



# Implementation Progress Report

2020 / 2021





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# CTP 2050 Recommendations



- 1 Enhance access to safe and convenient active transportation options.



- 2 Improve transit, rail, and shared mobility options.



- 3 Expand access to jobs, goods, services, and education.



- 4 Advance transportation equity.



- 5 Enhance transportation system resiliency.



- 6 Enhance transportation safety and security.



- 7 Improve goods movement systems and infrastructure.



- 8 Advance Zero-Emissions Vehicle (ZEV) technology and supportive infrastructure.



- 9 Manage the adoption of connected and autonomous vehicles.



- 10 Price roadways to improve the efficiency of auto travel.



- 11 Encourage efficient land use.



- 12 Expand protection of natural resources and ecosystems.



- 13 Strategically invest in state of good repair improvements.



- 14 Seek sustainable, long-term transportation funding mechanisms.



# 01 Importance of CTP Implementation



CTP presents a vision for California's transportation system to achieve an array of statewide goals, including our statutory commitments to reduce greenhouse gas (GHG) emissions. Using the CTP goals as a policy framework and technical analysis of future GHG reduction scenarios, 14 Recommendations were developed for the plan. These recommendations represent the key actions the State should pursue to achieve the CTP's vision. Caltrans leads the implementation of the CTP and its recommendations in collaboration with other State, regional, and local agencies. While the CTP itself is fiscally unconstrained, implementation of the Plan will occur in a fiscally constrained environment. Partnership is key to development of the CTP vision, as Caltrans cannot implement the full array of transportation actions in the plan on its own. Furthermore, there are many social, land use, and economic actions that our partners undertake that impact transportation and that are critical to our shared success. This report provides a vehicle to measure and track the progress of implementing the CTP statewide.

The CTP addresses emerging issues created by the COVID-19 pandemic and long-standing issues of systemic injustice. The CTP also shows what California must do to reduce transportation sector GHG emissions to 80 percent below 1990 levels by 2050, and reduce transportation sector air pollution emissions sufficiently to meet State and federal air quality standards. Although there are no specific consequences for not achieving State climate targets, failure to attain National Ambient Air Quality Standards will result in Clean Air Act sanctions that would lead to potential loss in annual federal transportation funding. Implementing the CTP will require ongoing coordination between Caltrans' internal divisions and programs as well as effective coordination with external partners.

## HOW THE CTP ALIGNS WITH THE CAPTI

In alignment with and building off of the goals outlined in the CTP 2050, the California State Transportation Agency's (CalSTA) CAPTI details a holistic investment framework and outlines accompanying strategies and actions on how the State should invest billions of dollars of transportation funding where state agencies play a role in project selection or nomination. The CAPTI investment framework, strategies, and actions help the transportation sector aggressively



combat and adapt to the climate crisis, while supporting public health, safety, and social equity goals.

CAPTl builds on Executive Orders signed by Governor Gavin Newsom in 2019 and 2020 targeted at reducing GHG emissions in transportation, which account for more than 40 percent of all polluting emissions, to reach the state's ambitious climate goals.

- ▶ [EO N-19-19](#) directs CalSTA to leverage discretionary state transportation funds to reduce GHG emissions in the transportation sector and adapt to climate change.
- ▶ [EO N-79-20](#) reaffirms the state's commitment to implementing EO N-19-19, and sets a date no later than July 15, 2021, for CalSTA to "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."

While CAPTI focuses on how to leverage State transportation infrastructure investments, the CTP focuses on a broader set of transportation strategies to meet our State goals. To this end, a project that implements CAPTI will also implement the CTP recommendations. To ensure continued alignment between the CTP and CAPTI, both Caltrans and CalSTA are committed to collaborating to adapt and modify CTP implementation efforts as needed.

Listed below are each of the CAPTI actions led or co-led<sup>1</sup> by Caltrans:

- ▶ S1.3 – Fast Track New CAPTI Aligned Projects in Early Planning Phases by Adding Them to ITIP
- ▶ S2.1 – Implement the California Integrated Travel Project\*
- ▶ S2.2 – Identify A Long-Term Strategic Funding Pathway Across All Funding Opportunities to Realize the State Rail Plan\*
- ▶ S2.3 – Accelerate TIRCP Cycles to Support Transit Recovery with Deployment of ZEV Transit/Rail Fleets and Transit/Rail Network Improvements\*
- ▶ S2.4 – Increase Funding to Active Transportation Program\*
- ▶ S3.1 – Establish Transportation Equity and Environmental Justice Advisory Committee(s)\*
- ▶ S3.2 – Strengthen and Expand Coordinated, Targeted Technical Assistance on State Transportation Funding Programs
- ▶ S3.3 – Lift Up and Mainstream Community Engagement Best Practices
- ▶ S3.4 – Develop and Utilize Equity Index to Assist in Evaluation or Prioritization of Caltrans Projects
- ▶ S4.1 – Develop and Implement the CSIS to Align Caltrans Project Nominations in with the CAPTI Investment Framework
- ▶ S4.2 – Align ITSP with CAPTI Investment Framework

<sup>1</sup> All CAPTI actions with an asterisk are co-led by Caltrans.



- ▶ S4.3 – Update the 2023 SHSMP to Meaningfully Advance CAPTI Investment Framework
- ▶ S4.4 – Re-focus Caltrans Corridor Planning Efforts to Prioritize Sustainable Multimodal Investments in Key Corridors of Statewide and Regional Significance
- ▶ S4.5 – Develop and Implement Caltrans Climate Action Plan (CCAP)
- ▶ S4.6 – Incorporate ZE Freight Infrastructure Needs in California Freight Mobility Plan (CFMP)
- ▶ S5.1 – Develop Climate Risk Assessment Planning and Implementation Guidance
- ▶ S6.1 – Explore New Mechanisms to Mitigate Increases in Vehicle Miles Travelled (VMT) from Transportation Projects
- ▶ S6.2 – Convene a Roadway Pricing Working Group to Provide State Support for Implementation of Local and Regional Efforts
- ▶ S6.3 – Convene Discussion on Sustainable Rural Transportation Solutions\*
- ▶ S8.1–Develop and Coordinate Metrics to Track Progress\*
- ▶ S8.2 – Deploy Tools to Analyze CAPTI Progress\*

## FOCUSED PARTNERSHIP

CTP implementation efforts are led by the Caltrans Division of Transportation Planning (DOTP), under the direction provided by the Caltrans Executive Board. Caltrans districts help facilitate and lead coordinated engagement with agency partners, including those focusing on transportation, environmental protection, climate change, freight, public health, housing, social equity, and public safety. Both Caltrans district staff and district partners are critical to realizing CTP implementation efforts. As the CTP is not a fiscally constrained document, we must work closely with our regional partners to integrate CTP recommendations and actions into fiscally constrained plans. Caltrans is coordinating with the Strategic Growth Council (SGC) and the California Transportation Commission (CTC) to facilitate conversations with the regions on the role and relationship of the CTP and the Regional Transportation Plans. Through district staff, Caltrans will work with our regional and local partners to align transportation planning and investments with our statewide transportation vision and the goals articulated in the CTP and CAPTI. Also, working with CTC and considering their guidance, this report will be updated annually.



## 02 Methods

After adopting the CTP 2050, Caltrans began developing a process to track, monitor, and report on progress achieved towards the implementation of the CTP.

### DATA MONITORING AND DISPLAY

Caltrans is developing a collaborative web-based platform to track, monitor, and manage the status of CTP actions. Digital monitoring will allow liaisons from all agencies to work in tandem with each other to show progress implementing CTP actions. Although this web-based process is currently under development, once this process has been fully integrated and finalized, it will provide a transparent and straightforward means to track implementation efforts by all responsible agencies. Furthermore, progress and data sharing through digital monitoring will help to reduce meetings, standardize consistent reporting, and improve data quality when coordinating internally and externally.

### ANNUAL IMPLEMENTATION REPORT

The CTP Implementation Progress Report will be published annually and will describe progress on CTP implementation at the state, regional, and local levels. DOTP will work with Caltrans programs, divisions, and districts, and State and regional partners to track progress on CTP implementation and CAPTI alignment efforts.





## 03 CTP Progress

This section focuses on Caltrans' highest value initiatives showing current progress towards achieving the recommendations of the CTP. These initiatives are not intended to be an exhaustive list.

### 2022 ITIP

**TABLE 1:** ITIP PROGRESS

<b>Purpose</b>	The State Transportation Improvement Program (STIP) consists of two programs, the Regional Transportation Improvement Program (RTIP), funded from 75 percent of the total STIP funding, and the ITIP, funded from the remaining 25 percent of STIP funding. The five-year ITIP is prepared pursuant to California Government Code Section 14526 which specifies that the ITIP fund projects that improve interregional movement for people and goods throughout California on the State Highway System (SHS) and develop Intercity Passenger Rail corridors of strategic importance. The ITIP improvements complement transportation improvements made within the State's urbanized areas funded by RTIPs and other locally controlled funds. Robust transportation networks connecting the State's major regions, ports, and borders are vital to California's larger economic vitality and the connectivity of local communities.
<b>Current Status</b>	Caltrans has partnered with CTC to finalize the 2022 ITIP. The draft 2022 ITIP utilized a public engagement process where the Commission held two virtual hearings early of November 2021, requesting feedback during the public review of the draft. The public commenting period closed November 15, 2021. Comments will be incorporated into the final draft of the ITIP on February 15, 2022.
<b>Progress towards CTP recommendations</b>	<b>13</b> – Strategically Invest in State of Good Repair Improvements <b>14</b> – Seek sustainable, long-term transportation funding mechanisms
<b>Progress towards Caltrans-led CAPTI actions</b>	<b>S1.3</b> – Fast Track New CAPTI Aligned Projects in Early Planning Phases by Adding Them to ITIP



## 2023 SHSMP

**TABLE 2: SHSMP PROGRESS**

<b>Purpose</b>	The SHSMP is a performance driven and integrated management plan for California's SHS. The SHSMP integrates rehabilitation, maintenance, and operations into a single 10-year management plan that organizes these activities into 32 performance objectives that align with the primary strategic goals as defined within the Caltrans' Strategic Management Plan. The plan establishes performance objective targets for all assets for each Caltrans district based on funding availability. The SHSMP also documents 10 years of needs (both known and projected) and all programmed and projected projects from both the State Highway Operation and Protection Program (SHOPP) and Highway Maintenance programs that address performance objective targets.
<b>Current Status</b>	Caltrans is required to submit a draft of the 2023 SHSMP to CTC by February 2022. Caltrans will update the next iteration of the plan to incorporate and advance the CAPTI Investment Framework wherever feasible. Revisions to the 2023 SHSMP will provide a broader strategic vision for the SHS and SHOPP investments by placing a stronger emphasis on creating a climate resilient transportation system that reduces GHG emissions, while also reducing risk to state transportation assets. This revised project development approach will employ climate smart decision-making for all users in maintenance and operations projects.
<b>Progress towards CTP recommendations</b>	<b>13</b> – Strategically Invest in State of Good Repair Improvements <b>5</b> – Enhance transportation system resiliency
<b>Progress towards Caltrans-led CAPTI actions</b>	<b>S4.3</b> – Update the 2023 SHSMP to Meaningfully Advance CAPTI Investment Framework



## CIBS

**TABLE 3:** CIBS PROGRESS

<b>Purpose</b>	<p>Today, intercity bus service in California is delivered and funded through three primary means: rural access (funded through 5311 (f) Program), rail connections (funded through the Amtrak thruway bus program), and private/for profit bus service. Caltrans is currently reviewing opportunities to develop a statewide bus network in response to this fragmented service delivery approach and funding model.</p> <p>The CIBS will:</p> <ul style="list-style-type: none"> <li>▶ Design a statewide bus network based on interconnected regional networks</li> <li>▶ Provide funds to expand regional connectivity and provide a roadmap for a statewide program for implementation</li> <li>▶ Identify partners who can help implement pilot programs to launch the program in the next year</li> </ul>
<b>Current Status</b>	<p>The draft statewide bus network has been completed. Now the statewide bus program is developing updates and incorporating stakeholder feedback into project elements. Public outreach to rail and bus operators is planned for December 2021 to January 2022. Once the feedback is incorporated, the draft and final report will be released in Q1 of 2022.</p>
<b>Progress towards CTP recommendations</b>	<p> <b>2</b> – Improve transit, rail, and shared mobility options  <b>3</b> – Expand access to jobs, goods, services, and education  <b>4</b> – Advance transportation equity  <b>8</b> – Advance ZEV technology and supportive infrastructure  <b>15</b> – Seek sustainable, long-term transportation funding mechanisms         </p>





## CAT PLANS

**TABLE 4:** CAT PLANS PROGRESS

<b>Purpose</b>	The 2017 State Bicycle and Pedestrian Plan (SBPP) "Toward an Active California" was Caltrans' first statewide policy plan to support travel by bicyclists and pedestrians through objectives, strategies, and actions. Through the CAT Plans, Caltrans seeks to implement the SBPP by identifying location-based needs to lower traffic stress and improve accessibility. As the district-level CAT plans are developed, these plans will identify and incorporate bicycle and pedestrian needs through initiatives that achieve CTP goals.
<b>Current Status</b>	<p>As of December 2021, the status of the CAT plans are as follows:</p> <ul style="list-style-type: none"> <li>▶ <b>Completed:</b> <ul style="list-style-type: none"> <li>• District 1</li> <li>• District 4</li> <li>• District 5</li> <li>• District 9</li> <li>• District 10</li> </ul> </li> <li>▶ <b>Under Development:</b> <ul style="list-style-type: none"> <li>• District 2 – Planned completion May 2022</li> <li>• District 3 – Planned completion April 2022</li> <li>• District 6 – Planned completion June 2022</li> <li>• District 7 – Planned completion May 2022</li> <li>• District 8 – Planned completion July 2022</li> <li>• District 11 – Planned completion July 2022</li> <li>• District 12 – Planned completion May 2022</li> </ul> </li> </ul>
<b>Progress towards CTP recommendations</b>	<p><b>1</b> – Expand access to safe and convenient active transportation options</p> <p><b>4</b> – Advance transportation equity</p> <p><b>6</b> – Enhance transportation safety and security</p>
<b>Progress towards Caltrans-led CAPTI actions</b>	<b>S3.3</b> – Lift Up and Mainstream Community Engagement Best Practices



## CALTRANS CLIMATE CHANGE VULNERABILITY ASSESSMENTS

**TABLE 5:** CLIMATE CHANGE VULNERABILITY ASSESSMENT PROGRESS

<b>Purpose</b>	The Caltrans Climate Change Vulnerability Assessments identify portions of the SHS susceptible to climate change hazards including changes in temperature, precipitation, wildfire, sea level rise, storm surge, and cliff retreat. These assessments help Caltrans understand how climate change will impact the SHS through the year 2100. Specifically, integrating climate change considerations into corridor plans, the Transportation Planning Scoping Information Sheet, and Project Initiation Documents (PID). The goal of the vulnerability assessments is to help Caltrans plan for future climate change effects, ensuring that climate change is considered in the earliest phases of project initiation and through the project delivery process.
<b>Current Status</b>	The Caltrans Climate Change Vulnerability Assessments were completed for all 12 Districts in 2019. The final assessments identified portions of the SHS that are vulnerable to climate change impacts. The findings of the vulnerability assessments are now being applied to early phases of Caltrans' planning and project development processes. Caltrans will update the vulnerability assessments to keep pace with federal and State climate change projections. Updates are anticipated to be broadened to include the SHS as well as the broader multimodal transportation system, including transit, rail, and active transportation investments.
<b>Progress towards CTP recommendations</b>	<b>5 – Enhance transportation system resiliency</b>
<b>Progress towards Caltrans-led CAPTI actions</b>	<b>S5.1 – Develop Climate Risk Assessment Planning and Implementation Guidance</b>



## ADVANCING EQUITY

**TABLE 6:** ADVANCING EQUITY PROGRESS

<b>Purpose</b>	<p>In August 2020, Caltrans launched the Caltrans Office of Race and Equity (CORE) to provide Caltrans leadership in advancing equity. This office provides leadership, guidance, training, and support to all divisions, districts, and programs within Caltrans. As CORE continues to grow, equity efforts will be expanded within Caltrans programs – from addressing the impact of transportation projects on communities to how Caltrans department engages with underserved communities.</p> <ul style="list-style-type: none"> <li>▶ CORE is leading the development of the Caltrans Equity Quality Index (EQI), to provide a consistent benchmark to understand how Caltrans is prioritizing and allocating project funds regarding equity. The EQI will accomplish this by identifying and measuring environmental, mobility, accessibility, and socioeconomic information within underserved communities. This analysis will produce a transportation equity score for census tracts across the State.</li> </ul>
<b>Current Status</b>	<p>The EQI began development in spring 2021 and includes the following milestones:</p> <ul style="list-style-type: none"> <li>▶ <b>Completed:</b> <ul style="list-style-type: none"> <li>• Caltrans convening equity taskforce June 2021</li> <li>• Sourcing data Winter 2021</li> </ul> </li> <li>▶ <b>Under Development:</b> <ul style="list-style-type: none"> <li>• External engagement Spring 2022</li> <li>• Finalization of the EQI Fall 2022</li> </ul> </li> </ul>
<b>Progress towards CTP recommendations</b>	<p>All 14 recommendations</p>
<b>Progress towards Caltrans-led CAPTI actions</b>	<p><b>S3.3</b> – Lift Up and Mainstream Community Engagement Best Practices  <b>S3.4</b> – Develop and Utilize Equity Index to Assist in Evaluation or Prioritization of Caltrans Projects</p>



## 2020-2024 CALTRANS SHSP

**TABLE 7:** 2020-2024 SHSP PROGRESS

<b>Purpose</b>	The Caltrans SHSP is a comprehensive plan that expands on the nationwide “Toward Zero Deaths” goal. This goal put into place feasible steps for the State to succeed in zero fatalities and serious injuries on our roadways. The Plan tracks a variety of demographics, scenarios, and vehicle types to shed light on high-risk locations and individuals that require more attention. In particular, the Plan fulfills the CTP 2050 goal of Safety and its objectives by establishing a list of action items for bicyclist and pedestrian safety. These two modes have a disproportionately high fatality rate, particularly among people of color. Overlapping action items include developing a preferred methodology for establishing a High Injury Network, updating toolkits, and updating current design guidance used by Caltrans and local staff.
<b>Current Status</b>	The 2020-2024 SHSP was approved in March 2021 along with the Implementation Plan.
<b>Progress towards CTP recommendations</b>	<ul style="list-style-type: none"> <li><b>1</b> – Expand access to safe and convenient active transportation options</li> <li><b>4</b> – Advance transportation equity</li> <li><b>6</b> – Enhance transportation safety and security</li> </ul>





## CSIS

**TABLE 8:** CSIS PROGRESS

<b>Purpose</b>	The CSIS will guide Caltrans' project nomination and selection process to align with the CAPTI principles for State-Sponsored Non-SHOPP PIDs and various State and federal discretionary fund programs.
<b>Current Status</b>	The Interim CSIS was completed December 2021 using a qualitative project scoring framework. The CSIS will transition to a data and performance-driven approach in 2023-2024.
<b>Progress towards CTP recommendations</b>	<ul style="list-style-type: none"> <li>1 – Expand access to safe and convenient active transportation options</li> <li>2 – Improve transit, rail, and shared mobility options</li> <li>3 – Expand access to jobs, goods, services, and education</li> <li>4 – Advance transportation equity</li> <li>5 – Enhance transportation system resiliency</li> <li>6 – Enhance transportation safety and security</li> <li>7 – Improve goods movement systems and infrastructure</li> <li>8 – Advance ZEV technology and supportive infrastructure</li> <li>10 – Price roadways to improve the efficiency of auto travel</li> <li>11 – Encourage efficient land use</li> <li>12 – Expand protection of natural resources and ecosystems</li> <li>13 – Strategically invest in state of good repair improvements</li> <li>14 – Seek sustainable, long-term transportation funding mechanisms</li> </ul>
<b>Progress towards Caltrans-led CAPTI actions</b>	<b>S4.1</b> – Develop and implement the CSIS to align Caltrans project nominations in with the CAPTI Investment Framework



## CALTRANS ZEV ACTION PLAN 2.0

**TABLE 9:** ZEV ACTION PLAN 2.0 PROGRESS

<b>Purpose</b>	The ZEV Action Plan enables public and private sector partnerships to accelerate ZEV adoption allowing the State to meet targets of EO N-79-20. The plan has seven activity categories that are structured to align with the Governor's Office of Business and Economic Development (Go-Biz) ZEV Market Development Strategy document. The plan identifies key strategies that guide the Department's ZEV-related policies.
<b>Current Status</b>	<ul style="list-style-type: none"> <li>▶ <b>The ZEV Action Plan 2.0:</b> <ul style="list-style-type: none"> <li>• 97.5% of the current actions have kicked off</li> <li>• 70% are underway</li> <li>• 17.5% are ongoing with no completion dates</li> </ul> </li> <li>▶ <b>10% completed</b></li> <li>▶ <b>Green Fleet:</b> <ul style="list-style-type: none"> <li>• Progress towards workplace and fleet ZEV infrastructure goals by installing 699 and developing 326 electric vehicle charging ports at Caltrans facilities.</li> <li>• Division of Equipment gained approval to add 15 plug-in battery electric street sweepers to the Caltrans fleet beginning in 2022.</li> <li>• Caltrans is currently working with stakeholders across California to develop a strategy to transition all rail to ZE, establishing and kicking off a ZE working group.</li> </ul> </li> <li>▶ <b>ZEV Infrastructure Visibility:</b> <ul style="list-style-type: none"> <li>• The ZEV Signage Installation Guide was updated and posted in July 2021.</li> </ul> </li> </ul>
<b>Progress towards CTP recommendations</b>	<p><b>4</b> – Advance transportation equity</p> <p><b>8</b> – Advance ZEV technology and supportive infrastructure</p>
<b>Progress towards Caltrans-led CAPTI actions</b>	<b>S4.6</b> – Incorporate ZE Freight Infrastructure Needs in CFMP



## CLEAN CALIFORNIA PROGRAM

**TABLE 10:** CLEAN CALIFORNIA PROGRAM PROGRESS

<b>Purpose</b>	<p>The Clean California program is Caltrans' new transformative initiative to create jobs and beautify California by providing funding for outreach, projects, and programs geared towards litter removal along the SHS. Clean California supports a two-year Local Grant Program, where approximately \$296 million in funding will be used to help clean, enhance, and improve community spaces including local streets, roads, tribal lands, parks, pathways, and transit centers for walking and recreation purposes. Clean California also funds the Caltrans Adopt-A-Highway Program which provides an avenue for individuals, organizations, or businesses to help maintain sections of roadside within the SHS. The Caltrans Stormwater Education Program, which informs the public on stormwater pollution and how stormwater runoff directly impacts the quality of our waterways, neighborhoods, communities, and environment, is also nested under Clean California. Ultimately, funding for transformative programs such as Clean California help implement the CTP by improving and enhancing California communities.</p>
<b>Current Status</b>	<p>On December 1, 2021, Caltrans announced the opportunity for local communities to apply for nearly \$300 million in Clean California local grants. The grant application period closed on February 1, 2022. Caltrans announced the grant recipients on March 1, 2022, considering projects that will help communities clean up and beautify their hometowns and local streets.</p>
<b>Progress towards CTP recommendations</b>	<p> <b>3</b> – Expand access to jobs, goods, services, and education  <b>4</b> – Advance transportation equity  <b>12</b> – Expand protection of natural resources and ecosystems  <b>13</b> – Strategically invest in state of good repair improvements         </p>



## CORRIDOR PLANS

**TABLE 11:** CORRIDOR PLANS PROGRESS

<b>Purpose</b>	<p>All corridor plans set out a clear vision for identifying improvements along a corridor while recognizing the positive and negative impacts of changes. These plans aim to coordinate with planning partners to address quality of life, access to destinations, environmental factors, GHG emissions, and transportation system performance. The corridor plan expands on the scope of the CTP helps prepare unconstrained CTP policy for future funding and programming opportunities.</p>
<b>Current Status</b>	<ul style="list-style-type: none"> <li>▶ <b>Completed as of December 2021:</b> <ul style="list-style-type: none"> <li>• District 1 – US 101 Broadway Corridor</li> <li>• District 4–State Route (SR) 1 North, SR-37</li> <li>• District 5 – US 101 Santa Maria to San Luis Obispo Comprehensive Multimodal Corridor Plan</li> <li>• District 8 – Inland Empire Comprehensive Multimodal Corridor Plan</li> <li>• District 12 – SR-55</li> </ul> </li> <li>▶ <b>Under Development:</b> <ul style="list-style-type: none"> <li>• District 1 – SR-20, 29, and 53 Combined Corridor Concept, SR-53 Corridor Plan</li> <li>• District 2 – SR-44 Corridor Plan, SR-3 Corridor Plan, SR-273 Corridor Plan</li> <li>• District 3 – SR-49 Corridor Plan, SR-70-99 Corridor Plan, I-80 Corridor Plan, I-5 Corridor Plan</li> <li>• District 4 – I-80 Corridor Plan, SR-121 Transportation Concept Report (TCR), SR-221 TCR, SR-17 Resiliency and Adaptation Plan, US-101 TCR, SR-17 Resiliency and Adaptation Plan</li> <li>• District 5 – US-101 Business Plan, US-101 South of Salinas, SR-17 Resiliency and Adaptation Plan</li> <li>• District 6 – SR-119 TCR Update, SR-145 TCR Update, SR-233 TCR Update, SR-184 TCR Update</li> <li>• District 7 – SR-110 Corridor Plan, US-101 Corridor Plan, I-5 CMCP, I-10 CMCP, I-405 CMCP, SR-91 CMCP, SR-60 CMCP, SR-1 CMCP</li> <li>• District 9 – SR-58 Corridor Plan</li> <li>• District 11 – South Bay to Sorrento CMCP, Coast, Canyons, and Trails CMCP, North County CMCP, San Vicente CMCP, Central Mobility Hub CMCP, I-8 CMCP</li> <li>• District 12 – SR-57 CMCP</li> </ul> </li> </ul>





<b>Progress towards CTP recommendations</b>	<ul style="list-style-type: none"> <li><b>1</b> – Expand access to safe and convenient active transportation options</li> <li><b>2</b> – Improve transit, rail, and shared mobility options</li> <li><b>3</b> – Expand access to jobs, goods, services, and education</li> <li><b>4</b> – Advance transportation equity</li> <li><b>5</b> – Enhance transportation system resiliency</li> <li><b>6</b> – Enhance transportation safety and security</li> <li><b>7</b> – Improve goods movement systems and infrastructure</li> <li><b>8</b> – Advance ZEV technology and supportive infrastructure</li> <li><b>9</b> – Manage the adoption of connected and autonomous vehicles</li> <li><b>12</b> – Expand protection of natural resources and ecosystems</li> </ul>
<b>Progress towards Caltrans-led CAPTI actions</b>	<b>S4.4</b> – Re-focus Caltrans Corridor Planning Efforts to Prioritize Sustainable Multimodal Investments in Key Corridors of Statewide and Regional Significance

## INNOVATIVE CONCEPTS

**TABLE 12:** INNOVATIVE CONCEPTS PROGRESS

<b>Purpose</b>	<p>The goal of Innovative Concepts is to encourage all transportation decision-makers to help California prepare for the challenge to lead and guide future potential investments. Innovative Concepts is aimed at guiding transportation conversations within the Department and with our partners about the possibilities that California wants to achieve. This effort will help to accelerate ideas and potential projects that align with statewide priorities as articulated in both the CTP and CAPTI. Innovative Concepts will be an ongoing initiative to get new kinds of transportation solutions into the project pipeline.</p>
<b>Current Status</b>	<p>In June 2021, a statewide call to district staff and Caltrans partners for Innovative Concepts proposals was launched. Participants submitted a total of 320 proposals to Caltrans. Each concept went through a review process, the first of which was to determine if concepts would add GHGs, VMT, Lane Miles, or if the concept was aligned with the CAPTI. Of the 320 submitted proposals, approximately 230 were determined to be aligned with the initial screening criteria. In 2022, aligned proposals will go through an implementation process that will leverage existing Department programs and resources.</p>



<b>Progress towards CTP recommendations</b>	All 14 recommendations
<b>Progress towards Caltrans-led CAPTI actions</b>	All Caltrans-led CAPTI actions

## 2022 ITSP

**TABLE 13: ITSP PROGRESS**

<b>Purpose</b>	The ITSP provides an interregional travel policy framework that guides Caltrans and partner agencies during the development of comprehensive, multimodal corridor plans, and provides policy guidance for development of the ITIP. The newly adopted ITSP 2021 followed the completion of the CTP and provides alignment with other statewide plans such as CAPTI, California Freight Mobility Plan (CFMP), and CSRP.
<b>Current Status</b>	<p>The 2021 ITSP was completed in October 2021.</p> <p>The 2022 ITSP Addendum kicked off in November 2021 and is expected to be completed in December 2022. The ITSP Addendum will identify the needs of the 11 Strategic Interregional Corridors identified in the 2021 ITSP and focus on summarizing existing Caltrans planning work with an interregional lens, rather than developing new findings.</p>
<b>Progress towards CTP recommendations</b>	All 14 recommendations
<b>Progress towards Caltrans-led CAPTI actions</b>	<b>S4.2</b> – Align ITSP with CAPTI Investment Framework



## 2022 CSRP

**TABLE 14:** CSRP PROGRESS

<b>Purpose</b>	<p>The Division of Rail and Mass Transportation is in the process of preparing the CSRP in respond to State and federal requirements and to provide a basis for capital grants from the State and the Federal Railroad Administration. Key features of the document include a short-term 5-year rail investment plan, a mid-term 10-year investment program, and a long-term vision for the passenger and freight rail network. The 2022 CSRP incorporates a 2050 horizon year for analyzing various program effects, including ridership, economic benefits, GHG, and air pollutant emissions. The CSRP coordinates across stakeholder groups and communities to provide a strategic framework toward the State's vision and to empower decision-making. Building on stakeholder coordination, the CSRP articulates strategic and technical guidance to coordinate State Resources and guide implementation planning. Furthering the CTP recommendations, the CSRP identifies clear strategies; empowers decision-making that will enhance the network, promote ridership, and achieve our equity, environmental, and economic goals.</p>
<b>Current Status</b>	<p>The 2022 State Rail Plan just completed its admin draft and is anticipated to be released in early January for a 60-day public comment period to coincide with Governor Newsom's budget release. During that public comment period, virtual Public Workshops will occur in late January/early February. The final 2022 State Rail Plan will be published in June 2022.</p>
<b>Progress towards CTP recommendations</b>	<p><b>2</b> – Improve transit, rail, and shared mobility options</p>



## STATE ROADWAY PRICING WORKGROUP

**TABLE 15:** STATEWIDE ROADWAY PRICING WORKGROUP PROGRESS

<b>Purpose</b>	The purpose of this multi-agency workgroup is to share information on pricing research, pilots, and future policy between agencies. Specifically, this workgroup is being formed to explore pricing as a mechanism for behavioral change and is separate from, but will coordinate with, Caltrans' Road Charge Program office that is in charge of developing a statewide road user charge program. As a direct response to CAPTI strategy 6.2 and CTP recommendation ten, this group will explore pricing as a mechanism to reduce VMT, encourage mode-shift, promote equity, and improve the function of our transportation system.
<b>Current Status</b>	Caltrans held a kick-off meeting on December 15, 2021. The workgroup will share information on pricing research, pilots, and future policy between agencies during this meeting, and aims to meet quarterly in 2022.
<b>Progress towards CTP recommendations</b>	<b>10</b> – Price roadways to improve the efficiency of auto travel
<b>Progress towards Caltrans-led CAPTI actions</b>	<b>S6.2</b> – Convene a Roadway Pricing Working Group to Provide State Support for Implementation of Local and Regional Efforts





## ROAD CHARGE PROGRAM

**TABLE 16:** ROAD CHARGE PROGRAM PROGRESS

<b>Purpose</b>	California is exploring alternatives to a gas tax for the purpose of stabilizing highway funding revenue by developing a proposed Road User Charge (RUC) system.
<b>Current Status</b>	The fourth demonstration project for the RUC was completed. In turn, California was awarded new funding for Surface Transportation System Funding Alternatives. Additional funding will be utilized to test the precision of GPS technology in a road charge system on public and private roads. Furthermore, the State legislature passed a bill directing CalSTA to implement a Road Charge Collection Pilot that would allow Caltrans to test the actual collection of revenue in a road charge system.
<b>Progress towards CTP recommendations</b>	<b>10</b> – Price roadways to improve the efficiency of auto travel <b>14</b> – Seek sustainable, long-term transportation funding mechanisms

## SB 743

**TABLE 17:** SB 743 PROGRESS

<b>Purpose</b>	SB 743 (2013) shifted the focus of transportation impact assessment in California from vehicle operations (measured in level of service (LOS)) to the amount of vehicle travel (measured in VMT, VMT per capita, or VMT per employee). The updated approach aligns with the CTP by facilitating infill development, improving access to destinations, reducing vehicle travel, GHGs, and air pollution – all while increasing availability and use of low cost and healthy transit and active transportation; improving traffic safety; reducing sprawl and its impacts; and reducing the maintenance burden, heat island, and impervious surface effects from adding paved surfaces. The shift to VMT changes Caltrans practice in two areas. First, projects that increase roadway capacity now assess the amount of VMT they will induce and mitigate that impact to the extent feasible. Second, Caltrans' comments on land use projects in Local Development Review now focus on reducing VMT rather than on accommodating auto travel and improving auto operations.
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<b>Current Status</b>	The SB 743 Working group has had two meetings, and the third was held in December 2021. In these meetings, the working group is discussing topics, including VMT mitigation and prospects for developing mitigation banking/exchanges and continued jurisdiction requests for LOS and similar analyses.
<b>Progress towards CTP recommendations</b>	All 14 recommendations

## TIRCP

**TABLE 18: TIRCP PROGRESS**

<b>Purpose</b>	The TIRCP provides funding grants through SB 1 and the GHG Reduction Fund to program transformative capital improvements modernizing California's intercity rail, bus, and ferry transit systems while reducing VMT and GHG emissions. The 2022 TIRCP grant cycle will program projects starting with the 2022-23 Fiscal Year (FY) and ending with the 2026-27 FY. The new program cycle will include previously awarded and active Cycle 4 projects that have not been fully allocated by the end of the 2021-22 FY, and new projects from Cycle 5.
<b>Current Status</b>	The TIRCP Guidelines and a Call for Projects were posted in November 2021. Consultation meetings are taking place in December 2021 and January 2022 to assist applicants through the application process. All applications will be due by March 3, 2022, and awards will be announced in June 2022.
<b>Progress towards CTP recommendations</b>	<b>2</b> – Improve transit, rail, and shared mobility options <b>8</b> – Advance ZEV technology and supportive infrastructure



## 2022 TAMP

**TABLE 19:** TAMP PROGRESS

<b>Purpose</b>	The TAMP provides a framework for Caltrans' business processes, practices, asset management activities. The plan provides an inventory of State assets and establishes strategic direction for investments in Caltrans facilities. The existing TAMP includes strategies for maintaining facilities in the face of a variety of risks including climate change, pandemics, earthquakes, and other disasters.
<b>Current Status</b>	Development for the 2022 TAMP kicked off in April 2021. Caltrans hosted a series of listening sessions and virtual workshops which resulted in the evaluation of current performance scenarios and targets that are specific to the conditions of the National Highway System. The next iteration of the TAMP will be revised to strategically manage the life cycle duration of transportation investments into Caltrans assets. The 2022 TAMP must be sent to CTC and the Federal Highway Administration (FHWA) by March 2022.
<b>Progress towards CTP recommendations</b>	<b>13</b> – Strategically invest in state of good repair improvements
<b>Progress towards Caltrans-led CAPTI actions</b>	<b>S3.2</b> – Strengthen and Expand Coordinated, Targeted Technical Assistance on State Transportation Funding Programs



## THE ZE STRATEGY FOR INTERCITY PASSENGER RAIL

**TABLE 20:** ZE STRATEGY FOR INTERCITY PASSENGER RAIL PROGRESS

<b>Purpose</b>	<p>The ZE Strategy for Intercity Passenger Rail is a framework for California to achieve ZE intercity rail mobility by 2035. The ZE strategy promotes equity, improves quality of life, particularly for disadvantaged communities adjacent to rail corridors. The framework mitigates ongoing effects of climate change, while protecting natural resources and ecosystems.</p> <p>The ZE program consists of three major strategic goals:</p> <ul style="list-style-type: none"> <li>▶ Decarbonizing the transportation system and improving air quality</li> <li>▶ Increasing energy efficiency</li> <li>▶ Fostering leadership and facilitating collaboration in sustainable mobility</li> </ul>
<b>Current Status</b>	<p>The ZE Strategy for Intercity Passenger Rail was completed in 2020, Caltrans is collaborating with other railway and infrastructure agencies to implement ZE strategies on the following timeframe:</p> <ul style="list-style-type: none"> <li>▶ 2023 – Entire fleet is operated on renewable diesel</li> <li>▶ 2025 – Entire fleet upgraded to Tier 4 and increased energy efficiency</li> <li>▶ 2027 – Hydrogen pilot completed</li> <li>▶ 2035 – Fleet transitioned to ZEV</li> </ul>
<b>Progress towards CTP recommendations</b>	<ul style="list-style-type: none"> <li><b>4</b> – Advance transportation equity</li> <li><b>5</b> – Enhance transportation system resiliency</li> <li><b>6</b> – Enhance transportation safety and security</li> <li><b>8</b> – Advance ZEV technology and supportive infrastructure</li> <li><b>12</b> – Expand protection of natural resources and ecosystems</li> </ul>



## CCAP

**TABLE 21:** CCAP PROGRESS

<b>Purpose</b>	Caltrans will develop and implement a departmental CCAP to work towards reductions in GHG emissions and VMT from all sources, including from use of the SHS and internal operations. Additionally, Caltrans will set measurable and achievable mode share targets for passenger travel that will be supported by VMT reduction strategies. The CCAP will identify additional actions the department will take to meet the state's GHG, VMT, and mode share targets. <sup>2</sup>
<b>Current Status</b>	Caltrans held an internal kickoff meeting and staff is working to outline the CCAP. Caltrans plans to launch efforts on an internal Climate Action Plan in early 2022, in line with goals and objectives of the Infrastructure Investment and Jobs Act, CAPTI, Caltrans Strategic Plan, and other state climate policy documents.
<b>Progress towards CTP recommendations</b>	<b>1</b> – Expand access to safe and convenient active transportation options <b>2</b> – Improve transit, rail, and shared mobility options
<b>Progress towards Caltrans-led CAPTI actions</b>	<b>S4.5</b> – Develop and Implement CCAP

<sup>2</sup> Information provided by the Climate Action Plan for Transportation Infrastructure.

## 04 Shaping the Path Ahead

CTP implementation adapts the transportation system to improve access to opportunity for all Californians and to improve health, safety, and resilience. The success will depend on becoming smarter with our investments, advancing new approaches and technologies, continuing to evolve our regulatory and legal environment to accommodate our vision for change, and continued collaboration across regional and jurisdictional boundaries to ensure no community is left behind. Together, achieving this vision through people-focused policies, strategies, and investments will improve the lives of all Californians.

### INVESTMENTS FOR THE FUTURE

To build a better transportation future, Caltrans must fund plans, grants, research, and—most importantly – projects, that support CTP and CAPTI priorities, objectives, and outcomes. A key role for Caltrans is to facilitate partner actions and investments by helping them apply for resources to fund state, regional, and local research, pilots, and projects that implement the guiding actions of the CTP.







## Modal Plans

While the CTP provides the overarching policy framework for transportation in California, specific Caltrans modal plans focus on components of the statewide transportation system. Unlike the CTP, these plans can include specific projects, making them the first step in implementing the CTP's policies. Below is a list of the Caltrans modal plans associated with CTP implementation.

**TABLE 22:** MODAL PLANS ASSOCIATED WITH CTP IMPLEMENTATION

Modal Plan	Description	Current Iteration	Next Iteration
<b>ITSP</b>	Provides guidance for identifying and prioritizing interregional transportation improvements to be funded in the ITIP.	2021	2022 Addendum
<b>CFMP</b>	Identifies freight routes and transportation facilities that are critical to California's economy. The CFMP includes a three-tiered freight project priority list.	2020	2024 (legislation pending)
<b>CSRP</b>	Establishes a new framework for California's rail network and sets the stage for new and better rail and community connections in the State for the next 20 years and beyond.	2018	2022
<b>California Aviation System Plan</b>	Provides a basis for implementing the State Aeronautics Act and identifies the Division of Aeronautics role in Caltrans' mission, vision, and values.	2020	2025
<b>Statewide Transit Strategic Plan</b>	Helps the State and its partners gain a better understanding of present and future roles and responsibilities to support public transportation.	2012	2022
<b>California State Bicycle &amp; Pedestrian Plan (CSBPP)</b>	A policy plan to support active modes of transportation and create a framework that increases safe bicycling and walking for enhanced connectivity with all modes of transportation.	2017	2022



## Program Funding

Competitive grant programs award funding to support projects addressing specific program purposes to provide funding to invest in transportation infrastructure, safety, and innovation across California. In addition to state programs, there are other funding sources that support transportation, including federal and local sources.

**TABLE 23:** COMPETITIVE PROGRAM FUNDING

Competitive		
Program	Annual Funding Amount	Intent
<b>Active Transportation Program (ATP)</b>	\$223 million	To encourage increased use of active modes of transportation through investments in walking, biking, safe routes to schools, and trail infrastructure projects and non-infrastructure programs.
<b>Local Partnership Program (LPP)</b>	\$80 million	To provide funding to local and regional agencies with voter approved fees/taxes dedicated solely to transportation improvements to improve aging infrastructure; road conditions; active transportation; transit and rail; or health and safety benefits.
<b>Solutions for Congested Corridors Program (SCCP)</b>	\$250 million	To achieve a balanced set of transportation, environmental, and community access improvements within highly congested travel corridors throughout the State.
<b>Trade Corridor Enhancement Program (TCEP)</b>	\$300 million and additional \$100 million from National Highway Freight Program	To improve infrastructure on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network, and along other corridors that have a high volume of freight movements.
<b>TIRCP</b>	\$275 million	To fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of GHG, VMT, and congestion.

**TABLE 24:** DISCRETIONARY PROGRAM FUNDING

Discretionary		
Program	Annual Funding Amount	Intent
ITIP	Variable (2022-2023 estimated to be \$194 million)	To improve interregional movement for people and goods across California on the SHS and develop Intercity Passenger Rail corridors of strategic importance.
Local Partnership Program	\$120 million	Formulaic portion of this program.
SHOPP	\$4.2 billion	To preserve and protect the SHS through improvements relative to the maintenance, safety, and operation, and rehabilitation of State highways and bridges that do not add capacity to the transportation system.
STIP (Regional Portion)	Variable (2022-2023 estimated to be \$583 million)	Local discretionary funding sources that support transportation infrastructure.

### Grant Funding

To achieve our statewide commitments, targets and goals, Caltrans must build transportation projects that help us achieve them and do so in each competitive funding and project programming cycle. Furthermore, Caltrans must coordinate with district partners to choose investments that create outcomes that align with those statewide commitments, targets, and goals.

DOTP announced the FY 2021-22 Planning Special Studies grant program funded through FHWA State Planning & Research Part 1 and Public Transportation Account. This grant program allows Caltrans to explore new knowledge areas through practical application, adaptation, demonstration, training, and adoption of innovative criteria. Through this program, 18 proposals totaling slightly more than \$12 million will develop scopes of work to be reviewed for final approval.

Transportation infrastructure has an enormous impact on sustainability. Caltrans is committed to awarding grants that help achieve the State's GHG reductions targets in 2030 and 2050, enshrined in law and executive order respectively. On June 22, 2021, Caltrans announced the Sustainable Transportation Grant Program awards for FY 2021-22. A statewide total of 59 were selected for grant awards, totaling approximately \$21.5 million.



## Next Steps

Development and rollout of the collaborative platform that will become the CTP dashboard is anticipated in 2022. The CTP Dashboard is a web-based tool for displaying data and monitoring of the CTP implementation. It is dependent on both internal and external inputs and will evolve over time. Caltrans will work with its partners and Districts to test and refine performance metrics.

Assembly Bill 285 (2019, Friedman), directed the SGC to submit a report providing an overview of the CTP and Metropolitan Planning Organization Sustainable Communities Strategies and Alternative Planning Strategies, and the extent to which their implementation will or will not help the California achieve its goals. We will study this report looking for opportunities to improve the CTP and CTP Implementation Report, and work collaboratively with sister state agencies and external partners.

## CONCLUSION

To accurately measure the State's successful implementation of CTP policies and recommendations, it is imperative that Caltrans continually monitor the progress of plans and programs within the department to achieve statewide transportation goals. Coordination, collaboration, and future refinement of this process will be ongoing, and essential for measuring the successful implementation of the CTP.





# Appendix A: Assigning CTP 2050 Actions

In order to achieve the vision, goals, and recommendations of the CTP 2050, Caltrans must collaborate with partner agencies and external partners, and track the progress we are all making. Caltrans is establishing a process to monitor statewide efforts and outcomes to track our collective progress.

## CTP NEW ACTIONS OVERVIEW

The 14 recommendations were separated into new actions that can be implemented in the next five years; and continued actions, which are ongoing or build upon existing activities that remain essential to addressing the CTP 2050 vision. Caltrans revisited the scope of each recommendation to consider potential partnership opportunities. For each recommendation and subsequent set of new actions, we proposed lead and supporting roles, provided a description for whether each new action may require a legislative change, and highlighted any relevant supporting state documents. It is a living document that will be updated iteratively.

### 1. Expand Access to Safe and Convenient Active Transportation Options

**TABLE 25:** EXPAND ACCESS TO SAFE AND CONVENIENT ACTIVE TRANSPORTATION OPTIONS SCOPE

Supporting Document	Lead Agency	Supporting Agencies	New Action
<b>Toward An Active California State Pedestrian &amp; Bicycle Plan</b>	Caltrans	CTC CalSTA	Identify priority actions in Toward an Active CA needed to support and maintain the increase in active travel following COVID-19.
			Expand partnerships with Community Based Organizations (CBOs) in marginalized communities to ensure active transportation investments reflect community needs and priorities.
			Revise permitting and standards to provide local and regional transportation agencies with more flexibility to pilot and implement innovative transportation projects, such as "Slow Streets" programs.
			Revise permitting and standards to support local and regional agencies in implementing active transportation projects on state-owned right-of-way.



## 2. Improve Transit, Rail, and Shared Mobility Options

**TABLE 26:** IMPROVE TRANSIT, RAIL, AND SHARED MOBILITY OPTIONS SCOPE

Supporting Document	Lead Agency	Supporting Agencies	New Action
2018 CSRP	Caltrans	CTC CalSTA	Support transit agencies facing shortfalls due to COVID-19.
			Explore alternative State, local, and Federal transit funding sources to support transit agencies over the long-term.
			Develop statewide public health standards to reduce the spread of COVID-19 on transit vehicles, such as capacity limitations, thermal screening, no-touch payment, and others and make these investments eligible for State funding.
			Study the economic and travel impacts of tax benefits and subsidies for those who choose to commute by transit or other non-auto modes.
			Explore the benefits and tradeoffs of universal fare-free transit.
			Develop a statewide strategy for responsible expansion of shared mobility options, particularly in disadvantaged communities.





### 3. Expand Access to Jobs, Services, and Education

**TABLE 27:** EXPAND ACCESS TO JOBS, SERVICES, AND EDUCATION SCOPE

Supporting Document	Lead Agency	Supporting Agencies	New Action
<b>California State Broadband Action Plan</b>	California Broadband Council	California Public Utilities Commission	Convene a statewide advisory committee to guide and oversee broadband deployment on the transportation system.
		California Department of General Services	
		California Department of Technology	Develop a statewide strategy to accelerate broadband deployment, including a roadmap to digital inclusion that focuses on underserved parts of the State, last-mile Information Communications Technology (ICT) in rural areas, and connectivity essential service institutions such as hospitals and distribution centers.
		CTC	
		CalSTA	
		GoBiz	
		California Department of Education	
		California Department of Food and Agriculture	Accelerate implementation of transportation projects within the Strategic Broadband Corridors identified by the Department of Technology.
		California State Library	
		California Department of Aging	Study the economic, equity, and travel impacts of a variety of policies and incentives to reduce VMT and promote telework.
		California Department of Housing and Community Development	
		California Department of Housing and Finance Agency	Integrate smart cities considerations into broadband planning and deployment.
		California Governor's Office of Emergency Services	Promote expansion of telework policies for State employees and other public-sector employees who are able to work remotely.



#### 4. Advance Transportation Equity

**TABLE 28:** ADVANCE TRANSPORTATION EQUITY SCOPE

Supporting Document	Lead Agency	Supporting Agencies	New Action
<b>Resilient Equity Checklist</b>	Governor's Office of Planning and Research	CTC  California Department of Public Health (CDPH)  SGC  Caltrans  California Natural Resources Agency	Launch a comprehensive statewide effort to identify and reform existing transportation policies that uphold racial and economic injustice, including traffic enforcement practices.
			Prioritize investments in disadvantaged communities to improve mobility and access to jobs, education, health care, services, and recreation. Ensure that investments are aligned with community-identified transportation needs and paired with anti-displacement policies.
			Establish a statewide advisory committee tasked with expanding action around racial equity and transportation. Task the committee with developing a racial equity analysis framework to guide investment decision-making.
			Support local agencies in linking anti-displacement policies such as tenant protections, affordable housing production, and affordable housing preservation to transportation investments.
			Explore a transportation tax credit or other incentive for qualified low-income Californians.
			Establish policies to protect marginalized and disadvantaged communities from displacement and community fragmentation that may result from transportation investments.



## 5. Enhance Transportation System Resiliency

**TABLE 29:** ENHANCE TRANSPORTATION SYSTEM RESILIENCY SCOPE

Supporting Document	Lead Agency	Supporting Agencies	New Action
<b>2010 Smart Mobility Framework</b>	Caltrans	Governor's Office of Planning and Research	Seek new funding sources to address the growing risks of climate change, pandemics, earthquakes, and other natural disasters.
		California State Lands Commission	Develop and maintain a statewide transportation risk management plan to identify and respond to future disruptions.
		SGC	
		California Energy Commission (CEC)	Develop a statewide repository of location-specific adaptive strategies that can be incorporated into infrastructure maintenance and rehabilitation projects.
		California Environmental Protection Agency (CalEPA)	Identify and prioritize deployment of resiliency strategies in the state's most vulnerable communities.
		California Natural Resources Agency	Integrate natural land, resource, and ecosystem protection strategies into resiliency planning.
		California Air Resources Board (CARB)	Increase the use of simulation systems and predictive technologies to understand how future disruptions may impact infrastructure and travel patterns.
		State of CEC	



## 6. Enhance Transportation Safety and Security

**TABLE 30:** ENHANCE TRANSPORTATION SAFETY AND SECURITY SCOPE

Supporting Document	Lead Agency	Supporting Agencies	New Action
SHSP	Caltrans	CalSTA CTC SGC Governor's Office of Planning and Research	Enable local and regional transportation agencies to establish lower speed limits.



## 7. Improve Goods Movement Systems and Infrastructure

**TABLE 31:** IMPROVE GOODS MOVEMENT SYSTEMS AND INFRASTRUCTURE SCOPE

Supporting Document	Lead Agency	Supporting Agencies	New Action
CFMP 2020	Caltrans		Research the transportation implications of global trade fluctuation and supply chains disruptions and identify infrastructure priorities needed to mitigate risk.
		GoBiz	Integrate freight considerations into travel demand management strategies such as roadway pricing and express lane systems.
		CalSTA	Explore infrastructure and operational strategies to meet demand for deliveries post-COVID-19, including research into the benefits and tradeoffs of drone deliveries, bike delivery services, staging areas, loading zones, and pick-up centers.
		California Freight Advisory Committee	
		CARB	Identify and reform existing policies that pose barriers to innovating the goods movement system and advancing freight technologies.
		Governor's Office of Planning and Research	Identify and reform existing policies that concentrate freight land uses near low-income communities of color.
			Explore strategies to shorten local and regional supply chains to strengthen local economies and increase resilience to natural disasters, pandemics, and other disruptions.



## 8. Advance ZEV Technology and Supportive Infrastructure

**TABLE 32:** ADVANCE ZEV TECHNOLOGY AND SUPPORTIVE INFRASTRUCTURE SCOPE

Supporting Document	Lead Agency	Supporting Agencies	New Action
CA 2017 CARB Scoping Plan	CARB	Climate Action Team	Require Transportation Network Companies (TNCs) and other car-sharing services to transition to electric vehicle fleets consistent with the statewide rate of electric vehicle adoption.

## 9. Manage the Adoption of Connected and Autonomous Vehicles (CAV)

**TABLE 33:** MANAGE THE ADOPTION OF CAV SCOPE

Supporting Document	Lead Agency	Supporting Agencies	New Action
CA 2017 CARB Scoping Plan	CARB	Climate Action Team	Ensure CAVs are shared, electric, support efficient land use, and are aligned with the automated vehicle key principles for healthy and sustainable communities.
			Pursue policies that expand CAV access to aging and youth populations, underserved communities, unbanked and low-income users, and users with disabilities.
			Ensure that a robust communications network is simultaneously being developed statewide to prepare for the demands of future CAV application technologies.





## 10. Price Roadways to Improve the Efficiency of Auto Travel

**TABLE 34:** PRICE ROADWAYS TO IMPROVE THE EFFICIENCY OF AUTO TRAVEL SCOPE

Supporting Document	Lead Agency	Supporting Agencies	New Action
<b>Caltrans Deputy Directive 43 R1</b>	Caltrans		Study the impacts of roadway pricing on social equity in various future economic scenarios, including implications for goods movement and in rural parts of the state.
		CalSTA	
		CTC	Enact State legislation to allow for roadway pricing programs, grounded in research on equity and other implications.
		State Roadway Pricing Workgroup	Evaluate road pricing exemptions for low-income Californians, those unable to operate a vehicle, public transit vehicles, and certain freight vehicles.
			Invest in non-auto travel options along corridors subject to roadway pricing to provide people with viable alternatives to driving.



## 11. Encourage Efficient Land Use

**TABLE 35:** ENCOURAGE EFFICIENT LAND USE SCOPE

Supporting Document	Lead Agency	Supporting Agencies	New Action
<b>California's Plan to Affirmatively Further Fair Housing</b>	California Department of Housing and Community Development	Climate Action Team	Support local agencies in reducing parking minimum and/or enacting parking maximums and provide support in identifying, funding, and implementing mobility solutions for those impacted by parking loss.
			Provide data and technical tools to help State, regional, and local governments evaluate the transportation impacts of land use decisions.
			Identify and pursue opportunities in repurpose antiquated land uses such as gas stations, parking lots, and large shopping centers to support compact, mixed-use development and sustainable mobility options.



## 12. Expand Protection of Natural Resources and Ecosystems

**TABLE 36:** EXPAND PROTECTION OF NATURAL RESOURCES AND ECOSYSTEMS SCOPE

Supporting Document	Lead Agency	Supporting Agencies	New Action
<b>Climate Action Plan</b>	California Department of Water Resources	California Emergency Management Agency	Investigate the benefits of establishing statewide priority development and conservation areas to enhance natural ecosystems and encourage preservation of agricultural lands, open space, and critical environmental areas.
		California Natural Resources Agency	
		CalEPA	
		CEC	Partner with resource and local agencies to establish mitigation areas and banks, which will also conform with 23 USC 169 through the Caltrans Advanced Mitigation Program planning process outlined in program guidelines.
		CDPH	
		California Department of Fish and Wildlife	
		Governor's Office of Planning and Research	Partner with resource and local agencies to explore establishment of mitigation areas and banks for VMT and GHG mitigation.
		California Department of Food and Agriculture	
		California Department of Parks and Recreation	



### 13. Strategically Invest in State of Good Repair Improvements

**TABLE 37:** STRATEGICALLY INVEST IN STATE OF GOOD REPAIR IMPROVEMENTS SCOPE

Supporting Document	Lead Agency	Supporting Agencies	New Action
2020 SHOPP	Caltrans	CTC	Require the addition of multimodal project components, such as Complete Streets upgrades and traffic calming measures, during maintenance and preservation activities, where feasible.
		CalSTA	Align funding for state of good repair and state highway operations projects with VMT reduction projects such as tolling and express lanes.
		FHWA	Modernize asset management practices by leveraging new technologies and data.

### 14. Seek Sustainable, Long-Term Transportation Funding Mechanisms

**TABLE 38:** SEEK SUSTAINABLE, LONG-TERM TRANSPORTATION FUNDING MECHANISMS SCOPE

Supporting Document	Lead Agency	Supporting Agencies	New Action
2020 SHOPP	Caltrans	CTC	Explore a statewide means-based road-user charge program as a replacement for the gas tax, based in the findings of the road-user charge study.
		CalSTA	Coordinate with local and regional transportation agencies to develop and implement sustainable transit and active transportation funding models.
		FHWA	