



# INTERIM CSIS

**Caltrans Strategic Investment Strategy**

Version 1.0 (Final)  
December 2021

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## Executive Summary

The California Department of Transportation (Caltrans) is committed to leading climate action and advancing social equity in the transportation sector set forth by the California State Transportation Agency (CalSTA) Climate Action Plan for Transportation Infrastructure (CAPTI, 2021). The CAPTI supports the California Transportation Plan (CTP) 2050 (2021) goals that works to meet the State's ambitious climate change mandates, targets, and policies set forth by Executive Order (EO) N-19-19 and N-79-20 (Appendix B & C), signed by Governor Gavin Newsom in 2019 and 2020, respectively. The CTP 2050 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.

### **CAPTI S4.**

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

Additionally, the CAPTI aligns with Caltrans 2020-24 Strategic Plan (2021), which signals a fundamental shift for the Department to lead climate action as a strategic priority for the first time. Caltrans is in a significant leadership role to carry out meaningful measures that advance state's goals and priorities through the development and implementation of the Caltrans Strategic Investment Strategy (CSIS). The CSIS, which implements one of CAPTI's key actions, is envisioned to be an investment framework through a data- and performance-driven approach that guides transportation investments and decisions. This framework includes methodologies and processes for how Caltrans should invest billions of dollars of highly competitive fund programs that will address transportation deficiencies while also achieving the CAPTI Guiding Principles (Appendix A). The ultimate objective of the CSIS is to prioritize our infrastructure investments that address multiple goals and needs and achieving synergistic benefits for the residents of California.



## 1. Introduction

### Interim CSIS

The implementation of CAPTI S4.1 calls for the CSIS to guide project nominations through a data- and performance-driven approach for projects funded by the State Highway Operation and Protection Program (SHOPP) and projects funded by other sources, commonly referred to as Non-SHOPP projects. As SHOPP projects are presently prioritized through a data- and performance-driven approach under Asset Management, the Interim CSIS is focused on prioritizing non-SHOPP projects using a predominantly qualitative approach to guide the investment decision-making process. Caltrans intends to transition the CSIS towards a data- and performance-driven approach prior to SB 1 Cycle 4, when data collection and in-depth analyses can be conducted to establish baselines and performance targets and effectively measure the extent to which Caltrans delivers on the CAPTI Guiding Principles.

The CSIS presents a transparent decision-making framework that guides statewide transportation investments from planning to programming and project delivery. By linking State policies and goals from various statewide guiding documents (CTP 2050, CAPTI, Caltrans Strategic Plan) with transportation needs from Caltrans six modal plans, Caltrans can leverage federal and state discretionary funding through the project nomination process, using standardized methodologies and protocols to evaluate, prioritize, and nominate projects for competitive fund programs.

### CAPTI S4.1

Develop and Implement the CSIS to Align Caltrans Project Nominations with the CAPTI Investment Framework.

Ultimately, the CSIS guides how Caltrans nominates the best projects that includes multimodal transportation options to expand mode choices and reduce transportation-related emissions. Through the prioritization process, Caltrans can make well-informed investment decisions and communicate to stakeholders the value of those investments in the communities we serve.



## 2. Equity

Caltrans acknowledges that communities of color and under-served communities experienced fewer benefits and a greater share of negative impacts associated with our state's transportation system. Some of these disparities reflect a history of transportation decision-making, policies, processes, planning, design, and construction that “quite literally put up barriers, divided communities, and amplified racial inequities, particularly in our Black and Brown neighborhoods.”<sup>1</sup> To create a brighter future for all, the CSIS is committed to implementing concrete actions outlined in the Race & Equity Action Plan (December 10, 2020) that include:



**People** – We will create a workforce at all levels that is representative of the communities we serve by improving our recruitment, hiring, contracting, and leadership development policies and practices.



**Programs & Projects** – We will meaningfully engage communities most impacted by structural racism in the creation and implementation of the programs and projects that impact their daily lives by creating more transparent, inclusive, and ongoing consultation and collaboration processes. We will achieve our equity commitments through an engagement process where everyone is treated with dignity and justice. We will reform our programs, policies, and procedures based on this engagement to avoid harm to frontline and vulnerable communities. We will prioritize projects that improve access for and provide meaningful benefits to underserved communities.



**Partnerships** - By leveraging our transportation investments, we also commit to increasing pathways to opportunity for minority-owned and disadvantaged business enterprises, and for individuals who face systemic barriers to employment.



**Planet** - We commit to combatting the climate crisis and its disproportionate impact on frontline and vulnerable communities — such as Black and Indigenous peoples, communities of color, the people experiencing homelessness, people with disabilities, and youth. We will change how we plan, design, build, and maintain our transportation investments to create a more resilient system that more equitably distributes the benefits and burdens to the current and future generations of Californians.

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<sup>1</sup> California State Transportation Agency Secretary David Kim's Statement on Racial Equity, Justice and Inclusion in Transportation

### 3. Data- and Performance-Driven Approach

The purpose of the CSIS is to establish a framework with standard methodologies to guide transportation investments through a transparent scoring and prioritization process when nominating Non-SHOPP projects for various discretionary fund programs. While CAPTI specifically calls for CSIS to implement a data- and performance-driven nomination approach, this document establishes a qualitative approach as an interim measure to immediately implement CAPTI. Development of a data-driven approach will involve a multi-disciplinary team comprised of subject matter experts (SME) from various Caltrans HQ and district divisions and programs. This team will conduct in-depth studies and data analyses and establish performance metrics for tracking goals and targets. When implemented effectively, the future of a data- and performance-driven approach will quantitatively determine the best projects to nominate, fund, and sponsor to expand mode choices, advance critical climate and health considerations in transportation, while also addressing inequities in the transportation system.

### 4. Planning to Programming

The State's six Modal Plans shown in Figure 4.1 link the overarching goals and policies to specific transportation needs and projects. As these modal plans are guided by and support the goals, objectives, and strategies of the CTP 2050, the CTP also unifies regional and modal plans in its comprehensive vision. Hence, future updates of these plans continuously inform and support one another.

District planning documents, such as the District System Management Plan and Corridor Plans/Transportation Concept Reports, are instrumental in facilitating the development of conceptual Non-SHOPP projects to be ready for future programming. Through continuous collaboration between districts and their partner agencies, districts submit nominations of their priority conceptual projects for development of State-Sponsored Project Initiation Document (PID), which is a required document to be eligible for programming. The nomination process for State-Sponsored Non-SHOPP PIDs, which occurs annually, utilizes the processes outlined in this Interim CSIS. Implementation of the CSIS for State-Sponsored Non-SHOPP PIDs encourages Caltrans and partner agencies to deeply consider multimodal, equity, community engagement, climate action, and other key CAPTI principles in early planning efforts, scope development, and throughout the project development process.

**Figure 4.1 – List of State Modal Plans**

#### SIX STATE MODAL PLANS

1. California Aviation System Plan Policy Element
2. California Freight Mobility Plan
3. California State Rail Plan
4. Interregional Transportation Strategic Plan
5. Statewide Transit Strategic Plan
6. Towards an Active California: State Bicycle and Pedestrian Plan

## 5. Transportation Funding and Priorities

Senate Bill 1 (SB 1), the Road Repair and Accountability Act of 2017, is a landmark transportation bill to rebuild California by providing a comprehensive and multi-modal fund set aside for highways, local streets and roads, goods movement, active transportation, and transit through a variety of formulaic and competitive programs. This bill provides new funding opportunities for Non-SHOPP projects, which have historically been funded by the State Transportation Improvement Program (STIP) and local funds. While the passage of SB 1 stabilizes the STIP that has been historically volatile, it also

created new competitive programs to provide additional funding opportunities for state and local agencies, such as the Solutions for Congested Corridors Program (SCCP) and the Trade Corridor Enhancement Program (TCEP)

In November 2021, the Federal Infrastructure Investment and Jobs Act, commonly referred to as the Bipartisan Infrastructure Law, was signed into law. The Bipartisan Infrastructure Law provides the largest Federal investment in public transit in history and establishes new competitive transportation programs with over \$31 billion in funding over the next five years, from fiscal year 2022 to 2026. Additionally, funding for existing Infrastructure for Rebuilding America (INFRA) and Rebuilding American Infrastructure with Sustainability and Equity (RAISE) competitive programs also increased by over 50 percent annually over the next five years.

When leveraging billions of dollars in annual state and federal discretionary fund programs, CAPTI recommends implementing projects that are consistent with the adopted Sustainable Communities Strategies, pursuant to SB 375, and SB 743, which aims to reduce vehicle miles traveled (VMT), combat climate change, promote infill development, and expand multimodal transportation networks. With greater funding opportunities and a stronger commitment to achieve the 10 CAPTI Guiding Principles, the partnership between state and local agencies is increasingly important to advance the right projects from conceptual to PID development and ultimately to programming and construction.



Table 5.1 lists some of the major competitive state and federal discretionary fund programs in which the State is an eligible applicant and Caltrans intends to leverage.











**Table 5.1 – State & Federal Discretionary Fund Programs**  
 (Not All-Inclusive)

Discretionary Funding Programs		Program Cycle	Annual Funding (in millions)
STATE	SB 1 Trade Corridor Enhancement Program (TCEP)	Biennial	\$300
	Transit & Intercity Rail Capital Program (TIRCP)	Biennial	\$275
	SB 1 Solutions for Congested Corridors (SCCP)	Biennial	\$250
	Active Transportation Program (ATP)	Biennial	\$223
	Interregional Transportation Improvement Program (ITIP)	Biennial	\$175
FEDERAL	Bridge Investment Program ♦	Annual	\$2,500
	Nationally Significant Freight and Highway Projects (aka INFRA)	Annual	\$1,600
	Local and Regional Project Assistance (aka RAISE)	Annual	\$1,500
	National Infrastructure Project Assistance (Mega Projects) ♦	Annual	\$1,000
	Building Resilient Infrastructure and Communities (BRIC)	Annual	\$1,000
	Railroad Crossing Elimination Program ♦	Annual	\$600
	Charging and Fueling Infrastructure ♦	Annual	\$500
	Rural Surface Transportation Grant Program ♦	Annual	\$400
	Consolidated Rail Infrastructure and Safety Improvements (CRISI)	Annual	\$362
	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Grant ♦	Annual	\$280
	Active Transportation Infrastructure Investment Program ♦	Annual	\$200
	National Culvert Removal, Replacement, and Restoration Grants ♦	Annual	\$200
	Reconnecting Communities Pilot Program ♦	Annual	\$200
	Healthy Streets Program ♦	Annual	\$100
	Strengthening Mobility and Revolutionizing Transportation Grant Program (SMART) ♦	Annual	\$100
	Wildlife Crossings Pilot Program ♦	Annual	\$70
	Congestion Relief Program ♦	Annual	\$50
	Prioritization Process Pilot Program ♦	Annual	\$10
Stopping Threats on Pedestrians ♦	Annual	\$5	

♦ New competitive fund programs established under the Bipartisan Infrastructure Law



Within the “fix-it-first” approach and existing funding frameworks, California state transportation infrastructure investments should be prioritized to address transportation deficiencies while also meeting the following 10 CAPTI guiding principles, where feasible:

-  Building towards an integrated, statewide rail and transit network
-  Investing in networks of safe and accessible bicycle and pedestrian infrastructure
-  Including investments in light, medium, and heavy-duty zero-emission-vehicle infrastructure
-  Strengthening our commitment to social and racial equity by reducing public health harms and maximizing benefits to disproportionately impacted disadvantaged communities
-  Making safety improvements to reduce fatalities and severe injuries of all users towards zero
-  Assessing physical climate risk
-  Promoting projects that do not significantly increase passenger vehicle travel
-  Promoting compact infill development while protecting residents and businesses from displacement
-  Developing a zero-emission freight transportation system
-  Protecting natural and working land

## 6. Strategic Investment Strategy

The Office of Strategic Investment Planning (Investment Planning) leads the investment strategy through various processes and methodologies, from the call for nominations to the nomination of approved projects for competitive programs. This linear process (Figure 6.1) evaluates projects for alignment with CAPTI and program competitiveness to ensure projects provide equitable solutions to transportation problems and increase accessibility for all users, while reducing negative environmental and community impacts. The investment strategy utilizes this process to increase transparency by informing partners and stakeholders of the methodologies that Caltrans uses to evaluate, score, and nominate projects for competitive fund programs.

**Figure 6.1 – General Nomination Process**

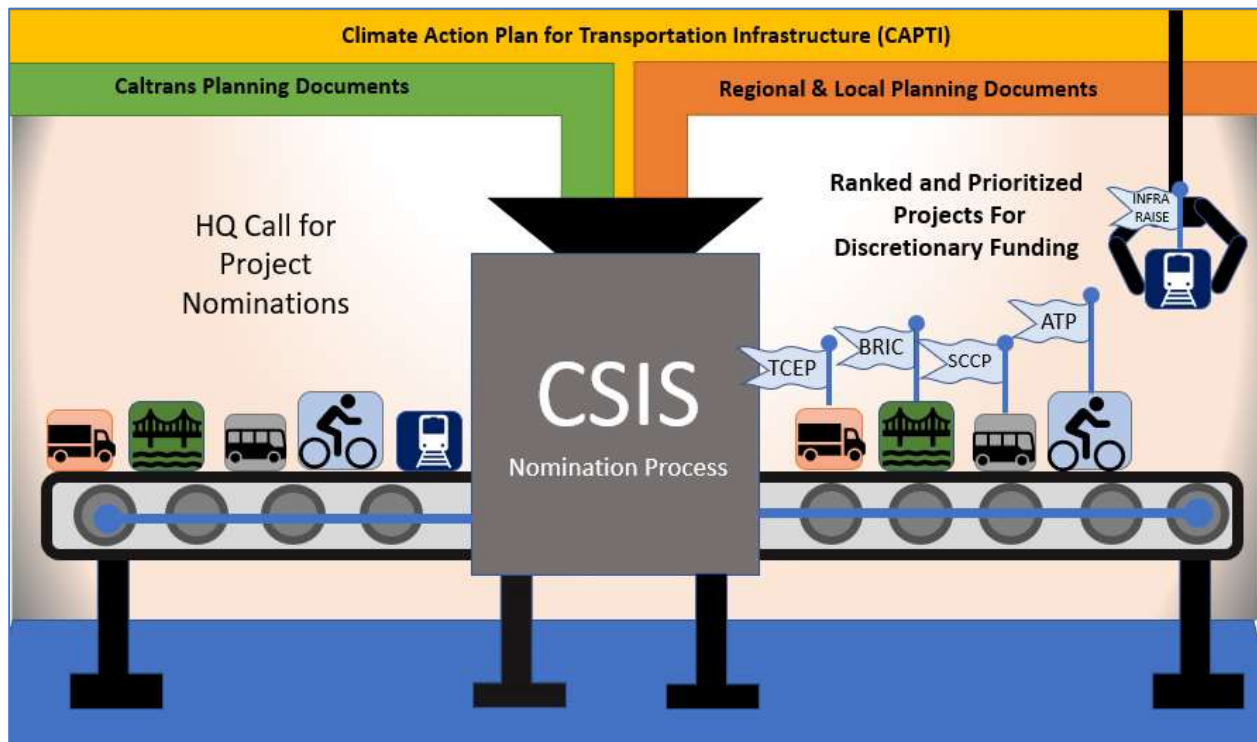


## 6.1 Project Nomination Process

As illustrated in Figure 6.1.2, the prioritization process within CSIS merges the long and short-range planning documents with projects nominated by districts to ensure alignment and consistency. The end product is a list of prioritized projects being nominated for specific fund programs in which they are eligible.

Prior to HQ Call for Nomination, Caltrans districts are highly encouraged to collaborate with partner agencies and stakeholders to develop a list of district priority projects. Districts then submit their project nominations to HQ via a nomination intake form (Appendix D), which is a mechanism for gathering basic project information and responses to a set of criteria questions that will be used in the project scoring process. Districts are encouraged to consult with the appropriate HQ programs for feedback as they develop responses to the criteria questions prior to submitting their nominations.

**Figure 6.1.2 – Project Prioritization Process**



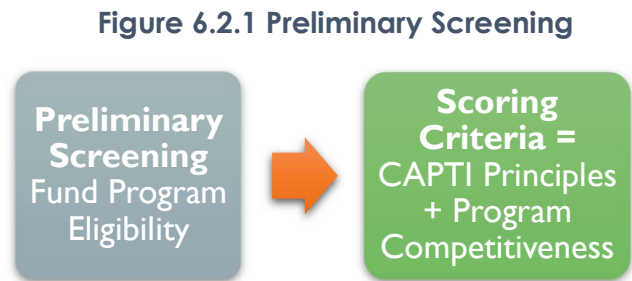
## 6.2 Project Scoring Process

The scoring process consists of establishing the project review committee (hereinafter referred to as reviewers or committee), evaluating responses to a set of scoring criteria, and scoring each criterion based on the scoring rubric (Appendix G). The SME reviewers evaluate and score projects for assigned criteria relating to their area of expertise. The final scores are submitted to Investment Planning, which will be entered in the scoring tool. Within the scoring tool, the scores are collected, averaged, and ranked highest to lowest, with the highest scored project being the #1 recommended project, the second highest being the #2 recommended project, and so forth. This ranking results in a Recommended List of Prioritized Projects that will be shared with the districts.

## 6.2.1 Preliminary Screening and General Scoring

As the initial step in the scoring process, Investment Planning conducts preliminary screening (Appendix E) of all projects to ensure the projects meet program eligibility before proceeding to the next step.











Projects that pass Preliminary Screening advance to Project Scoring, where projects are evaluated and scored by the committee based on a set of Scoring Criteria (Appendix F) and an associated Scoring Rubric that defines the basis for each score (Appendix G). The scoring criteria consists of the following two key components:



- **CAPTI Guiding Principles:** All projects are evaluated and scored based on CAPTI. Table 6.2.2 indicates which fund programs align with each CAPTI guiding principle.
- **Program-Specific:** This scoring criteria is specific to the fund program and intended to evaluate the competitiveness of the project for that program. This is not applicable for State-Sponsored Non-SHOPP PID program.

It is important to note that while the scoring criteria will satisfy both CAPTI and program-specific, the criteria languages may differ slightly among the different fund programs.

**Table 6.2.2 – CAPTI Applicability for Fund Programs**

CAPTI Framework		Funding Programs					
		ATP	INFRA	ITIP	RAISE	SCCP	TCEP
<b>Types of Transportation Investments</b>							
	Building towards an integrated, statewide <b>rail and transit network</b>		✓	✓	✓	✓	✓
	Investing in networks of safe and accessible <b>bicycle and pedestrian</b> infrastructure	✓	✓	✓	✓	✓	✓
	Including investments in light, medium, and heavy-duty <b>zero-emission vehicle</b> infrastructure		✓	✓	✓	✓	✓
<b>How to Invest in Clean Transportation</b>							
	Strengthening our commitment to social and racial <b>equity</b> by reducing public health harms and maximizing benefits to disproportionately impacted <b>disadvantaged communities</b>	✓	✓	✓	✓	✓	✓
	Making <b>safety</b> improvements to reduce fatalities and severe injuries of all users towards zero	✓	✓	✓	✓	✓	✓
	Assessing physical <b>climate</b> risk		✓	✓	✓	✓	✓
	Promoting projects that do not significantly increase <b>passenger vehicle travel</b>	✓	✓	✓	✓	✓	✓
	Promoting compact <b>infill development</b> while protecting residents and businesses from displacement	✓	✓	✓	✓	✓	✓
	Developing a <b>zero-emission freight</b> transportation system		✓	✓	✓	✓	✓
	Protecting <b>natural and working land</b>		✓	✓	✓	✓	✓

## 6.2.2 Foundation for Scoring Criteria

In Fall 2021, Caltrans developed a set of scoring criteria for the 2021 Interregional Transportation Strategic Plan (ITSP, October 2021) to prioritize projects for the 2022 Interregional Transportation Improvement Program (ITIP, October 2021). The 2021 ITSP scoring criteria, included in Appendix F.4 and accessible [here](#), were based on the CTP 2050 goals and the CAPTI framework, with a focus on achieving interregional corridor objectives, policies, and needs. To maintain consistency, the 2021 ITSP scoring criteria serves as the foundation for developing scoring criteria for other state and federal programs, such as the State-Sponsored Non-SHOPP PID, SB 1 TCEP and SCEP, INFRA, RAISE, as well as new federal competitive programs established by the Bipartisan Infrastructure Bill. The criteria questions may be modified as appropriate to align with program-specific objectives, goals, and needs. The scoring criteria for available fund programs are included in Appendix F.

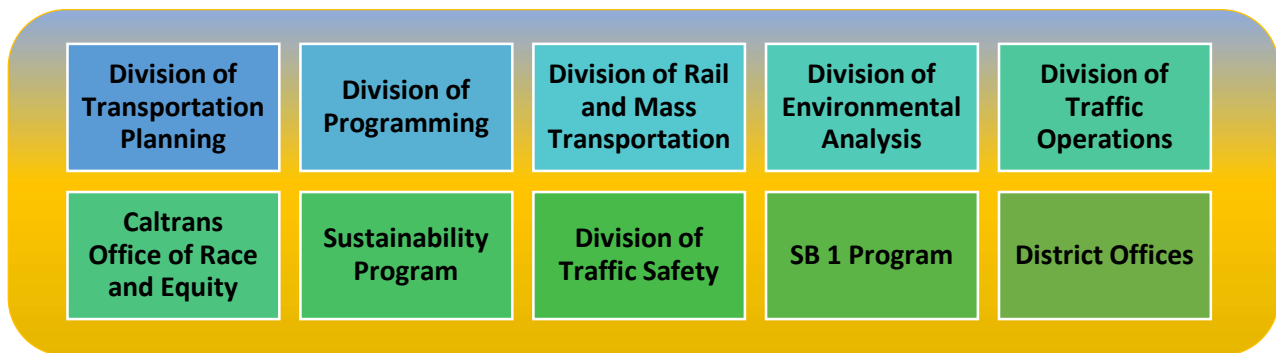
To provide a general framework of scoring criteria development, below is a list of criteria questions from the 2021 ITSP, which is modified to be nonspecific to interregional travel and can be applied to other programs, as appropriate.

1. How does the project improve travel in the corridor?
2. Does the project demonstrate potential for mode shift, including to rail, transit, or active transportation?
3. How does the project impact single occupancy vehicle miles traveled (VMT)?
4. How does the project include and document a meaningful public engagement process to traditionally underrepresented groups (including black, indigenous, and other people of color (BIPOC)), low income, environmental justice communities, and/or their Community Based Organizations) and incorporate local community needs into the project?
5. How does the project impact public health, including from a racial equity standpoint?
6. Does the project make an improvement to an emergency evacuation route identified in an emergency plan/hazard mitigation plan or strategy using an approach that is supported by state/local emergency services?
7. Does the project reduce fatalities and severe injuries for all users in alignment with the Safe Systems approach?
8. Does the project include and/or improve access to zero emission charging or fueling infrastructure?
9. Does the project improve climate adaptation and resiliency by addressing one or more climate risk(s) identified in the Caltrans District Vulnerability Assessments and Adaptation Priority Reports or a regional or local climate change adaptation plan?
10. Does the project minimize the impact on natural resources and ecosystems?
11. Does the project leverage SHOPP investment or other maintenance or rehabilitation funds for the purpose of maintaining or rehabilitating assets in fair or poor condition within the project limits?
12. Does the project leverage partner funds?
13. How does the project impact the economy?

### 6.2.3 Project Review Committee

A multi-disciplinary project review committee is vital to the success of the scoring process. It is a team of volunteer SMEs (Figure 6.2.3) formed for each fund program cycle to evaluate and score projects. After completion of preliminary screening, a kick-off meeting will be held with the committee to discuss the overall nomination process, including fund program guidelines, scoring rubrics, evaluation materials, and general rules and expectations. Projects are then randomly assigned to the reviewers, who will review the projects against the criteria for which they are assigned as their area of expertise. For example, a reviewer from the Division of Traffic Operations would review the criteria on VMT and Safety for all projects assigned. The reviewers are guided by the Scoring Rubric (Appendix G) and record their scores in the Scoring Sheet (Appendix H), as well as providing justifications for each score given.

**Figure 6.2.3 – Project Review Committee**  
 (Not All-Inclusive)



### 6.3 Nomination of Approved Projects

Once all the scores are collected in the scoring tool, Investment Planning prepares the Recommended List of Prioritized Projects and submits to Caltrans Executive Management for review and approval of the projects. The final list is also presented to CalSTA for their review and concurrence. Districts are subsequently notified of the nominated projects and to proceed with development of the grant applications.

### 6.4 Letter of Support

Caltrans is often requested to provide letters of support for projects submitting grant application. For major discretionary fund programs that may not fully align with CAPTI, such as INFRA and RAISE, the projects are evaluated and selected through a similar process described in Sections 6.1 to 6.3, which involves collaboration with the SMEs to evaluate and score support letters to determine if projects align with the CAPTI guiding principles. The scoring process results in a recommended list of support letters that should proceed to Caltrans Director for signature.

There are certain discretionary fund programs where the signature authority is delegated to the District Director to increase efficiency. For major fund programs that fully align with CAPTI, such as the Consolidated Rail Infrastructure and Safety Improvements and Low/No

Emission Vehicle Program, signature authority is delegated to the District Director upon concurrence by HQ SMEs. For smaller grant programs, such as Area of Persistent Poverty and Tribal Transportation Program Safety Fund, the signature authority is delegated to the District Director, and the Districts is responsible for evaluating and selecting projects to support.

HQ Division of Transportation Planning retains the lead role in determining letter of support signature authority for all discretionary fund programs and providing appropriate oversight to ensure projects align with State goals and priorities. The LOS Signature Authority Decision Tree (Attachment I, *under development*) provides general guidance and parameters for signature authority and the extent of HQ evaluation.

## 7. CSIS Implementation

The CSIS implementation will set the State on a successful path of leveraging discretionary funding sources to achieve State's goals and priorities. This Interim CSIS will focus on a qualitative approach to evaluate, score, and nominate projects as a proactive measure to immediately implement CAPTI until a data-driven approach can be developed. The CSIS will be revisited and modified in late 2022 to early 2023 using SB 1 TCEP & SCCP Cycle 3, ATP Cycle 6, and other past programs as case studies for fine-tuning the methodologies and transitioning to a data and performance approach, where appropriate and feasible. To successfully implement the CSIS, it is paramount that state and local partnerships are successfully established and maintained to ensure project progression and commitment to the CAPTI framework are carried through the life of the project.

**Figure 7.1 – CSIS Implementation Timeline** (*Subject to Change*)



## APPENDIX A: 10 CAPTI Guiding Principles



# CAPTI

Climate Action Plan for  
Transportation Infrastructure



July 2021 • Final Draft

## 10 CAPTI Guiding Principles

1. **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.
2. **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.
3. **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.
4. **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.
5. **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.
6. **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.
7. **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.
8. **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.
9. **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.
10. **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.



## APPENDIX B: EO N-19-19

### EXECUTIVE DEPARTMENT STATE OF CALIFORNIA

#### EXECUTIVE ORDER N-19-19

**WHEREAS** California is proof that a bold climate agenda is good for the economy, for workers, for health and for our future, as evidenced by our state having achieved record economic growth while reaching some of the strongest climate goals in the world; and

**WHEREAS** in the face of inaction on climate change from the federal government, California is a global leader in climate change mitigation efforts through bold climate goals and actions, as well as leadership in the US Climate Alliance and Under2 Coalition, using the state's power as the fifth largest economy in the world to drive positive action; and

**WHEREAS** California has ambitious and essential climate goals to transition to a healthier, more sustainable and more inclusive economy, including: reducing greenhouse gas emissions 40 percent below 1990 levels by 2030; providing 100 percent of the state's electricity from clean energy sources by 2045; reducing methane emissions and hydrofluorocarbon gases by 40 percent; and adding five million zero-emission vehicles to California's roads by 2030; and

**WHEREAS** California has made substantial, measurable progress on many of the goals enumerated above, but in recent years, direct tailpipe emission 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; and

**WHEREAS** the California Air Resources Board has a fifty-year history of leading the globe in addressing harmful pollution through innovative air pollution control standards, including the nation's first NOx emissions standards for motor vehicles; and

**WHEREAS** California's renewable energy targets have spurred innovation and private investment in new technologies with California leading the nation in clean technology patents and bringing in more than 50 percent of all clean energy investment in the nation; and

**WHEREAS** the state has made significant progress in lowering greenhouse gas emissions and mitigating climate risk in California's own state government operations and public schools; and

**WHEREAS** achieving California's climate goals will require concerted commitment and partnership by government, the private sector, and California residents.



**NOW, THEREFORE, I, GAVIN NEWSOM**, Governor of the State of California, by virtue of the power and authority vested in me by the Constitution and the statutes of the State of California, do hereby issue the following Order to become effective immediately to require that every aspect of state government redouble its efforts to reduce greenhouse gas emissions and mitigate the impacts of climate change while building a sustainable, inclusive economy.

1. To leverage the state's \$700 billion investment portfolio to advance California's climate leadership, protect taxpayers, and support the creation of high-road jobs, the Department of Finance shall create a Climate Investment Framework.
  - a. The Framework shall include a proactive investment strategy for the state's pension funds that reflects the increased risks to the economy and physical environment due to climate change.
  - b. The Framework shall provide the timeline and criteria to shift investments to companies and industry sectors that have greater growth potential based on their focus of reducing carbon emissions and adapting to the impacts of climate change, including but not limited to investments in carbon-neutral, carbon-negative, climate resilient, and clean energy technologies.
  - c. The Framework shall align with the fiduciary responsibilities of the California Public Employees' Retirement System, California State Teachers' Retirement System and the University of California Retirement Program.
  - d. The Department of Finance shall consult with the Governor's Office of Planning and Research, and the California Department of Human Resources on the Framework.
2. The State Transportation Agency shall leverage the more than \$5 billion in annual state transportation spending for construction, operations, and maintenance to help reverse the trend of increased fuel consumption and reduce greenhouse gas emissions associated with the transportation sector. To accomplish this, the State Transportation Agency, in consultation with the Department of Finance, shall:
  - a. Align the state's climate goals with transportation spending on planning, programming and mitigation to achieve the objectives of the state's Climate Change Scoping Plan, where feasible,
  - b. Reduce vehicle miles traveled by strategically directing discretionary transportation investments in support of housing production near available jobs and in accordance with the state's smart growth principles, as defined in Government Code section 65041.1, and taking public health into account,



- c. Reduce congestion through innovative strategies designed to encourage people to shift from cars to other modes of transportation,
  - d. Fund transportation options that contribute to the overall health of Californians and reduce greenhouse gas emissions, such as transit, walking, biking and other active modes, and
  - e. Mitigate increases in transportation costs for lower income Californians.
3. The Department of General Services shall leverage its management and ownership of the state's 19 million square feet in managed buildings, 51,000 vehicles and other physical assets and goods to minimize state government's carbon footprint. To accomplish this, the Department of General Services shall:
- a. Maximize reduction of greenhouse gas emissions, including harmful diesel emissions, from the state fleet,
  - b. Develop and implement sustainable purchasing policies across state agencies that prioritize the purchase of environmentally preferable goods such as more sustainable food and recycled materials, consistent with state climate policies,
  - c. Reduce greenhouse gas emissions and mitigate climate risk from the state's owned and future-leased buildings,
  - d. Manage energy demand to maximize benefits to the grid, and
  - e. Promote zero-emission vehicle purchasing in state and local government fleets.
4. To accelerate progress towards California's goal of five million zero emissions vehicles sales by 2030, the California Air Resources Board shall:
- a. Develop new criteria for clean vehicle incentive programs to encourage manufacturers to produce clean, affordable cars,
  - b. Propose new strategies to increase demand in the primary and secondary markets for zero emissions vehicles, and
  - c. Consider strengthening existing or adopting new regulations to achieve the necessary greenhouse gas reductions from within the transportation sector.

**IT IS FURTHER ORDERED** that as soon as hereafter possible, this Order shall be filed with the Office of the Secretary of State and that widespread publicity and notice shall be given to this Order.



This Order is not intended to, and does not, create any rights or benefits, substantive or procedural, enforceable at law or in equity, against the State of California, its departments, agencies, or other entities, its officers or employees, or any other person.

**IN WITNESS WHEREOF** I have hereunto set my hand and caused the Great Seal of the State of California to be affixed this 20th day of September 2019.



\_\_\_\_\_  
GAVIN NEWSOM  
Governor of California

**ATTEST:**

\_\_\_\_\_  
ALEX PADILLA  
Secretary of State

## APPENDIX C: EO N-79-20

### EXECUTIVE DEPARTMENT STATE OF CALIFORNIA

#### EXECUTIVE ORDER N-79-20

**WHEREAS** the climate change crisis is happening now, impacting California in unprecedented ways, and affecting the health and safety of too many Californians; and

**WHEREAS** we must accelerate our actions to mitigate and adapt to climate change, and more quickly move toward our low-carbon, sustainable and resilient future; and

**WHEREAS** the COVID-19 pandemic has disrupted the entire transportation sector, bringing a sharp decline in demand for fuels and adversely impacting public transportation; and

**WHEREAS** as our economy recovers, we must accelerate the transition to a carbon neutral future that supports the retention and creation of high-road, high-quality jobs; and

**WHEREAS** California's long-term economic resilience requires bold action to eliminate emissions from transportation, which is the largest source of emissions in the State; and

**WHEREAS** the State must prioritize clean transportation solutions that are accessible to all Californians, particularly those who are low-income or experience a disproportionate share of pollution; and

**WHEREAS** zero emissions technologies, especially trucks and equipment, reduce both greenhouse gas emissions and toxic air pollutants that disproportionately burden our disadvantaged communities of color; and

**WHEREAS** California is a world leader in manufacturing and deploying zero-emission vehicles and chargers and fueling stations for cars, trucks, buses and freight-related equipment; and

**WHEREAS** passenger rail, transit, bicycle and pedestrian infrastructure, and micro-mobility options are critical components to the State achieving carbon neutrality and connecting communities, requiring coordination of investments and work with all levels of governments including rail and transit agencies to support these mobility options; and

**WHEREAS** California's policies have contributed to an on-going reduction in in-state oil extraction, which has declined by over 60 percent since 1985, but demand for oil has not correspondingly declined over the same period of time; and

**WHEREAS** California is already working to decarbonize the transportation fuel sector through the Low Carbon Fuel Standard, which recognizes the full life cycle of carbon in transportation emissions including transport into the State; and

**WHEREAS** clean renewable fuels play a role as California transitions to a decarbonized transportation sector; and

**WHEREAS** to protect the health and safety of our communities and workers the State must focus on the impacts of oil extraction as it transitions away from fossil fuel, by working to end the issuance of new hydraulic fracturing permits by 2024; and

**WHEREAS** a sustainable and inclusive economic future for California will require retaining and creating high-road, high-quality jobs through sustained engagement with communities, workers and industries in changing and growing industries.

**NOW THEREFORE, I, GAVIN NEWSOM**, Governor of the State of California by virtue of the power and authority vested in me by the Constitution and the statutes of the State of California, do hereby issue the following Order to pursue actions necessary to combat the climate crisis.

**IT IS HEREBY ORDERED THAT:**

1. It shall be a goal of the State that 100 percent of in-state sales of new passenger cars and trucks will be zero-emission by 2035. It shall be a further goal of the State that 100 percent of medium- and heavy-duty vehicles in the State be zero-emission by 2045 for all operations where feasible and by 2035 for drayage trucks. It shall be further a goal of the State to transition to 100 percent zero-emission off-road vehicles and equipment by 2035 where feasible.
2. The State Air Resources Board, to the extent consistent with State and federal law, shall develop and propose:
  - a) Passenger vehicle and truck regulations requiring increasing volumes of new zero-emission vehicles sold in the State towards the target of 100 percent of in-state sales by 2035.
  - b) Medium- and heavy-duty vehicle regulations requiring increasing volumes of new zero-emission trucks and buses sold and operated in the State towards the target of 100 percent of the fleet transitioning to zero-emission vehicles by 2045 everywhere feasible and for all drayage trucks to be zero-emission by 2035.
  - c) Strategies, in coordination with other State agencies, U.S. Environmental Protection Agency and local air districts, to achieve 100 percent zero-emission from off-road vehicles and equipment operations in the State by 2035.

In implementing this Paragraph, the State Air Resources Board shall act consistently with technological feasibility and cost-effectiveness.

3. The Governor's Office of Business and Economic Development, in consultation with the State Air Resources Board, Energy Commission, Public Utilities Commission, State Transportation Agency, the

8. To support the transition away from fossil fuels consistent with the goals established in this Order and California's goal to achieve carbon neutrality by no later than 2045, the California Environmental Protection Agency and the California Natural Resources Agency, in consultation with other State, local and federal agencies, shall expedite regulatory processes to repurpose and transition upstream and downstream oil production facilities, while supporting community participation, labor standards, and protection of public health, safety and the environment. The agencies shall report on progress and provide an action plan, including necessary changes in regulations, laws or resources, by July 15, 2021.
9. The State Air Resources Board, in consultation with other State agencies, shall develop and propose strategies to continue the State's current efforts to reduce the carbon intensity of fuels beyond 2030 with consideration of the full life cycle of carbon.
10. The California Environmental Protection Agency and the California Natural Resources Agency, in consultation with the Office of Planning and Research, the Department of Finance, the Governor's Office of Business and Economic Development and other local and federal agencies, shall develop strategies, recommendations and actions by July 15, 2021 to manage and expedite the responsible closure and remediation of former oil extraction sites as the State transitions to a carbon-neutral economy.
11. The Department of Conservation's Geologic Energy Management Division and other relevant State agencies shall strictly enforce bonding requirements and other regulations to ensure oil extraction operators are responsible for the proper closure and remediation of their sites.
12. The Department of Conservation's Geologic Energy Management Division shall:
  - a) Propose a significantly strengthened, stringent, science-based health and safety draft rule that protects communities and workers from the impacts of oil extraction activities by December 31, 2020.
  - b) Post on its website for public review and consultation a draft rule at least 60 days before submitting to the Office of Administrative Law.

Department of Finance and other State agencies, local agencies and the private sector, shall develop a Zero-Emissions Vehicle Market Development Strategy by January 31, 2021, and update every three years thereafter, that:

- a) Ensures coordinated and expeditious implementation of the system of policies, programs and regulations necessary to achieve the goals and orders established by this Order.
  - b) Outlines State agencies' actions to support new and used zero-emission vehicle markets for broad accessibility for all Californians.
4. The State Air Resources Board, the Energy Commission, Public Utilities Commission and other relevant State agencies, shall use existing authorities to accelerate deployment of affordable fueling and charging options for zero-emission vehicles, in ways that serve all communities and in particular low-income and disadvantaged communities, consistent with State and federal law.
  5. The Energy Commission, in consultation with the State Air Resources Board and the Public Utilities Commission, shall update the biennial statewide assessment of zero-emission vehicle infrastructure required by Assembly Bill 2127 (Chapter 365, Statutes of 2018) to support the levels of electric vehicle adoption required by this Order.
  6. The State Transportation Agency, the Department of Transportation and the California Transportation Commission, in consultation with the Department of Finance and other State agencies, 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.
  7. The Labor and Workforce Development Agency and the Office of Planning and Research, in consultation with the Department of Finance and other State agencies, shall develop by July 15, 2021 and expeditiously implement a Just Transition Roadmap, consistent with the recommendations in the "Putting California on the High Road: A Jobs and Climate Action Plan for 2030" report pursuant to Assembly Bill 398 (Chapter 135, Statutes of 2017).



**IT IS FURTHER ORDERED** that as soon as hereafter possible, the Order be filed in the Office of the Secretary of State and that widespread publicity and notice be given of this Order.

This Order is not intended to, and does not, create any rights or benefits, substantive or procedural, enforceable at law or in equity, against the State of California, its agencies, departments, entities, officers, employees, or any other person.

**IN WITNESS WHEREOF** I have hereunto set my hand and caused the Great Seal of the State of California to be affixed this 23rd day of September 2020.



\_\_\_\_\_  
GAVIN NEWSOM  
Governor of California

**ATTEST:**

\_\_\_\_\_  
ALEX PADILLA  
Secretary of State

## APPENDIX D: Nomination Intake Form

### D.1 ATP Nomination Intake Form

1

#### ATP Cycle 6 Call for Project Nominations Intake Form Worksheet

Please use this **worksheet** to collaborate with partners and compile information before submitting the **ATP Cycle 6 Call for Project Nominations Intake Form** (via Smartsheet). Information collected in both the **worksheet** and **form** will be used by Caltrans DOTP during the project nomination review process for Cycle 6 of the Active Transportation Program (ATP).

**IMPORTANT: Nominations must be submitted using the Smartsheet form by COB January 5, 2022.**

*This worksheet (as well as other documents listed in Section VII) **must be uploaded** as an attachment to the **Smartsheet form**.*

Intake Form/Worksheet Contents:

- I. [General Information](#)
- II. [Location Information](#)
- III. [Funding Information](#)
- IV. [Political Information](#)
- V. [Project Narratives](#)
- VI. [Contact Information](#)
- VII. [Supporting Documents](#)

Instructions:

- For multiple-choice questions, utilize the check boxes provided.
- For short-answer questions, **please respond directly to the prompts given** (highlighted in gray).
  - Note: Text responses are limited in the Smartsheet form (you may run out of space). Please utilize this worksheet to provide detailed and complete responses.
- **Required questions are marked with an asterisk (\*).**
- Please review the supplemental documents in Section VII.
  - **Required documents include:**
    - ATP Cycle 6 Call for Project Nominations Intake Form Worksheet (this document)
    - Project Map

Please contact Romeo Estrella at [Romeo.estrella@dot.ca.gov](mailto:Romeo.estrella@dot.ca.gov) or Jennifer Synhorst <mailto:Jennifer.Synhorst@dot.ca.gov> with any questions.

Thank you!

## I. General Information

---

### 1. Project Name\*

Please provide a name for the project.

### 2. Local/Regional Partner(s)

For jointly nominated projects, please identify the local and/or regional partner(s).

### 3. Source Document

Please indicate if the project is consisted with an adopted RTP (please include a link) and aligned with local and regional priorities (upload documentation). Please list all other planning documents that informed this project proposal.

### 4. ATP Project Type\*

Please indicate the ATP project type.

- Infrastructure (I)
- Plan
- Non-Infrastructure (NI)
- Infrastructure with Non-Infrastructure Components (I + NI)
- Quick-Build

### 5. ATP Project Size\*

Please indicate the ATP project size by total project cost.

- Large Project (Total project cost greater than \$7 million)
- Medium Project (Total project cost more than \$2 million and up to \$7 million)
- Small Project (Total project cost \$2 million or less)

### 6. ATP Special Project Designation\*

Please indicate if the project qualifies for an ATP Special Project Designation.

- Safe Routes to School
- Recreational Trails
- Not Applicable

### 7. Project Location Description and Scope\*

Please describe the location of the project and the project scope. Include specifics, as applicable: Class of bike lane and miles of bike lane; is part of a Safe Routes to School Program; geometric improvement to roadway, etc. Please spell out first instances of acronyms. DO NOT use all-uppercase text to write the entire project description.

## 8. Project Planning Number (PPNO)

If applicable.

## 9. Expenditure Authorization (EA)

If applicable. Must be in this format: 12345 (DO NOT include district number).

## 10. Project Elements

Please identify the project elements. If *Other Active Transportation Mode* is selected, please indicate additional information in the scope.

- Pedestrian
- Bicycle
- Complete Streets
- Transit connections
- Linkage/connections to recreation trails
- Other Active Transportation Modes

## 11. Current Phase\*

Please identify the current phase of the project. Projects already in construction are not eligible for ATP funding.

- PID
- PA&ED
- PS&E / ROW
- N/A

## 12. Component(s) Requested\*

Please identify the components requesting funding from ATP.

- PA&ED
- PS&E
- ROW
- CON
- N/A

## 13. CON Start Year

Please provide the scheduled start of construction (year). Projects must commence the ROW phase or actual construction within 10 years of receiving pre-construction funding through ATP.

## II. Location Information

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### 14. Caltrans District\*

Please identify the District(s) in which the project is located.

### 15. County/Counties\*

Please identify the county/counties in which the project is located.

### 16. Route(s)\*

Is the project on a state highway facility, please type the route number (ex: SR-24, type "24"). Please separate routes by commas (ex., "101, 280"). If the project is off system, please type "OFF" and provide street names).

### 17. Begin Post Mile

Please type NUMBERS ONLY (no hyphens). Utilize the [Postmile Query Tool](#).

### 18. End Post Mile

Please type NUMBERS ONLY (no hyphens). Utilize the [Postmile Query Tool](#).

### 19. Disadvantaged Communities\*

Does the project qualify as a disadvantage community? Select all that apply. To qualify as a disadvantaged community the community served by the project must meet at least one of the following criteria (Please upload screenshots or documentation of data):

- Median Household Income: (Table ID B19013) is less than 80% of the statewide median based on the most current Census Tract (ID 140) level data from the 2014-2018 American Community Survey (<\$56,982). Communities with a population less than 15,000 may use data at the Census Block Group (ID 150) level. Unincorporated communities may use data at the Census Place (ID 160) level. [Data is available at the United States Census Bureau Website.](#)
- [SB 535 Disadvantaged Communities Map \(CalEnviroScreen 3.0\)](#) An area identified as among the most disadvantaged 25% in the state according to the CalEPA and based on the California Communities Environmental Health Screening Tool 3.0 (CalEnviroScreen 3.0) scores (score must be greater than or equal to 39.34).
- National School Lunch Program: At least 75% of public-school students in the project area are eligible to receive free or reduced-price meals under the National School Lunch Program. Data is available at the [California Department of Education website](#). Applicants using this measure must indicate how the project benefits the school students in the project area. Project must be located within two miles of the school(s) represented by this criterion.
- Healthy Places Index: The Healthy Places Index includes a composite score for each census tract in the State. The higher the score, the healthier the community conditions based on 25 community characteristics. The scores are then converted to a percentile to compare it to other

tracts in the State. A census tract must be in the 25th percentile or less to qualify as a disadvantaged community. The live map and the direct data can both be found on the [California Healthy Places Index website](#).

- Median Household Income
- SB 353 Disadvantaged Community (CalEnviroScreen)
- National School Lunch Program
- Healthy Places Index
- Other (If you believe that the project benefits a disadvantaged community, but the project does not meet the mentioned criteria due to a lack of accurate information, the District may attach another means of qualifying for consideration)
- Not Applicable

## 20. Native American Land\*

Is the project located in a Native American Land, OR does the project provide benefits to a Native American Land? [Please use the Native American Land Viewer Map](#).

- Located in Native American Land
- Provides Benefits to Native American Land
- Is Not Located in/Does not Provide Benefits to Native American Land

## 21. Benefits to Native American Land

If the project is either located in or provides benefits to a Native American Land, please describe the benefits below.

## 22. Safe Routes to School

Describe how the project is within two miles of a public school or within the vicinity of a public-school bus stop (this does not apply to NI projects with no traffic education or enforcement activities). Demonstrate how the project directly increases safety and convenience for public school students to walk and/or bike to school. (APPLIES TO SAFE ROUTES TO SCHOOL PROJECTS ONLY).

## 23. Recreational Trails

Describe how the project serves active transportation purposes (such as multi-use paths, Class I bikeways, etc.) that may include, but are not primarily, recreational in nature. (APPLIES TO TRAIL PROJECTS ONLY).

### III. Funding Information

#### 24. Project Funding Table

Please fill out applicable cells in the table below to indicate funding requests and related information.

Project Phase	Total Project Costs (\$1,000s)	Total ATP Funding Request (\$1,000s)	Project Funding					Future Local Identified Funding (\$1,000s)
			ATP Allocation Fiscal Year	Total Non-ATP Funding (\$1,000s)	Non-Participating Funding (\$1,000s)	"Prior" ATP Funding (\$1,000s)	Leveraging Funding (\$1,000s)	
PA&ED	\$	\$		\$	\$	\$	\$	\$
PS&E	\$	\$		\$	\$	\$	\$	\$
R/W	\$	\$		\$	\$	\$	\$	\$
CON	\$	\$		\$	\$	\$	\$	\$
NI-CON	\$	\$		\$	\$	\$	\$	\$
<b>TOTAL</b>	\$	\$		\$	\$	\$	\$	\$

ATP Cycle 6 Caltrans Project Nomination Intake Form Worksheet  
 Division of Transportation Planning  
 Office of Strategic Investment Planning  
 August 2021

## IV. Political Information

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### 25. Congressional Information\*

Please select all Congressional District(s) associated with the project location. For reference:  
<https://www.govtrack.us/congress/members/map>

### 26. Key Stakeholders\*

Please list key stakeholders.

### 27. Other Political Considerations

Please describe any other political considerations, such as any political groups or members that support/do not support the project. If there is significant opposition to the project, applicants should summarize any major points of concern raised by the opposition and provide a response.



## V. Project Narratives

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### 28. Benefit to Disadvantaged Communities and Advancing Equity

Describe the benefits to the disadvantaged community because of this project. Consistent with CAPTI, please describe how the project advances equity, eliminates transportation burdens for low-income communities, communities of color, people with disabilities, and other disadvantaged groups. Please describe the project's direct benefits to these communities. Explain how the disadvantaged community residents will have physical access to the project. Explain how these groups were involved in early decision-making, and/or explain future active engagement with the community. Address any issues of displacement that may occur because of this project, if applicable.

### 29. Need

Describe the issue(s) and deficiencies that this project will address. How will the proposed project benefit non-motorized users? What is the project's desired outcome and how will the project best deliver that outcome? How will the project increase walking and/or biking? Describe the identification of walking and bicycling routes to and from schools, transit facilities, community and employment centers, and other key destinations, including increasing and improving the connectivity and mobility of non-motorized users that the project addresses. Consistent with CAPTI, does the project close a gap, 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? Does the project provide connections to, or addresses a deficiency in an active transportation network or meets an important community need? If so, please describe.

### 30. Safety

Consistent with CAPTI, please describe how the project makes safety improvements to reduce the number and/or rate or the risk of pedestrian and bicyclist fatalities and severe injuries toward zero on our roadways 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 safety-systems approach. Please include the identification of safety hazards for pedestrians and bicyclists and how the project is mitigating those hazards.

### 31. Public Participation and Planning

Identify the community-based public participation process that culminated in the project proposal, which may include noticed meetings and consultation with local stakeholders. Please include evidence on how the local participation process (including the participation of disadvantaged community stakeholders) resulted in the identification and prioritization of the proposed project. Illustrate and provide documentation for how the project was requested or supported by the disadvantaged community residents. If there is significant opposition to the project, applicants should summarize any major points of concern raised by the opposition and provide a response.

## 32. Context Sensitive Bikeways/Walkways and Innovative Project Elements

Describe how the project uses the “recognized best” solutions appropriate for the local community context, incorporates innovative features, and/or why the context of the project best lends itself to standard treatments/features. Does this project propose any solutions that are new to their region? As you address this question consider the following:

- The posted speed limits and actual speed
- The existing and future motorized and non-motorized traffic volume
- The widths for each facility
- The adjacent land use, and
- How the project is advancing a low(er) stress environment on each facility or a low stress network
  - What is the current stress level? (low, medium, or high?)
  - If the stress level is medium or high, is the project going beyond minimum design standards to maximize potential users of all ages and abilities?

## 33. Transformative Projects

Describe how your project will transform the non-motorized environment? Address the potential for this project to support existing and planned housing, especially affordable housing. Consistent with CAPTI, explain how the project promote compact infill development by supporting housing for low-income residents near job centers, provide walkable communities, and address affordability to reduce the housing-transportation cost burden and auto trips? How does the project encourage users to choose active transportation over auto travel (mode shift)? Does the project help reduce GHG and/or VMT?

## VI. Contact Information

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### 34. Primary Contact Information\*

First Name

Last Name

Title

E-Mail Address

Phone Number

### 35. Secondary Contact Information

First Name

Last Name

Title

E-Mail Address

Phone Number

## VII. Supporting Documents

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36. Please upload supporting documents to the Smartsheet form. \*

**Required:**

- **Project Nominations Intake Form Worksheet (THIS FORM)**
- **Project Map**

Optional: Project Fact Sheet, Community Engagement Information/Documentation, etc.

## D.2 SB 1 SCCP & TCEP Nomination Intake Form

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION  
**SCCP AND TCEP CYCLE 3 PROJECT NOMINATION INTAKE FORM**

DIVISION OF TRANSPORTATION PLANNING

Rev 11/16/2021

Date:

<b>Project Information</b>						<b>Primary Contact Information</b>	
EA <input type="text"/>	PPNO <input type="text"/>	EFIS ID <input type="text"/>				Name: <input type="text"/>	
						Email: <input type="text"/>	
<b>Location Description</b> <input type="checkbox"/> On System <input type="checkbox"/> Off System (add Location under Project Description)						<b>Select Program Type</b>	
District <input type="text"/>	County <input type="text"/>	Route <input type="text"/>	Prefix <input type="text"/>	PM Back Suffix <input type="text"/>	Prefix <input type="text"/>	PM Forward Suffix <input type="text"/>	<input type="checkbox"/> SCCP (Complete Page 2)
						<input type="checkbox"/> TCEP (Complete Page 3)	
<b>Project Name</b>							
<b>Project Description</b>							
<b>Please select all applicable modes</b>							
<input type="checkbox"/> Bike/Pedestrian <input type="checkbox"/> Complete Street <input type="checkbox"/> Grade Crossing <input type="checkbox"/> Highway <input type="checkbox"/> Highway (Freight) <input type="checkbox"/> ITS <input type="checkbox"/> Managed Lanes <input type="checkbox"/> Rail (Passenger) <input type="checkbox"/> Rail (Freight) <input type="checkbox"/> Transit <input type="checkbox"/> Port/POE							
<b>List Regional Partners and Key Stakeholders</b>				Is the project in an adopted RTP/SCS? <input type="checkbox"/> Yes <input type="checkbox"/> No Is the project in the State Rail Plan? <input type="checkbox"/> Yes <input type="checkbox"/> No Does the project have committed federal funding? <input type="checkbox"/> Yes <input type="checkbox"/> No			
<b>Project Phase, Cost Estimates, and Schedule</b>							
Project Current Phase: <input type="text"/>				Total Project Cost (x\$1,000): <input type="text"/>			
RTL Date: <input type="text"/>				Construction Start Date: <input type="text"/>			
<b>Insert information if the project has received funding from Federal, State, Local, and/or Private sources</b>							
	Funding Agency	Funding Source	Amount (Committed)	Component(s) Funded			
Fund 1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>			
Fund 2	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>			
Fund 3	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>			
<b>If the project was previously submitted to other funding programs, but did not receive funding, please identify:</b>							
	Funding Agency	Funding Source	Amount (Committed)	Component(s) Funded			
Fund 1	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>			
Fund 2	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>			
Fund 3	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>			

## STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION

**PROJECT NOMINATION INTAKE SUPPLEMENTAL FORM FOR TCEP PROJECTS**

DIVISION OF TRANSPORTATION PLANNING


Rev 11/16/2021

 EA 

1.) Is the project in the California Freight Mobility Plan 2020 (CFMP)? <input type="checkbox"/> Yes <input type="checkbox"/> No										
2.) Is the project consistent with the CFMP goals? <input type="checkbox"/> Yes <input type="checkbox"/> No										
3.) Select one or more of the following high-performance freight attributes within the TCEP project? <ul style="list-style-type: none"> <li><input type="checkbox"/> Advanced Traveler Information Systems</li> <li><input type="checkbox"/> Border port of entry efficiency improvements</li> <li><input type="checkbox"/> Eco-routing</li> <li><input type="checkbox"/> Emissions reduction infrastructure for idling vehicles/vessels</li> <li><input type="checkbox"/> Freight rail system improvements</li> <li><input type="checkbox"/> Freight signal priority</li> <li><input type="checkbox"/> Freight specific climate resiliency components</li> <li><input type="checkbox"/> Freight, active transportation conflict reduction</li> <li><input type="checkbox"/> Port or railyard intermodal capacity/efficiency</li> <li><input type="checkbox"/> Public ZEV fueling facilities at sites</li> <li><input type="checkbox"/> Railroad management and operations systems</li> <li><input type="checkbox"/> Reduction of noise caused by freight movements</li> <li><input type="checkbox"/> Short sea shipping infrastructure</li> <li><input type="checkbox"/> Signal and rail freight yard/access spur improvements</li> <li><input type="checkbox"/> Truck climbing lanes</li> <li><input type="checkbox"/> Truck parking facilities</li> <li><input type="checkbox"/> Truck parking information and/or reservation systems</li> </ul>	4.) Select the corridor that your project area is located. <table style="width: 100%; border: none;"> <tr> <td><input type="checkbox"/> Bay Area</td> <td><input type="checkbox"/> Los Angeles/Inland Empire</td> </tr> <tr> <td><input type="checkbox"/> Central Coast</td> <td><input type="checkbox"/> San Diego/Border</td> </tr> <tr> <td><input type="checkbox"/> Central Valley</td> <td><input type="checkbox"/> Other</td> </tr> </table>	<input type="checkbox"/> Bay Area	<input type="checkbox"/> Los Angeles/Inland Empire	<input type="checkbox"/> Central Coast	<input type="checkbox"/> San Diego/Border	<input type="checkbox"/> Central Valley	<input type="checkbox"/> Other			
<input type="checkbox"/> Bay Area	<input type="checkbox"/> Los Angeles/Inland Empire									
<input type="checkbox"/> Central Coast	<input type="checkbox"/> San Diego/Border									
<input type="checkbox"/> Central Valley	<input type="checkbox"/> Other									
5.) Is the project located on a designated Critical Rural Freight Corridor (CRFC) or Critical Urban Freight Corridor (CUFC)? <ul style="list-style-type: none"> <li><input type="checkbox"/> CRFC</li> <li><input type="checkbox"/> CUFC</li> <li><input type="checkbox"/> Designation of CRFC/CUFC by the time of allocation</li> <li><input type="checkbox"/> Not located on CRFC nor CUFC</li> </ul>										
6.) Is the project located on or benefit the Primary Highway Freight System? <ul style="list-style-type: none"> <li><input type="checkbox"/> Yes - Project is located on the PHFS</li> <li><input type="checkbox"/> Yes - Project benefits the PHFS</li> <li><input type="checkbox"/> No - Project is not located on/project does not benefit the PHFS</li> </ul>										
7.) TCEP Funding Information Cycle 3 Funding Request (X\$1,000) <input style="width: 100px;" type="text"/> Cycle 3 Match Amount (X\$1,000) <input style="width: 100px;" type="text"/> Proposed Match Funding Source: <input style="width: 100%; height: 40px;" type="text"/>	9.) Identify the phase(s) for which funds are being requested <table style="width: 100%; border: none;"> <tr> <td><input type="checkbox"/> PA&amp;ED</td> <td><input type="checkbox"/> R/W Sup</td> <td><input type="checkbox"/> CON Sup</td> </tr> <tr> <td><input type="checkbox"/> PS&amp;E</td> <td><input type="checkbox"/> R/W Cap</td> <td><input type="checkbox"/> CON Cap</td> </tr> <tr> <td colspan="2"></td> <td><input type="checkbox"/> Other</td> </tr> </table> <p style="font-size: small;">If requesting pre-construction funds, will the project commence R/W acquisition or actual construction within 10 years of receiving pre-construction funds?*</p> <p style="text-align: right;"><input type="checkbox"/> Yes <input type="checkbox"/> No</p>	<input type="checkbox"/> PA&ED	<input type="checkbox"/> R/W Sup	<input type="checkbox"/> CON Sup	<input type="checkbox"/> PS&E	<input type="checkbox"/> R/W Cap	<input type="checkbox"/> CON Cap			<input type="checkbox"/> Other
<input type="checkbox"/> PA&ED	<input type="checkbox"/> R/W Sup	<input type="checkbox"/> CON Sup								
<input type="checkbox"/> PS&E	<input type="checkbox"/> R/W Cap	<input type="checkbox"/> CON Cap								
		<input type="checkbox"/> Other								
10.) How does the project improve freight movement										
10.a) Please support your response to the question above by providing quantitative data below.										
Throughput Freight Measures										
	Metric	Project Type	Results Change-Build vs No Build							
	Change In Truck Volume	Road								
	Change In Rail Volume	Rail								
	Change In Cargo Volume	Sea Port, Airport								

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EA

1.) Is the project included in a Comprehensive Multimodal Corridor Plan? <input type="checkbox"/> Yes <input type="checkbox"/> No	
2.) Select Strategic Interregional Corridor that is associated with the project. <ul style="list-style-type: none"> <li><input type="checkbox"/> San Diego/Mexico - Inland Empire</li> <li><input type="checkbox"/> Central Coast - Central Valley East/West Connectors</li> <li><input type="checkbox"/> North Coast - Northern Nevada</li> <li><input type="checkbox"/> Sacramento - Oregon</li> <li><input type="checkbox"/> High Desert - Eastern Sierras - Northern Nevada</li> <li><input type="checkbox"/> San Jose/San Francisco Bay Area - Sacramento - Northern Nevada</li> <li><input type="checkbox"/> San Jose/San Francisco Bay Area - North Coast</li> <li><input type="checkbox"/> Central Coast - San Jose/San Francisco Bay Area</li> <li><input type="checkbox"/> South Coast - Central Coast</li> <li><input type="checkbox"/> Southern California - Southern Nevada/Arizona</li> <li><input type="checkbox"/> San Jose/San Francisco Bay Area - Central Valley - Los Angeles</li> </ul>	1.a) If marked yes for number 1, click below and add screenshot of the project within the CMCP. <div style="border: 1px solid black; height: 150px; margin: 10px 0; display: flex; align-items: center; justify-content: center;">  </div> or provide a link of the project within CMCP. <div style="border: 1px solid black; height: 25px; margin-top: 5px;"></div>
3.) SCCP Funding Information <p>Cycle 3 Funding Request (X\$1,000) <input style="width: 100px;" type="text"/></p> <p>Cycle 3 Match Amount (X\$1,000) <input style="width: 100px;" type="text"/></p> <p>Proposed Match Funding Source:</p> <div style="border: 1px solid black; height: 40px; margin-top: 5px;"></div>	4.) Identify the component(s) for which funds are being requested (X \$1,000) <ul style="list-style-type: none"> <li><input type="checkbox"/> Construction Support <input style="width: 100px;" type="text"/></li> <li><input type="checkbox"/> Construction Capital <input style="width: 100px;" type="text"/></li> </ul>

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Consistency with Statewide Priorities and Goals

This section provides an assessment of the projects' consistency with statewide transportation priorities and goals, including the [Climate Action Plan for Transportation Infrastructure \(CAPTI\)](#).

1. Does the project demonstrate potential for **mode shift**, including to rail, transit, or active transportation?

2. How does the project impact single occupancy Vehicle Miles Travelled (VMT)?

3. Does the project include and document a meaningful **public engagement** process to traditionally underrepresented groups (including black, indigenous, and other people of color (BIPOC), low-income, environmental justice communities, and/or their Community Based Organizations) and **incorporate local communities needs** into the project?

4. Is the project located in one or more Disadvantaged Communities?

Please refer to the definitions and resources listed in the Project Nomination Form Guidance. Please use the mapping tools to search the project location, take a screenshot, and attach map(s) to the Smartsheet form.

- Median Household Income
- SB 535 Disadvantaged Community (CalEnviroScreen)
- National School Lunch Program
- Healthy Places Index
- Federally Recognized Tribal Lands
- Other/Regional Definition
- Not applicable

5. Does the project **reduce fatalities and severe injuries** for all users in alignment with the [Safe Systems approach](#)?

6. Does the project include and/or improve access to **Zero Emission Vehicle (ZEV)** charging or fueling infrastructure?



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7. Does the project improve **climate adaptation and resiliency** by addressing one or more climate risk(s) identified in the Caltrans District Vulnerability Assessments and Adaptation Priority Reports or a regional or local climate change adaptation plan?

8. Does the project minimize the impact on **natural resources and ecosystems**?

9. Does the project promote **infill development** and land use patterns while protecting residents and businesses from displacement?

10. General/Additional Comments or Narratives:

IMPORTANT: This worksheet must be submitted via the [Smartsheet form](#) by COB February 1, 2022.

### **D.3 State-Sponsored Non-SHOPP PID Nomination Intake Form**

Currently under development. The document will be posted on DOTP Office of Strategic Investment Planning website in January 2022.

## APPENDIX E: Preliminary Screening

### E.1 ATP Screening Checklist

#### Active Transportation Program Cycle 6 Preliminary Screening Criteria Checklist

- Project is consistent with adopted RTP
- Project is not fully funded (not supplementing funds)
- Project is an eligible project for ATP ([section 13 in 2020 ATP Guidelines](#))
- If applying for pre-construction phase, must also be applying for construction phase
- Projects must be coordinated and aligned with local and regional priorities. Must submit documentation.
- Project cannot be funded through SHOPP
- Minimum Request amount (\$250,000)

## E.2 SB 1 SCCP & TCEP Screening Checklist

### Solutions for Congested Corridor Program (SCCP) and Trade Corridor Enhancement Program (TCEP) Cycle 3 Preliminary Screening Criteria Checklist

#### SCCP

- Project in a Comprehensive Multimodal Corridor Plan
- VMT Analysis
- Project is in RTP/SCS
- Requesting CON only funding
- No general-purpose lanes
- Independent Utility & Ready to start CON by December 31, 2025

#### TCEP

- Align with CFMP Goals and Criteria
- VMT Analysis
- Project is in RTP/SCS
- Project is on or benefits PHFS, CRFC or CUFC by the time of allocation
- Approved PID (PA&ED request only)
- R/W Acquisition or CON within 10 years of allocation

## APPENDIX F: Scoring Criteria

### F.1 ATP Scoring Criteria

#### Active Transportation Program Cycle 6 Scoring Criteria

Scoring Criteria	Maximum Points
Community Need	40
Safety	20
Benefits to Disadvantaged Communities and Advancing Equity	20
Public Participation & Planning	10
Context Sensitive & Innovation	5
Transformative Projects	5
Leveraging	5
<b>Total</b>	<b>105</b>

## **F.2 SB 1 SCCP & TCEP Scoring Criteria**

Currently under development. The document will be posted on DOTP Office of Strategic Investment Planning website in January 2022.

## **F.3 State-Sponsored Non-SHOPP PID Scoring Criteria**

Currently under development. The document will be posted on DOTP Office of Strategic Investment Planning website in January 2022.

## F.4 2021 ITSP Scoring Criteria

The information in this section is also accessible [here](#).

The ITSP must provide direction on how to identify and rank projects for ITIP consideration. Project evaluation criteria is vital to the implementation of the ITSP. The criteria will be used to evaluate projects to ensure they meet the objectives and policies outlined in this plan, including meeting legislative requirements and executive orders.

The project evaluation criteria are based on CAPTI as well as the eight goals identified in this plan and the CTP 2050: safety, climate, equity, quality of life, accessibility, economy, environment, and infrastructure. These criteria may be refined before each STIP cycle to incorporate new policies, altered circumstances, and legislation changes.

The ITIP scoring criteria are one factor in project selection. The responses for each criteria question will receive a score based on the applicable scoring range and each project will receive a final evaluation score totaled across all criteria. Each scoring criterion is weighted equally, with a maximum of three points and a minimum of zero points possible. Scoring criteria questions and ranges may be adjusted for future ITIP cycles.

Table 14: ITIP Scoring Criteria

Interregional Transportation Improvement Program Scoring Criteria	California Transportation Plan 2050 - ITSP 2021 Goals	Scoring Range
<b>REQUIREMENT:</b> Does the project support a facility identified in a strategic interregional corridor summary?	N/A	N/A
Is the project on a priority interregional facility?	N/A	Yes - 3 points; No - 0 points
How does the project improve interregional travel (e.g. freight movement, intercity rail, etc.)?	Safety, Accessibility, Environment, Economy, Infrastructure	Significantly improve - 3 points; Moderately improve - 2 points; Minimally improve - 1 point; Does not improve - 0 points
Does the project demonstrate potential for interregional travel mode shift, including to rail, transit, or active transportation?	Safety, Climate, Equity, Accessibility, Environment, Quality of Life, Environment, Economy, Infrastructure	High potential - 3 points; Medium potential - 2 points; Low potential - 1 point; No potential identified - 0 points
How does the project impact single occupancy vehicle miles traveled (VMT)?	Safety, Climate, Equity, Environment, Quality of Life, Environment	Significantly reduce VMT - 3 points; Moderately reduce VMT - 2 points; No Significant increase in VMT - 1 point; Significant increase in VMT - 0 points
How does the project include and document a meaningful public engagement process to traditionally underrepresented groups (including black, indigenous, and other people of color (BIPOC)), low income, environmental justice communities, and/or their Community Based Organizations) and incorporate local community needs into the project?	Safety, Equity, Accessibility, Environment, Quality of Life, Economy	Incorporates all needs - 3 points; Incorporates some needs - 2 points; Incorporates limited needs - 1 point; Did not consider community needs - 0 points

Interregional Transportation Improvement Program Scoring Criteria	California Transportation Plan 2050 - ITSP 2021 Goals	Scoring Range
How does the project impact public health, including from a racial equity standpoint?	Safety, Equity, Accessibility, Environment, Quality of Life, Economy	Effectively address public health factors - 3 points; Moderately addresses public health factors - 2 points; Minimally addresses public health factors - 1 point; Does not consider factors - 0 points
Does the project make an improvement to an emergency evacuation route identified in an emergency plan/hazard mitigation plan or strategy using an approach that is supported by state/local emergency services?	Safety, Climate, Equity, Accessibility, Environment, Quality of Life, Environment, Economy, Infrastructure	Makes a significant improvement with a strategic approach - 3 points; Makes a moderate improvement - 2 points; Makes a minimal improvement - 1 point; Not an emergency evacuation route - 0 points
Does the project reduce fatalities and severe injuries for all users in alignment with the Safe Systems approach?	Safety, Equity, Accessibility, Environment, Quality of Life, Infrastructure	Significantly reduce - 3 points; Moderately reduce - 2 points; Does not increase or reduce - 1 point; Increases - 0 points
Does the project include and/or improve access to zero emission charging or fueling infrastructure?	Climate, Equity, Accessibility, Environment, Economy, Infrastructure	Substantial zero-emission charging or fueling infrastructural improvements/including installation of new equipment - 3 points; The project includes moderate improvements/access to ZEV infrastructure - 2 points; The project minimally addresses ZEV infrastructural needs - 1 point; Does not address ZEV infrastructure - 0 points

Interregional Transportation Improvement Program Scoring Criteria	California Transportation Plan 2050 - ITSP 2021 Goals	Scoring Range
Does the project improve climate adaptation and resiliency by addressing one or more climate risk(s) identified in the Caltrans District Vulnerability Assessments and Adaptation Priority Reports or a regional or local climate change adaptation plan?	Climate, Equity, Environment, Quality of Life, Environment	Identifies climate risk(s) to the system and significantly improves resiliency and adaptation - 3 points; Identifies climate risk(s) to the system and adequately improves resiliency and adaptation - 2 points; Minimally identifies/addressed resiliency and adaptation needs - 1 point; Does not consider climate change resiliency and adaptation - 0 points
Does the project minimize the impact on natural resources and ecosystems?	Climate, Equity, Environment, Quality of Life, Environment	Significant positive benefits - 3 points; Moderate positive benefits - 2 points; Minimal positive benefits - 1 point; Negative impacts - 0 points
Does the project leverage SHOPP investment or other maintenance or rehabilitation funds for the purpose of maintaining or rehabilitating assets in fair or poor condition within the project limits?	Safety, Climate, Equity, Accessibility, Environment, Environment, Economy, Infrastructure	Leverages significant investment from SHOPP and/or other funding sources for rehabilitating/maintaining assets - 3 points; Leverages some investment from SHOPP and/or other funding sources for rehabilitating/maintaining assets - 2 points; Leverages minimal investment from SHOPP/other sources for rehabilitating/maintaining assets - 1 point; No rehabilitating/maintaining investments for assets - 0 points
Does the project leverage partner funds?	Infrastructure	Greater than 50% of project OR of RTP funds made available - 3 points; Between 26% and 50% of project OR of RTP funds made available - 2 points; Between 5% and 25% of project OR of RTP funds made available - 1 point; less than 5% of project OR of RTP funds made available - 0 points
How does the project impact the economy?	Economy	Significant positive impact - 3 points; Moderate positive impact - 2 points; Minimal positive impact - 1 point; No impact or negative impact - 0 points



# APPENDIX G: Scoring Rubric

## G.1 ATP Scoring Rubric

### Active Transportation Program Scoring Rubrics: Community Need

Points*	Project Demonstrates and Addresses Community Need
4	<p>The District <b>compellingly and clearly</b> demonstrates and addresses community need in the project area, and documents <b>all</b> of the following in a clear narrative:</p> <ul style="list-style-type: none"> <li>• the lack of connectivity, AND • the lack of mobility for non-motorized users, AND • Addresses local health concerns, AND • Implements CAPTI, by closing a gap, 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, that provides connections to, or addresses a deficiency in an active transportation network or meets an important community need, AND • Demonstrates the transportation needs of students of all ages, including high school and college/community college, AND</li> <li>• For projects benefiting a disadvantaged community – the need for the project in that community including transit facilities, community and employment centers, and other key destinations</li> </ul>
3	<p>The District <b>duly</b> demonstrates and addresses community need in the project area, and documents only 2 of the following clearly, and at least one other one partially:</p> <ul style="list-style-type: none"> <li>• the lack of connectivity, AND • the lack of mobility for non-motorized users, AND • Addresses local health concerns, AND • Implements CAPTI, by closing a gap, 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, that provides connections to, or addresses a deficiency in an active transportation network or meets an important community need, AND • Demonstrates the transportation needs of students of all ages, including high school and college/community college, AND</li> <li>• For projects benefiting a disadvantaged community – the need for the project in that community including transit facilities, community and employment centers, and other key destinations</li> </ul>
2	<p>The District <b>somewhat</b> demonstrates and addresses community need in the project area, and documents only 1 of the following clearly, and at least one other partially:</p> <ul style="list-style-type: none"> <li>• the lack of connectivity, and • the lack of mobility for non-motorized users, AND • Addresses local health concerns, AND • Implements CAPTI, by closing a gap, 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, that provides connections to, or addresses a deficiency in an active transportation network or meets an important community need, AND • Demonstrates the transportation needs of students of all ages, including high school and college/community college, AND</li> <li>• For projects benefiting a disadvantaged community – the need for the project in that community including transit facilities, community and employment centers, and other key destinations</li> </ul>
1	<p>The District <b>minimally</b> demonstrates and addresses community need in the project area, and partially documents 1 of the following:</p> <ul style="list-style-type: none"> <li>• the lack of connectivity, and • the lack of mobility for non-motorized users, AND • Addresses local health concerns, AND • Implements CAPTI, by closing a gap, 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, that provides connections to, or addresses a deficiency in an active transportation network or meets an important community need, AND • Demonstrates the transportation needs of students of all ages, including high school and college/community college, AND</li> <li>• For projects benefiting a disadvantaged community – the need for the project in that community including transit facilities, community and employment centers, and other key destinations</li> </ul>
0	Project has no benefits to Community Need

\*weight of 10

## Active Transportation Program Scoring Rubrics: Safety

Points*	Project Improves Safety
4	<p>The project is consistent with CAPTI, by implementing safety improvements to reduce the number and/or rate or the risk of pedestrian and bicyclist fatalities and severe injuries toward zero on our roadways 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 safety-systems approach.</p> <p>The District demonstrated this by <b>clearly and convincingly</b> providing that:</p> <ul style="list-style-type: none"> <li>•The overall number of collisions is significant and that collision trends, collision types, or collision details will be positively impacted by the proposed safety improvements, AND</li> <li>• The District has described safety remedies for each need and how it will mitigate the potential for future non-motorized crashes in the area of the project, AND</li> <li>• The proposed safety features have a proven track record for addressing the past crash/safety needs, AND</li> <li>• There are significant safety threats to pedestrians and/or bicycles that can be mitigated by ATP eligible improvements.</li> </ul>
3	<p>The project is consistent with CAPTI, by implementing safety improvements to reduce the number and/or rate or the risk of pedestrian and bicyclist fatalities and severe injuries toward zero on our roadways 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 safety-systems approach.</p> <p>The District demonstrated this <b>fairly well</b> by providing that:</p> <ul style="list-style-type: none"> <li>•The overall number of collisions is significant and that collision trends, collision types, or collision details will be positively impacted by the proposed safety improvements, AND</li> <li>• The District has described safety remedies for each need and how it will mitigate the potential for future non-motorized crashes in the area of the project, AND</li> <li>• The proposed safety features have a proven track record for addressing the past crash/safety needs, AND</li> <li>• There are significant safety threats to pedestrians and/or bicycles that can be mitigated by ATP eligible improvements.</li> </ul>
2	<p>The project is consistent with CAPTI, by implementing safety improvements to reduce the number and/or rate or the risk of pedestrian and bicyclist fatalities and severe injuries toward zero on our roadways 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 safety-systems approach.</p> <p>The District demonstrated this <b>adequately</b> by providing that:</p> <ul style="list-style-type: none"> <li>•The overall number of collisions is significant and that collision trends, collision types, or collision details will be positively impacted by the proposed safety improvements, AND</li> <li>• The District has described safety remedies for each need and how it will mitigate the potential for future non-motorized crashes in the area of the project, AND</li> <li>• The proposed safety features have a proven track record for addressing the past crash/safety needs, AND</li> <li>• There are significant safety threats to pedestrians and/or bicycles that can be mitigated by ATP eligible improvements.</li> </ul>
1	<p>The project is consistent with CAPTI, by implementing safety improvements to reduce the number and/or rate or the risk of pedestrian and bicyclist fatalities and severe injuries toward zero on our roadways 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 safety-systems approach.</p> <p>The District demonstrated this <b>minimally</b> by providing that:</p> <ul style="list-style-type: none"> <li>•The overall number of collisions is significant and that collision trends, collision types, or collision details will be positively impacted by the proposed safety improvements, AND</li> <li>• The District has described safety remedies for each need and how it will mitigate the potential for future non-motorized crashes in the area of the project, AND</li> <li>• The proposed safety features have a proven track record for addressing the past crash/safety needs, AND</li> <li>• There are significant safety threats to pedestrians and/or bicycles that can be mitigated by ATP eligible improvements.</li> </ul>
0	Project has no benefits to Community Need

\*weight of 5

### Active Transportation Program Scoring Rubrics: Disadvantage Community and Equity

Section A + Section B = Total Score	
Section A	Section B
Points*	Points*
Project will result in a direct benefit to a Disadvantaged Community and Advances Equity	Nomination demonstrate the project is located within a DAC
4	2
<p>The District • Explains how the disadvantaged community residents will have physical access to the project, AND • Implements CAPTI by advancing equity, eliminates transportation burdens for low-income communities, communities of color, people with disabilities, and other disadvantaged groups, AND • Illustrates and documents how the project was requested or supported by the disadvantaged community residents, AND • The application includes attachments that show evidence of thorough engagement and outreach, resulting in input and buy-in from the disadvantaged community.</p>	<p>Project location(s) are/is fully (100%) located within a DAC.</p>
3	1
<p>The District addresses at least <b>three</b> of the following: • Explains how the disadvantaged community residents will have physical access to the project, AND • Implements CAPTI by advancing equity, eliminates transportation burdens for low-income communities, communities of color, people with disabilities, and other disadvantaged groups, AND • Illustrates and documents how the project was requested or supported by the disadvantaged community residents, AND • The application includes attachments that show evidence of thorough engagement and outreach, resulting in input and buy-in from the disadvantaged community.</p>	<p>Project location(s) are/is partially (less than 100%) within a DAC.</p>
2	0
<p>The District addresses at least <b>two</b> of the following: • Explains how the disadvantaged community residents will have physical access to the project, AND • Implements CAPTI by advancing equity, eliminates transportation burdens for low-income communities, communities of color, people with disabilities, and other disadvantaged groups, AND • Illustrates and documents how the project was requested or supported by the disadvantaged community residents, AND • The application includes attachments that show evidence of thorough engagement and outreach, resulting in input and buy-in from the disadvantaged community.</p>	<p>None of the project location(s) are/is within a DAC.</p>
1	
<p>The District minimally address: • Explains how the disadvantaged community residents will have physical access to the project, AND • Implements CAPTI by advancing equity, eliminates transportation burdens for low-income communities, communities of color, people with disabilities, and other disadvantaged groups, AND • Illustrates and documents how the project was requested or supported by the disadvantaged community residents, AND • The application includes attachments that show evidence of thorough engagement and outreach, resulting in input and buy-in from the disadvantaged community.</p>	
0	
<p>Project has no benefits to Disadvantage Communities or Advancing Equity</p>	

\*weight is based of severity (see below)

\*weight of 3

Severity Weight	
0	Greater than 80% of the MHI greater than \$56,982.40
1	75% through <80% of MHI \$53,421 through \$56,982.40
2	70% through <75% of MHI \$49,859.60 through \$53,421
3	65% through <70% of MHI \$46,298.20 through \$49,859.60
4	< 65% of MHI less than \$46,298.20
<b>CalEnviroScreen Criteria</b>	
0	Above 25% most disadvantaged less than 39.34
1	20% through 25% most disadvantaged 39.34 through 42.86
2	15% through < 20% most disadvantaged 42.87 through 46.63
3	10% through < 15% most disadvantaged 46.64 through 51.18
4	< 10% most disadvantaged 51.19 through 94.05
<b>Free or Reduced Lunches</b>	
0	Less than 75% of students receive free or reduced lunches
1	≥ 75% through 80% of students receive free or reduced lunches
2	> 80% through 85% of students receive free or reduced lunches
3	> 85% through 90% of students receive free or reduced lunches
4	> 90% of students receive free or reduced lunches
<b>Healthy Places Index Score</b>	
0	Healthy Places Index Score above 25 Percentile
1	Healthy Places Index Score 20 through 25 Percentile
2	Healthy Places Index Score 15 through <20 Percentile
3	Healthy Places Index Score 10 through <15 Percentile
4	Healthy Places Index Score <10 Percentile
<b>Other DAC Criteria</b>	
0 or 1	Other MHI or CalEnviroScreen Assessment If the District believes a project benefits a disadvantaged community but the project does not meet the aforementioned criteria due to a lack of accurate Census data or CalEnviroScreen data that represents a small neighborhood or unincorporated area, the applicant must submit for consideration a quantitative assessment, to demonstrate that the community's median household income is at or below 80% of that state median household income.
0 or 1	Regional Definition If the District believes a project benefits a disadvantaged community based on an adopted regional definition, the applicant must submit for consideration the regional definition, as well as how their specific community qualifies under that definition.
4	Federally Recognized Tribal Lands Projects located within Federally Recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria).

## Active Transportation Program Scoring Rubrics: Public Participation

Section A + Section B + Section C = Total Score			
Section A		Section B	
Points*	Public Participation	Points	Community Feedback
3	The District clearly and convincingly demonstrates that: <ul style="list-style-type: none"> <li>• The project scope was developed through a comprehensive technical planning process appropriate for the complexity and magnitude of the project, and that allowed for public input to shape the project,</li> <li>• The planning process considered the existing and future needs of the project users and transportation system,</li> <li>• The outreach and engagement process utilized has been ongoing and shows continued stakeholder support,</li> <li>• The planning process was effectively integrated into the public participation process.</li> </ul>	3	The District clearly and convincingly demonstrates that: <ul style="list-style-type: none"> <li>• The project scope is fully supported by the feedback received during the public participation and planning process,</li> <li>• This process was fully utilized to identify and improve the project's overall effectiveness,</li> <li>• The public participation and planning process was fully utilized to ensure the project is one of the highest community vs. regional active transportation priorities.</li> </ul>
2	The District sufficiently: <ul style="list-style-type: none"> <li>• Describes who was engaged in the identification and development of the project,</li> <li>• Documents that the engagement included all appropriate levels of public and governmental stakeholders,</li> <li>• Shows that the stakeholders engaged was/is appropriate for the magnitude of the project,</li> <li>• Documented the outreach and engagement,</li> <li>• Shows in the attachments that the applicant sufficiently engaged the stakeholders the project is supposed to be benefitting, including the disadvantaged community (when applicable),</li> <li>• Explains that the meetings and events were accessible and effectively engaged some project stakeholders.</li> </ul>	2	<ul style="list-style-type: none"> <li>• The project scope is somewhat supported by the feedback received during the public participation and planning process,</li> <li>• This process has somewhat improved the project's effectiveness</li> <li>• The project may or may not be one of the highest community vs. regional active transportation priorities.</li> </ul>
1	The District minimally addresses between 1-2 items: <ul style="list-style-type: none"> <li>• Describes who was engaged in the identification and development of the project,</li> <li>• Documents that the engagement included public and governmental stakeholders,</li> <li>• Shows that the stakeholders engaged was/is appropriate for the magnitude of the project,</li> <li>• Documented the outreach and engagement,</li> <li>• Shows in the attachments that the applicant engaged the stakeholders the project is supposed to be benefitting, including the disadvantaged community (when applicable),</li> <li>• Explains that the meetings and events were accessible and engaged stakeholders.</li> </ul>	1	<ul style="list-style-type: none"> <li>• The project scope is minimally supported by the feedback received during the public participation and planning process,</li> <li>• This process has minimally improved the project's effectiveness</li> <li>• The project is not the highest community vs. regional active transportation priorities.</li> </ul>
0	The District does not in any way describe and documents the outreach and engagement and does not specify the stakeholders that were engaged	0	The District does not in any way prove project scope is supported by the feedback received during the public participation and planning process
*weight of 2			
Section C			
Points	Continue Engagement		
1	The District demonstrates that project stakeholders will continue to be engaged in the implementation of the project/program/plan.		
0	Project stakeholders will not continue to be engaged in the implementation of the project/program/plan.		

## Active Transportation Program Scoring Rubrics: Context Sensitive and Innovation

Points	Context Sensitivity and Innovation
5	<p>The District clearly and convincingly demonstrates that:</p> <ul style="list-style-type: none"> <li>• Recognized best solutions were employed in this project, and</li> <li>• The project is proposing innovative solutions to best address the project’s issues/needs, including stating the physical and operational attributes such as speed/width/volumes or</li> <li>• Recognized best solutions were employed and innovative elements were considered; and the reason for not selecting the innovative elements is very clear and compelling.</li> </ul>
3 - 4	<ul style="list-style-type: none"> <li>• Recognized best solutions were employed in this project, and/or</li> <li>• The project is proposing innovative solutions, or</li> <li>• Viable innovative elements were considered and the explanation for not selecting the innovations is noted.</li> </ul>
1 - 2	<ul style="list-style-type: none"> <li>• Recognized best solutions were employed, and/or</li> <li>• Innovative elements were considered but not selected and no explanation was given.</li> </ul>
0	<p>Solutions are not appropriate to maximize user comfort, and innovative solutions were not proposed, or the reason for not selecting the innovations was not explained.</p>

## Active Transportation Program Scoring Rubrics: Transformative

Points	Transformative Projects
5	<p>The District clearly and convincingly demonstrates that:</p> <ul style="list-style-type: none"> <li>• The project is transforming the non-motorized environment, and/or</li> <li>• This project is being combined with other projects or policy(ies) to make a transformative change.</li> </ul> <p>The applicant clearly and convincingly addressed how it is consistent with CAPTI by:</p> <ul style="list-style-type: none"> <li>• Explaining the potential for the project to support the existing and planned housing developments, especially affordable housing for low-income residents near job centers, provide walkable communities, and address affordability to reduce the housing-transportation cost burden and auto trips.</li> <li>• Demonstrating how the project encourage users to choose active transportation over auto travel (mode shift)</li> <li>• Demonstrating how the project reduces GHG and/or VMT</li> </ul>
3 - 4	<p>The District sufficiently demonstrates that:</p> <ul style="list-style-type: none"> <li>• The project is transforming the non-motorized environment, and/or</li> <li>• This project is being combined with other projects or policy(ies) to make a transformative change.</li> </ul> <p>The applicant sufficiently addressed how it is consistent with CAPTI by:</p> <ul style="list-style-type: none"> <li>• Explaining the potential for the project to support the existing and planned housing developments, especially affordable housing for low-income residents near job centers, provide walkable communities, and address affordability to reduce the housing-transportation cost burden and auto trips.</li> <li>• Demonstrating how the project encourage users to choose active transportation over auto travel (mode shift)</li> <li>• Demonstrating how the project reduces GHG and/or VMT</li> </ul>
1 - 2	<p>The District somewhat demonstrates that:</p> <ul style="list-style-type: none"> <li>• The project is transforming the non-motorized environment, and/or</li> <li>• This project is being combined with other projects or policy(ies) to make a transformative change.</li> </ul> <p>The applicant did not adequately addressed how it is consistent with CAPTI by:</p> <ul style="list-style-type: none"> <li>• Explaining the potential for the project to support the existing and planned housing developments, especially affordable housing for low-income residents near job centers, provide walkable communities, and address affordability to reduce the housing-transportation cost burden and auto trips.</li> <li>• Demonstrating how the project encourage users to choose active transportation over auto travel (mode shift)</li> <li>• Demonstrating how the project reduces GHG and/or VMT</li> </ul>
0	<p>The District did not show that the project will have a transformative effect on the non-motorized environment.</p>

## Active Transportation Program Scoring Rubrics: Leveraging

Points	Amount Leverage*
1	At least 1% to 5% of total project cost
2	More than 5% to less than 10% of total project cost
3	More than 10% to 15% of total project cost
4	More than 15% to 20% of total project cost
5	More than 20% of total project cost

\*Districts must attach something to show proof of leveraging.

## **G.2 SB 1 SCCP & TCEP Scoring Rubric**

Currently under development. The document will be posted on DOTP Office of Strategic Investment Planning website in January 2022.

## **G.3 State-Sponsored Non-SHOPP PID Scoring Rubric**

Currently under development. The document will be posted on DOTP Office of Strategic Investment Planning website in January 2022.

## **APPENDIX H: Scoring Sheet**

Currently under development. The document will be posted on DOTP Office of Strategic Investment Planning website in January 2022.

## **APPENDIX I: LOS Signature Authority Decision Tree**

Currently under development. The document will be posted on DOTP Office of Strategic Investment Planning website in January 2022.