation progress to date on each of the 31 original actions outlined in the CAPTI. This report characterizes actions that have been meaningfully fulfilled as written as complete, noting that some follow-up action, as well as evaluation and next steps may still be needed to determine whether the completed action sufficiently accomplishes the intended outcome. A project that is listed as underway has made significant progress but still requires additional work. An action that is noted as having made early progress is in preliminary stages of implementation.

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 already underway. All these actions have been completed.

Key Actions

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

Status: Complete

Through its public guidelines development process for Cycle 3, the CTC has updated the SCCP Guidelines and scoring criteria to better prioritize projects that provide travelers with options to opt out of congestion, including additional consideration for projects that encourage mode shift to transit or active transportation and other zero-emission options. The draft 2022 SCCP Guidelines were presented to the CTC on June 29, 2022, and final SCCP Guidelines were adopted by the CTC on August 17, 2022.

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

Status: Complete

Through the public guidelines development process for Cycle 3, the CTC has established a requirement that SCCP projects must be a part of a comprehensive multimodal corridor plan consistent with the CTC's Comprehensive Multimodal Corridor Plan Guidelines. Therefore, to compete for SCCP funds, projects and their respective Corridor Plans must demonstrate synchronization with the CAPTI Framework, California Transportation Plan 2050 (CTP), and other statewide modal plans in addition to Regional Transportation Plans. This is aimed to foster and develop a strong pipeline of innovative sustainable transportation solutions that support the goals of CAPTI. The draft 2022 SCCP Guidelines were presented to the CTC on June 29, 2022, and the CTC adopted final SCCP Guidelines on August 17, 2022.

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

Status: Complete

In the 2022 ITIP, Caltrans programmed a majority of the new ITIP funding for projects in alignment with the CAPTI framework, the revised Interregional Transportation Strategic Plan (ITSP), and supported by the revised Caltrans corridor planning process. Out of 14 projects, nine are multi-modal projects consisting of rail and active transportation. In some cases, a reserve was created so that funding will go to that type of project once vetted. The 2022 new ITIP funding consisted of:

- Eight new rail projects
 - » Four programmed and four under the Rail Reserve
- One new Active Transportation Projects put in the Complete Streets Reserve
- One new highway project
- Three existing highway projects receiving subsequent phase funding

Moving forward, Caltrans is continuing to identify projects that will utilize funding set aside in Rail Reserve and Complete Streets Reserve.

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

Status: Complete

Through the public guidelines development process for Cycle 3, the CTC has added zero-emission infrastructure as an evaluation criterion in SCCP guidelines. To provide additional clarity to applicants, Section 18 of the SCCP guidelines includes a description of eligible uses of funds for zero-emission vehicle infrastructure. Applicants will get additional points for building or supporting zero-emission infrastructure either within the project itself or within the larger trade corridor. This added criterion prioritizes 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. Throughout the guidelines are references to enhanced community engagement and consistency with regional plans to ensure that zero-emission vehicle infrastructure will reduce community impacts, especially in disadvantaged communities. The draft 2022 SCCP guidelines were presented to the CTC on June 29, 2022, and the CTC adopted final SCCP guidelines on August 17, 2022.

S2. Support a Robust Economic Recovery by Revitalizing Transit, Supporting Zero-Emission Vehicle (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 zero-emission 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.

Key Actions

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

Status: *Complete*

While the Cal-ITP project continues in several long-term implementation pathways, the specific action identified in CAPTI called for Cal-ITP integration within the TIRCP program, which has been completed. The 2022 TIRCP Guidelines for Cycle 5 were updated to support and incentivize transit providers to adopt and implement Cal-ITP tools and technologies. Cal-ITP is included as a strategy in the evaluation criteria to support increases in ridership by improving the rider experience through real-time travel information and contactless open payments.

Cycle 5 TIRCP project awards were announced in July 2022 with six of the 23 awarded projects including Cal-ITP implementation as part of the project scopes. Additionally, Caltrans and CalSTA are providing technical assistance to awarded agencies to ensure compliance with Cal-ITP even if it was not specifically identified in the project scope.

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

Status: *Underway*

The draft State Rail Plan is expected to be released in early 2023, with a final document expected later that year. The State Rail Plan will include a comprehensive funding inventory prioritizing projects into five, 10 and 20 plus year capital programs for funding.

Additionally, Caltrans is developing a database to cultivate a 10 Year Investment Plan for Non-State Highway Operations and Protection Program (SHOPP) projects. The Non-SHOPP database will include planning-level project information and allow Caltrans to categorize, track, measure, and retrieve information in preparation for upcoming state and federal discretionary funding opportunities.

The 10-Year Non-SHOPP Investment Plan has integrated projects included on the Caltrans' list of identified rail projects. These projects will be reviewed for eligibility and competitiveness in future discretionary programs.

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

Status: *Complete*

The 2022 TIRCP Guidelines for Cycle 5 included a new Clean Fleet and Facilities Network Improvement project category to provide additional support and funding to transit agencies to replace their aging vehicle fleets with ZEVs as they work with other local agencies to improve transit and rail network efficiency and integration.

TIRCP Cycle 5 project awards were announced in July 2022 with at least 16 out of the 23 awarded projects satisfying the requirements of this new category. These projects had either a zero-emission vehicle component (electric or hydrogen) or a zero-emission infrastructure component (hydrogen refueling or electric charging infrastructure). Overall, the investments funded in this cycle of TIRCP include the purchase of:

- 393 zero-emission buses
- 51 zero-emission shuttles or microtransit vehicles
- Eight new light rail vehicles
- Two zero-emission ferries

As part of Cycle 5, CalSTA and Caltrans staff provided expanded application support and technical assistance to agencies of every size throughout the state. This included opportunities for agencies to meet one-on-one with CalSTA and Caltrans staff on prospective applications in advance of the application submission date.


Additionally, TIRCP now has a process for local agencies to request payment in advance of project completion, to expedite invoicing and project delivery. This provides more upfront cash flow, especially for smaller agencies, which will allow them to consider other project alternatives.

TIRCP also has received \$7.65 billion over the next three years from the Fiscal Year 2022-23 state budget. With this significant funding increase, TIRCP plans to do another call for projects in fall 2022.

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

Status: *Underway*

A significant amount of funding has been included in the current cycle of ATP to fund active transportation projects. IJJA increased federal funding to the ATP by roughly \$57 million annually. Additionally, the state's Fiscal Year 2022-23 budget, included a one-time infusion of \$1.05 billion from the General Fund to the ATP. The CTC hosted a special public stakeholder



workshop engaging over 150 representatives from local, regional, and state agencies, non-profit organizations, and community-based organizations. This group determined by broad consensus that all the additional one-time state funding would be utilized for the current round of ATP - Cycle 6.

While these recent boosts in funding will help meet near-term demands on the ATP, the program remains a chronically underfunded and in need of additional and sustained long-term funding. CalSTA and Caltrans continue to explore other opportunities for a sustainable solution to support the ATP or active transportation project investments more broadly.

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, low-income, and Black, Indigenous, and People of Color communities.

Key Actions

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

Status: *Underway*

CalSTA, Caltrans, and the CTC have established the Interagency Transportation Equity Advisory Committee with members serving staggered,

two-year terms. The committee is intended to elevate diverse and historically marginalized voices to advise our agencies on how to achieve meaningful outcomes in transportation equity, environmental justice, and equitable economic opportunities. The committee will make recommendations focused on tools and guidelines for transportation planning and funding programs. The scope, structure, and responsibilities of the committee will be informed by the CTC's Equity Advisory Roundtable and Caltrans' Statewide Community Listening Sessions.

The Interagency Transportation Equity Advisory Committee framework was presented at the June 2022 CTC meeting. The application for members opened in August, and a final determination on membership is anticipated in October. The committee is expected to hold its first meeting by winter, 2022.

CalSTA, Caltrans, and the CTC are committed to exploring opportunities to provide financial compensation for the time and expertise of committee members. Currently, state agencies are able to reimburse members for travel expenses incurred. The state is continuing to research best practices for equitable compensation for committee members' time and expertise.

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

Caltrans Status: *Early Progress*

Caltrans is committed to elevating existing technical assistance and finding opportunities for targeted expansion of technical assistance to state funding programs, especially to cultivate partnerships and build the capacity of community-based organizations (CBOs) to

engage in SHOPPP and ITIP project development. Caltrans will consult with CalSTA and the Strategic Growth Council (SGC) to identify an effective pathway forward.

CTC Status: *Complete*

The CTC provided technical assistance to applicants on tools, methods, and practices required for Cycle 3 of the SB1 programs, LPP, SCCP, and TCEP. The CTC released a public announcement and created an appointment request form so that any interested stakeholders could request a session. CTC staff held six regionally focused technical assistance workshops and 58 project-specific consultations with potential applicants to SB1 programs. In addition, for Cycle 6 of the ATP, the CTC held 96 one-on-one, virtual “site visits” with potential applicants through a similar format. The Active Transportation Resource Center, managed by Caltrans, offered deep-dive project development and application support technical assistance to seven selected agencies in disadvantaged communities.

Program	# Sessions	Total # Projects Covered
LPP	17	21
SCCP	18	24
TCEP	23	24
ATP	96	129
ATP (ATRC)	7	7
Total	161	205

Many of the sessions were held with applicants that were new to the programs and processes. Overall, the feedback was very positive. The CTC will make this type of support a standard process in every cycle moving forward. The CTC Cycle 6

stakeholder engagement report can be found here: <https://catc.ca.gov/-/media/ctc-media/documents/programs/atp/2022/58-4-17-v2.pdf>.

S3.3 Lift Up and Mainstream Community Engagement Best Practices

Caltrans Status: *Early Progress*

Caltrans established a new Equity, Engagement, and Health (EEH) Branch within the Office of State Planning, Equity, and Engagement to promote the implementation of equity, engagement, and health values and practices throughout the transportation planning functions of the department. The new branch has developed a number of internal training programs and tools to strengthen Caltrans' staff ability to conduct meaningful and equitable engagement with communities most impacted within transportation planning and decision-making processes.

Caltrans will initiate the development of a Community Engagement Playbook in early 2023. The playbook will provide a framework for engaging directly with communities in transportation planning, programming, and project delivery. It will highlight best practices, templates, and successful case studies and will draw from lessons learned from the Strategic Growth Council's Technical Assistance Program and other similar programs, such as Low Carbon Transportation Operations Program, ATP, TIRCP, and sustainable transportation planning grant programs.

CTC Status: *Complete*

The CTC hosted two workshops to gain stakeholder feedback regarding best practices for meaningful community engagement to incorporate into all SB1 Program Guidelines. The

workshops focused on equity in transportation projects and community engagement. These workshops, along with collaboration from the Commission's Equity Advisory Roundtable, informed language on best practices in meaningful engagement, which been added to the each of the SB 1 Program guidelines through the new Transportation Equity Supplement. The draft guidelines that included this community engagement piece were presented to the CTC on June 29, 2022, and the CTC adopted final guidelines on August 17, 2022.

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

Status: *Underway*

The Equity Index (EQI) is a screening tool that utilizes multiple transportation-specific and socioeconomic indicators to identify transportation-based priority populations. To the extent consistent with statute, the EQI will target and prioritize relevant transportation program funding to these priority populations. The Caltrans EQI aims to address potential shortcomings of other spatial analysis tools. As compared to similar state and federal screening tools, the EQI utilizes census block geographies as opposed to census tracts. The EQI proposes to focus on indicators with spatial significance and integrates an access to destinations-based approach.

Over the past year, Caltrans has conducted an extensive literature review and preliminarily consultation with external stakeholders to inform the development of the EQI beta. Through a public engagement process, Caltrans will seek stakeholder input on the overall approach of the EQI; underlying methodology and data sources; thresholds of significance for indicators;

and potential and desired use cases for Caltrans and other transportation agencies. Caltrans hosted the first informational session on the beta Caltrans EQI concept on September 8, 2022, which was attended by more than 100 stakeholders and has developed an online survey for stakeholders to provide input and feedback as the EQI undergoes further development. Meeting materials, recordings, the online survey, and other documents related to the EQI can be found here: <https://dot.ca.gov/programs/planning-modal/race-equity/eqi>

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

These actions outline commitments 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 align the state's transportation planning efforts with the CAPTI Investment Framework, while uplifting regions in the state with fewer resources.

Key Actions

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

Status: *Underway*

The CSIS guides both projects nominated or sponsored by Caltrans, as well as projects on which Caltrans partners with a local or regional agency. An Interim CSIS, which uses a qualitative approach to evaluate project alignment with state goals and policies, was released in December 2021. Caltrans implemented the Interim CSIS for SB 1 SCCP/TCEP Cycle 3, ATP Cycle 6, state sponsored non-SHOPP project initiation documents, and federal grant programs. The Interim CSIS will continue to go through updates until there is a fully developed and implemented data- and performance-driven approach.

Work to initiate a new, data- and performance-driven approach in the CSIS to align project nominations with the CAPTI Investment Framework will begin in January 2023 with a research project on data and performance approaches. Another research project is under development to identify planning-level opportunities to increase project alignment with state policies and priorities, including CAPTI. These research studies will inform a final version of the CSIS, expected to be complete by Spring 2024.

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

Status: Complete

The 2021 ITSP was finalized in October 2021 and incorporated the CAPTI Investment Framework and Regions Rise Together in the plan. The 2021 ITSP expands the focus of interregional travel to all modes, including rail, transit, and active transportation. The 2021 ITSP also includes scoring criteria for the Interregional Transportation Improvement Program (ITIP). These criteria include metrics to evaluate reductions in vehicle

miles travelled, improved climate resilience, prioritization of underserved communities, and increased multimodality. The scoring criteria support shifting ITIP investments towards projects aligned with CAPTI. The 2022 ITSP Addendum furthers this alignment by more clearly emphasizing multimodal corridor planning and prioritizing sustainable transportation solutions with a continued focus on investing in rural, smaller, or under-resourced communities throughout the state.

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

Status: Underway

Working with CalSTA, Caltrans has begun to evaluate how to best 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 state highway system 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. The draft 2023 SHSMP will likely include updates to the SHOPP and Maintenance Investment Strategies and Performance Outcomes, including:

- Dedicated funding to help implement a safe systems approach on the state highway system.
- Dedicated funding for climate resiliency projects.
- Wildfire adaptation strategies.

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

Status: *Underway*

Corridor planning, as outlined in Caltrans' Corridor Planning Process Guide, is a multimodal transportation planning approach that recognizes that transportation needs are based on the complex geographic, demographic, economic, and social characteristics of communities. Caltrans is working together with local and regional agencies to refocus collaborative corridor planning activities. Through this process, Caltrans and partners are identifying key corridors of statewide and regional significance, Caltrans will establish a schedule by December 2022 to guide the subsequent development of these long-term corridor plans.

To prioritize sustainable multimodal investments and solutions in these corridor plans, Caltrans has developed a Corridor Planning Process Guide that is focused on sustainable multimodal transportation, which is expected to be completed by December 2022. Building off this guide, Caltrans is also developing additional guidance on specific topics such as active transportation, climate change, equity, and others. These "emphasis area guides" are expected to be completed by June 2023. In addition, Caltrans is developing an internal Corridor Planning 101 training to support and train Caltrans staff.

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

Status: *Early Progress*

Caltrans intends for the CCAP to outline actions the department will take to meet the state's GHG, VMT, and mode share targets. The CCAP will also outline actions Caltrans will take to integrate consideration of climate risk and adaptation strategies across state transportation plans, programs, and projects to enhance the resilience of the state transportation system.

While preliminary scoping for the CCAP began shortly after the adoption of CAPTI, the passage of IIJA included several new climate-focused programs with associated planning requirements and funding opportunities. These include the Carbon Reduction Program (CRP), Carbon Reduction Strategy, the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program, and the Resilience Improvement Plan. To maximize alignment of the CCAP with these new federal programs and requirements, Caltrans paused CCAP scoping efforts to await federal guidance on these new programs. Preliminary federal guidance for the CRP and the PROTECT program came out in April and July 2022, respectively. Caltrans is in the process of rescoping CCAP efforts accordingly.

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

Status: *Underway*

As part of the next update to the CFMP, Caltrans will include zero-emission freight projects in the CFMP project list that work to advance the state's air quality and climate goals, as well as reduce community impacts. Caltrans is considering impacts on environmental justice communities including air quality, pedestrian

and bicyclist safety, and noise. In creating the CFMP project list, Caltrans will consult the SB 671 Clean Freight Corridor Efficiency Assessment led by the CTC, as well as TCEP Cycle 3 funded projects (anticipated in June 2023). Caltrans is coordinating Assembly Bill (AB) 617 outreach, and SB 671 implementation with CARB and the CTC through the California Freight Advisory Committee. The public draft CFMP is expected to be released in March 2023. The final CFMP is expected to be completed in mid-2023. Since the TCEP Cycle 3 program adoption does not align with final CFMP completion, the CFMP may be further amended to include the TCEP Cycle 3 project list in late 2023.

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 incorporate climate risk assessment as a standard practice in the transportation project development process to proactively work toward creating a more resilient transportation system.

Key Actions

S5.1 Develop Climate Risk Assessment Planning and Implementation Guidance

OPR Status: *Early Progress*

The Governor's Office of Planning & Research (OPR) is committed to updating existing guidance, Planning and Investing for a Resilient California, that was delivered in 2018 under implementation of EO B-30-15. OPR intends to engage agencies, stakeholders, and technical experts to identify changes needed for the updated guidance. The updated document will also be informed by input from the Integrated Climate Adaptation and Resiliency Program (ICARP) Science Advisory Group, which will be established later this year, and the ICARP Technical Advisory Council, to ensure this update guidance includes the latest climate science and the best practices to guide state agencies in applying climate science to their policies, programs, and investments.

Caltrans Status: *Underway*

Caltrans is working to incorporate OPR's Planning and Investment for a Resilient California guidance as well as previous planning efforts, such as the Caltrans' District Climate Change Vulnerability Assessments and the District Adaptation Priorities Reports, into standard practice. To date, Caltrans has released new guidance integrating climate risk and adaptation considerations, including wildfire, sea level, drought, temperature increase, precipitation, and extreme weather events, into corridor planning. This action makes consideration of climate risk a project planning requirement. Caltrans is also working to update the guidance and templates for Project Initiation Documents (PIDs) and department-wide sea level rise guidance, and to develop supplemental guidance on adaptation strategies for project scoping. Finally, Caltrans is also working to ensure that Adaptation Priorities Report findings are considered in the prioritization of adaptation project area funding under IIJA.

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

Status: *Underway*

This is a medium-term action that is intended to follow on the progress and completion of action 5.1. In the interim, while the Climate Risk Assessment Planning and Implementation Guidance is underway, language on climate change resilience and adaption has been added to the Cycle 3 SB 1 program guidelines for consideration in projects; however, SB 1 programs do not offer incentives to applicants at this time for considering climate resilience and adaptation. Future SB 1 guidelines update processes will continue to evaluate climate risk and climate adaptations measures as a criterion in future cycles.

S5.3 Explore Incentivizing Land Conservation through Transportation Programs

Status: *Underway*

The CTC is evaluating existing concepts developed in other programs or by other departments, including the 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. The public release of the next Regional Transportation Plan Guidelines update is anticipated in late 2022. The CTC, in partnership with Caltrans, is working with stakeholders and subject matter experts to incorporate this strategy into the draft 2023 Regional Transportation Plan Guidelines to be considered for adoption by the CTC.

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.

Key Actions

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

Status: *Underway*

CalSTA and Caltrans are working to reduce VMT through project planning, selection, design, and operations, and cooperation with local land-use authorities. Caltrans funded a study of the legal and regulatory framework for VMT mitigation bank and exchange programs that was released in August 2022. Based on the findings in this study, Caltrans will evaluate opportunities to expand the Advance Mitigation Program to include advance GHG and VMT mitigation.

In terms of developing new mechanisms for viable VMT mitigation options for highway capacity projects, Caltrans has developed a VMT Mitigation Playbook," which was released in July 2022 in draft form and for limited circulation. To build upon this work, Caltrans has initiated a research project to help extend and validate the advice in the playbook, allowing for wider circulation at a later time. These guides are envisioned to assist

transportation agencies statewide with SB 743 implementation and California Environmental Quality Act (CEQA) compliance.

The draft mitigation playbook is available here: <https://dot.ca.gov/-/media/dot-media/programs/sustainability/documents/vmt-mitigation-playbook-07-2022.pdf>.

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

Status: *Underway*

CalSTA and Caltrans have convened a working group to identify and provide recommendations for equitable roadway pricing implementation pathways. These pathways are based on strategies identified in Regional Transportation Plans or Sustainable Communities' Strategies that aim to reduce or manage VMT. The Roadway Pricing Workgroup has met twice in 2022 and is expected to continue meeting quarterly. The workgroup consists of local, regional, state, and nonprofit stakeholders. The workgroup has held preliminary discussions on roadway pricing mechanisms, research, existing priced infrastructure, and regional pilot projects. The workgroup plans to outline state and federal statutory and administrative opportunities and barriers to equitable implementation of various roadway pricing applications. The workgroup will continue to meet and discuss evaluate ongoing pricing advancements and opportunities to develop deliverables, including and guidance for partners.

S6.3 Convene Discussion Regarding Sustainable Rural Transportation Solutions

Status: *Complete*

CalSTA, in partnership with the Rural Counties Task Force (RCTF), convened a discussion with local and regional rural transportation partners and state staff to share information and best practices and 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 full-day virtual Sustainable Rural Transportation Solutions Summit was August 4, 2022, and featured panel sessions for information sharing on electric vehicle ride-share programs, recreation economy management, active transportation, rural microtransit, and zero-emission transit. Participants also joined breakout groups to discuss opportunities and challenges of developing projects consistent with CAPTI. A summary of the outcomes of this discussion and identified next steps was released in September 2022. CalSTA will continue to work with the RCTF and rural agencies to implement the next steps based on those discussions.

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 incentivize smart housing and conservation policies and decisions, while supporting infill development.

Key Actions

S7.1 Leverage Transportation Investments to Incentivize Infill Housing Production

Status: Complete

Building upon HCD's "Pro-Housing" designation, HCD, CalSTA, and CTC collaborated to integrate Pro-Housing policies into TIRCP, SCCP, and LPP program guidelines. In addition, the ATP Cycle 6 guidelines encourage applicants for large infrastructure projects to apply for the Pro-housing Designation Program to fulfill existing requirements to address housing policies. Specifically, these pro-housing policies incentivize local adoption of Pro-housing Designation Program policies that reduce VMT by increasing infill development. Incentivizing these infill-supportive local policies in other competitive funding programs will build a critical mass of incentives for cities and counties to adopt transformative Pro-Housing policies.

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

Status: Underway

An Anti-Displacement Working Group has met periodically since November 2021. This working group is focusing its policy recommendations for Cycle 4 of the SB 1 programs.

The working group had developed and disseminated preliminary information from an in-depth stakeholder survey aimed at both subject matter experts and individuals facing displacement challenges in the field. The surveys included distinct questions for different respondents: local government, state agency program staff, community-based organizations, researchers, and tribal representatives. In June 2022, the open-ended surveys went to 12 researchers, 18 local government staff, 25 non-profit and CBO staff, and 21 state agency program staff (housing or transportation funding programs), and the Native American Advisory Committee. Respondents returned 12 surveys: one from researchers, two from local governments, six from non-profits/CBOs, and three from agencies. A follow-up presentation was given to the North Coast Tribal Transportation Commission at their regularly scheduled August meeting to explain the survey and solicit interest in the survey. Since the close of the survey, the working group held a discussion to identify common themes and issues, discuss ideas proposed by respondents, and identify additional research needs. The working group plans to formalize this analysis, conduct additional research, solicit additional responses, and begin drafting policy recommendations later this year.

A draft policy brief is expected to be released in early 2023 to stakeholders for feedback. The working group will also present the policy brief to the larger Housing and Transportation Working Group and Steering Committee in late 2022. Upon acceptance, the working group will develop a

plan for incorporation of the policy brief outcomes into various program guidelines and vetting the recommendations through the CTC public guidelines development workshops for Cycle 4. The working group will monitor implementation of the recommendations.

S7.3 Explore a “Highways to Boulevards” Conversion Pilot Program

Status: *Complete*

Through the adopted Fiscal Year 2022-23 state budget, California has established a new \$150 million Highways to Boulevards Pilot Program. This new program will support efforts to plan for and fund the conversion of key underutilized state highways into multi-modal corridors that serve existing residents by developing affordable housing and complete streets features. Caltrans intends to conduct a public guidelines development process and application support workshops in fall 2022.

Caltrans has developed interim guidance, informed by stakeholder outreach, on the federal Reconnecting Communities Pilot Program. Caltrans solicited project ideas from external partners via a webpage and intake form. Caltrans led development of three applications (two planning and one implementation) that were submitted in August 2022. Caltrans has also joined with local partners on an additional 20 applications. The United States' Department of Transportation is expected to announce awards in early 2023.

S8. Monitor Implementation and Report Progress

CalSTA is committed to not only monitoring the CAPTI implementation and its progress but also evaluating and reporting on how CAPTI actions have helped to evolve the state's transportation infrastructure investments to deliver the climate, health, and equity outcomes we are collectively seeking.

Key Actions

S8.1 Develop and Coordinate Metrics to Track Progress

Status: *Underway*

CalSTA, in partnership with Caltrans, has contracted with the Mineta Transportation Institute to develop a set of quantitative and qualitative metrics to track program level outcomes through the implementation of CAPTI to determine how project investments are shifting. Due to the timing of program cycles, many programs have not yet awarded projects after including CAPTI within their updated guidelines. Therefore, data on aligned investment decisions are not available in this progress report. Throughout 2023, the Mineta Transportation Institute will develop evaluation metrics and run program lists through various modeling tools. The resulting outcomes will be included in the next CAPTI annual progress report.

The study underway expects to evaluate the projected changes in emissions, economic factors, and social equity benefits of the transportation investments funded within each program.

S8.2 Deploy Tools to Analyze CAPTI Progress

Status: *Underway*

CalSTA, in partnership with Caltrans, is working to ensure that the necessary tools are deployed for reporting purposes at the funding program level. Through the MTI study mentioned in S8.1, the following tools/models will be used to measure progress:

	Emissions	Economic	Social Equity
Model	<ul style="list-style-type: none">• REVISE-II• MA3T tool• CARB EMFAC 2021	<ul style="list-style-type: none">• IMPLAN	<ul style="list-style-type: none">• CalEnviro Screen 4.0

Through the Housing and Transportation Working Group, a data subcommittee has been launched to work across agencies on improving data sets and access, identifying data gaps, and sharing data resources and best practices across agencies.

S8.3 Prepare Annual Progress Report & Provide Public Status Updates

Status: *Underway*

This draft annual progress report was released on October 3, 2022. Following the release, CalSTA will host a public webinar on October 6, open to all stakeholders to share the progress and gather feedback. Additionally, CalSTA will present the draft annual progress report at the October 12-13, CTC Meeting and the November 3, joint CARB-CTC-HCD Meeting. In addition to commenting at these events, stakeholders can submit written comments between October 3 and November 4.

All comments will be reviewed carefully, and the report will be updated as appropriate. The final annual progress report will be released on December 5, 2022.

S8.4 Lead CAPTI Interagency Implementation Working Group

Status: *Underway*

CalSTA has continued to convene the CAPTI Interagency Working Group through the implementation process. The Interagency Working Group has provided a forum to discuss not only status updates on CAPTI actions but also implementation challenges and potential solutions to overcome implementation hurdles.



Appendix A. Implementation Strategies and Action Matrix

S1

Cultivate and Accelerate Sustainable Transportation Innovation by Leading with State Investments

Action	Description	Programs Impacted	Lead Agency	Support Agencies	Time Frame	Status
S1.1 Prioritize Solutions for Congested Corridors Program Projects (SCCP) to Enable Travelers to Opt Out of Congestion	<ul style="list-style-type: none"> Pursue update of SCCP Guidelines to further prioritize innovative sustainable transportation solutions. Innovative solutions should focus on reducing vehicle miles travelled (VMT) and could include investments in bus and rail transit, active transportation, and highway solutions that improve transit travel times and reliability (such as priced managed lanes with transit service, dedicated transit lanes, and transit signal priority) or generate revenue for VMT reducing projects. 	SCCP	CTC	CalSTA CARB	Short-Term	Complete
S1.2 Promote Innovative Sustainable Transportation Solutions in SCCP by Requiring Multimodal Corridor Plans	<ul style="list-style-type: none"> Pursue requirement that all projects be a part of a multimodal corridor plan consistent with the California Transportation Commissions' Comprehensive Multimodal Corridor Plan Guidelines. 	SCCP	CTC	CalSTA	Short-Term	Complete
S1.3 Fast Track New CAPTI Aligned Projects in Early Planning Phases by Adding Them to Interregional Transportation Investment Plan (ITIP)	<ul style="list-style-type: none"> 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	Complete
S1.4 Mainstream Zero-Emission Vehicle Infrastructure Investments within the Trade Corridor Enhancement Program (TCEP)	<ul style="list-style-type: none"> 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-emission vehicle charging or fueling infrastructure either within the project itself or within the larger trade corridor. 	TCEP	CTC	CalSTA CARB CEC GO-Biz	Short-Term	Complete

S2

Support a Robust Economic Recovery by Revitalizing Transit, Supporting Zero-Emission Vehicle (ZEV) Deployment, and Expanding Active Transportation Investments

Action	Description	Programs Impacted	Lead Agency	Support Agencies	Time Frame	Status
S2.1 Implement the California Integrated Travel Project (Cal-ITP)	<ul style="list-style-type: none"> Update Transit and Intercity Rail Capital Program (TIRCP) guidelines to support transit providers with implementation of contactless payment and coordination of services via Cal-ITP. 	TIRCP	CalSTA	Caltrans CARB	Short-Term	Complete
S2.2 Identify A Long-Term Strategic Funding Pathway Across All Funding Opportunities to Realize the State Rail Plan	<ul style="list-style-type: none"> 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	Underway
S2.3 Accelerate TIRCP Cycles to Support Transit Recovery with Deployment of Zero-Emission Transit/Rail Fleets and Transit/Rail Network Improvements	<ul style="list-style-type: none"> 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	Complete
S2.4 Increase Funding to Active Transportation Program (ATP)	<ul style="list-style-type: none"> Explore potential for additional funding for the ATP from various sources, including flexing new federal funds into the Surface Transportation Block Grant Program — Transportation Alternatives Set-Aside or pursuing new state sources of funding. 	ATP	CalSTA	Caltrans CTC	Short-Term	Underway

Elevate Community Voices in How We Plan and Fund Transportation Projects

Action	Description	Programs Impacted	Lead Agency	Support Agencies	Time Frame	Status
S3.1 Establish Transportation Equity and Environmental Justice Advisory Committee(s)	<ul style="list-style-type: none"> Establish advisory committee(s) focused on transportation equity and environmental justice issues stemming from transportation planning and programming. Focus membership on marginalized voices, such as communitybased organizations and community members reflecting different geographies and areas of the state, statewide environmental justice and equity organizations, individuals or organizations offering an accessibility and disability perspective, as well as other organizations. Coordinate with other state agency advisory bodies, including but not limited to CTC Equity Advisory Roundtable, California Air Resources Board's Environmental Justice Advisory Committee, California Energy Commission and California Public Utilities' Commissions' Senate Bill (SB) 350 Disadvantaged Communities Advisory Group. Designate staffing and resources to support committee's work. Explore payment mechanisms to provide financial compensation to committee members for their time and expertise. Explore, in addition to other topics, the following topics of interest as a committee(s): <ol style="list-style-type: none"> overarching minimum community engagement requisites for transportation programs; and how to implement innovative approaches to community-based planning and engagement efforts in planning and program funding guidelines. 	SHOPP ITIP TIRCP SCCP ATP LPP TCEP	CalSTA	Caltrans CTC CARB HCD SGC*	Short-Term	Underway

* Scope of action was limited to an advisory council under the transportation agency in order to produce targeted recommendations on an expedited timeline

Action		Description	Programs Impacted	Lead Agency	Support Agencies	Time Frame	Status
S3.2	Strengthen and Expand Coordinated, Targeted Technical Assistance (TA) on State Transportation Funding Programs	<ul style="list-style-type: none"> 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 State Highway Operations and Protection Program (SHOPP) and ITIP project development. 	SHOPP ITIP TIRCP SCCP ATP LPP	Caltrans	CalSTA SGC CARB	Short-Term	Early Progress
S3.2	Strengthen and Expand Coordinated, Targeted Technical Assistance on State Transportation Funding Programs	<ul style="list-style-type: none"> 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	CTC	CalSTA SGC CARB	Short-Term	Complete
S3.3	Lift Up and Mainstream Community Engagement Best Practices	<ul style="list-style-type: none"> 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. 	SHOPP ITIP TIRCP SCCP ATP LPP	Caltrans	CalSTA SGC CARB	Short-Term	Early Progress
S3.3	Lift Up and Mainstream Community Engagement Best Practices	<ul style="list-style-type: none"> CTC to host workshops to identify best practices for meaningful community engagement for inclusion in program guidelines. 	SHOPP ITIP TIRCP SCCP ATP LPP	CTC	CalSTA SGC CARB	Short-Term	Complete
S3.4	Develop and Utilize Equity Index to Assist in Evaluation or Prioritization of Caltrans Projects	<ul style="list-style-type: none"> Develop an Equity Index tool to assist in the evaluation and prioritization of Department projects. Implement Equity Index in project prioritization. Develop and roll out training to Caltrans staff on utilizing Equity Index for project prioritization. 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	Underway

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

Action	Description	Programs Impacted	Lead Agency	Support Agencies	Time Frame	Status
S4.1 Develop and Implement the Caltrans System Investment Strategy (CSIS) to Align Caltrans Project Nominations in with the CAPTI Investment Framework	<ul style="list-style-type: none"> 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	Underway
S4.2 Align Interregional Transportation Strategic Plan 2021 (ITSP) with CAPTI Investment Framework	<ul style="list-style-type: none"> Update 2021 ITSP with meaningful integration of CAPTI Investment Framework and Administration's Regions Rise Together effort. 	ITIP	Caltrans	CalSTA	Short-Term	Complete
S4.3 Update the 2023 State Highway System Management Plan (SHSMP) to Meaningfully Advance CAPTI Investment Framework	<ul style="list-style-type: none"> 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	Underway

Action	Description	Programs Impacted	Lead Agency	Support Agencies	Time Frame	Status
S4.4 Re-focus Caltrans Corridor Planning Efforts to Prioritize Sustainable Multimodal Investments in Key Corridors of Statewide and Regional Significance	<ul style="list-style-type: none"> • 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	Underway
S4.5 Develop and Implement Caltrans Climate Action Plan (CCAP)	<ul style="list-style-type: none"> • Develop Caltrans Climate Action Plan aligned with CAPTI Investment Framework. • Explore actions that reduce GHGs and VMT — including from use of the state highway system and internal operations. • Establish mode share targets for passenger travel. 	SHOPP ITIP TIRCP SCCP ATP	Caltrans	CalSTA	Medium-Term	Early Progress
S4.6 Incorporate Zero Emission Freight Infrastructure Needs in California Freight Mobility Plan (CFMP)	<ul style="list-style-type: none"> • Update CFMP and project list to incorporate zero-emission freight infrastructure needs. • Analyze CFMP project impacts and mitigations for environmental justice communities — including but not limited to air quality, pedestrian and bicyclist safety, and noise. 	TCEP	Caltrans	CalSTA CARB	Short-Term	Underway

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

Action	Description	Programs Impacted	Lead Agency	Support Agencies	Time Frame	Status
S5.1 Develop Climate Risk Assessment Planning and Implementation Guidance	<ul style="list-style-type: none"> Update OPR Climate Risk Assessment Guidance. 	SHOPP ITIP	OPR	CalSTA CNRA	Short-Term	Early Progress
S5.1 Develop Climate Risk Assessment Planning and Implementation Guidance	<ul style="list-style-type: none"> 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	CalSTA CNRA	Short-Term	Underway
S5.2 Update SHOPP and SB 1 Competitive Program Guidelines to Incentivize Climate Adaptation and Climate Risk Assessments/Strategies	<ul style="list-style-type: none"> 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	Underway
S5.3 Explore Incentivizing Land Conservation through Transportation Programs	<ul style="list-style-type: none"> Consider inclusion of land conservation and climate smart solution incentives 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	Underway

Support Local and Regional Innovation to Advance Sustainable Mobility

Action	Description	Programs Impacted	Lead Agency	Support Agencies	Time Frame	Status
S6.1 Explore New Mechanisms to Mitigate Increases in Vehicle Miles Travelled (VMT) from Transportation Projects	<ul style="list-style-type: none"> 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 Advance Mitigation Program to include GHG/VMT mitigation. 	—	Caltrans	CalSTA CARB CTC HCD	Medium-Term	Underway
S6.2 Convene a Roadway Pricing Working Group to Provide State Support for Implementation of Local and Regional Efforts	<ul style="list-style-type: none"> Convene a working group consisting of state agencies and local and regional partners to provide state leadership and support to local and, regional, and state 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. 	—	Caltrans CalSTA	CTC CARB OPR SGC	Short-Term	Underway
S6.3 Convene Discussion on Sustainable Rural Transportation Solutions	<ul style="list-style-type: none"> Convene discussion to explore actions CalSTA can take to advance rail, transit, active transportation, and ZEV deployment in rural communities 	—	CalSTA		Short-Term	Complete

S7

Strengthen Transportation-Land Use Connections

Action	Description	Programs Impacted	Lead Agency	Support Agencies	Time Frame	Status
S7.1 Leverage Transportation Investments to Incentivize Infill Housing Production	<ul style="list-style-type: none"> 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 	TIRCP SCCP LPP ATP	CalSTA	CTC Caltrans HCD CARB	Short-Term	Complete
S7.2 Create Working Group to Explore Potential Action to Address Direct and Indirect Displacement in Transportation Programs	<ul style="list-style-type: none"> 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	Underway
S7.3 Explore a “Highways to Boulevards” Conversion Pilot Program	<ul style="list-style-type: none"> Identify locally nominated candidate locations for pilot program. Pursue creation of 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	Complete

S8

Monitor Implementation and Report Progress

Action	Description	Programs Impacted	Lead Agency	Support Agencies	Time Frame	Status
S8.1 Develop and Coordinate Metrics to Track Progress	<ul style="list-style-type: none"> Develop draft set of quantitative and qualitative metrics to not monitor and track progress of CAPTI implementation and outcomes Facilitate stakeholder review of conceptual CAPTI evaluation metrics Coordinate with metrics development with ZEV Market Development Strategy and State Adaptation Strategy, and other Administration climate efforts. Finalize CAPTI evaluation metrics" 	n/a	CalSTA	Caltrans CTC CARB HCD OPR SGC GO-Biz CNRA CDPH	Short-Term	Underway
S8.2 Deploy Tools to Analyze CAPTI Progress	<ul style="list-style-type: none"> Identify existing tools or need(s) for tool development to enable use of metrics identified in S8.1 for reporting purposes Launch and convene Statewide Data Analytics Work Group Explore collaboration options, cost-sharing opportunities, and technical assistance needs for travel datasets and emerging data analytics tools 	n/a	CalSTA	Caltrans CTC CARB HCD OPR SGC GO-Biz CNRA CDPH	Short-Term	Underway
S8.3 Prepare Annual Progress Report & Provide Public Status Updates	<ul style="list-style-type: none"> Prepare annual fall report beginning Fall 2022 Deliver CAPTI implementation status updates to joint CTCCARB-HCD meetings Prepare subsequent annual reports Deliver status updates to CARB and CTC, as requested 	n/a	CalSTA	Caltrans CTC CARB HCD OPR SGC GO-Biz CNRA CDPH	Short-Term	Underway
S8.4 Lead CAPTI Interagency Working Group	<ul style="list-style-type: none"> Convene Interagency Working Group meetings on quarterly basis 	n/a	CalSTA	Caltrans	Short-Term	Underway



Appendix B.

List of Acronyms and Abbreviations

EO	Executive Order
AB	Assembly Bill
AHSC	Affordable Housing and Sustainable Communities Program
ATP	Active Transportation Program
BIPOC	Black, Indigenous, and People of Color
CalEPA	California Environmental Protection Agency
Cal-ITP	California Integrated Travel Project
CalSTA	California State Transportation Agency
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CAPTI	Climate Action Plan for Transportation Infrastructure
CBO	Community Based Organization
CCAP	Caltrans Climate Action Plan
CCI TA	California Climate Investment Technical Assistance Program
CDPH	California Department of Public Health
CFMP	California Freight Mobility Plan
CEQA	California Environmental Quality Act
CNRA	California Natural Resources Agency
CRP	Carbon Reduction Program
CSIS	Caltrans System Investment Strategy
CTC	California Transportation Commission
CTP/CTP 2050	California Transportation Plan 2050
CWDB	California Workforce Development Board

DOF	California Department of Finance
GHG	Greenhouse Gas
GO-Biz	Governor's Office of Business and Economic Development
HCD	California Department of Housing and Community Development
ICARP	Integrated Climate Adaptation and Resiliency Program
ICE	Internal Combustion Engine
IJA	Infrastructure Investment and Jobs Act
ITIP	Interregional Transportation Improvement Program
ITSP	Interregional Transportation Strategic Plan
LPP	Local Partnership Program
LWDA	Labor and Workforce Development Agency
MHDV	Medium and Heavy-Duty Vehicle
OPR	Governor's Office of Planning and Research
PROTECT	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation
RTP	Regional Transportation Plan
SB	Senate Bill
SCCP	Solutions for Congested Corridors
SCS	Sustainable Communities Strategy
SGC	California Strategic Growth Council
SHOPP	State Highway Operations & Protection Program
SHSMP	State Highway System Management Plan
TCEP	Trade Corridor Enhancement Program
TDM	Transportation Demand Management
TIRCP	Transit & Intercity Rail Capital Program
VMT	Vehicle Miles Travelled
ZEV	Zero-Emission Vehicle

