

# CTP 2050 IMPLEMENTATION PROGRESS REPORT 20/21



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# 1 Importance of CTP Implementation

The California Transportation Plan 2050 (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 the Department 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 success. This report provides a vehicle for measurement and tracking of progress implementing the CTP statewide.

The CTP addresses emerging issues created by the pandemic and long-standing issues of systemic injustice while showing what California must do to reduce transportation sector GHG emissions to 80 percent below 1990 levels by 2050. 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 Climate Action Plan for Transportation Infrastructure (CAPTI)

In alignment with and building off of the goals outlined in the CTP 2050, the California State Transportation Agency's (CalSTA) Climate Action Plan for Transportation Infrastructure (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.

CAPTI builds on executive orders signed by Governor Gavin Newsom in 2019 and 2020 targeted at reducing greenhouse gas (GHG) emissions in transportation, which account for more than 40 percent of all polluting emissions, to reach the state's ambitious climate goals.

- [Executive Order N-19-19](#) directs CalSTA to leverage discretionary state transportation funds to reduce GHG emissions in the transportation sector and adapt to climate change.
- [Executive Order 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 the 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 implementation efforts as needed.

Below shows each of the CAPTI actions that is 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 (Cal-ITP)\*
- 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 (ATP)\*
- 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 Caltrans Strategic Investment Strategy (CSIS) to Align Caltrans Project Nominations in with the CAPTI Investment Framework
- S4.2 – Align Interregional Transportation Strategic Plan 2021 (ITSP) with CAPTI Investment Framework
- S4.3 – Update the 2023 State Highway System Management Plan (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 Zero Emission 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 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,

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

environmental protection, climate change, freight, public health, housing, social equity, and public safety. Both Caltrans district staff and district partners are critical to 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. Through district staff the department 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 adhering to their guidance, this report will be updated annually.

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## 2 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 partners to track progress on CTP implementation and CAPTI alignment efforts.



### 3 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 Interregional Transportation Improvement Program (ITIP)

<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 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 economic health 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 <sup>th</sup> , 2021. Comments will be incorporated into the final draft of the ITIP on February 15 <sup>th</sup> , 2022.
<b>Progress towards CTP recommendations</b>	13. Strategically Invest in State of Good Repair Improvements 14. Seek sustainable, long-term transportation funding mechanisms
<b>Progress towards Caltrans-led CAPTI actions</b>	S1.3 – Fast Track New CAPTI Aligned Projects in Early Planning Phases by Adding Them to ITIP

#### 2023 State Highway System Management Plan (SHSMP)

<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
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	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 (HM) 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 greenhouse gas emissions, while also reducing risk to state transportation assets. This revised project development approach will employ climate smart decision-making for all users in maintenance and operations projects.
<b>Progress towards CTP recommendations</b>	13. Strategically Invest in State of Good Repair Improvements 5. Enhance transportation system resiliency
<b>Progress towards Caltrans-led CAPTI actions</b>	S4.3 – Update the 2023 State Highway System Management Plan (SHSMP) to Meaningfully Advance CAPTI Investment Framework

## California Intercity Bus Study (CIBS)

<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>• Establish a business case for the network and 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>
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<b>Current Status</b>	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.
<b>Progress towards CTP recommendations</b>	<ul style="list-style-type: none"> <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>8. Advance Zero-Emissions Vehicle (ZEV) technology and supportive infrastructure</li> <li>15. Seek sustainable, long-term transportation funding mechanisms</li> </ul>

## Caltrans Active Transportation (CAT) Plans

<b>Purpose</b>	The 2017 State Bicycle and Pedestrian Plan (SBPP) "Toward an Active California" is Caltrans' first statewide policy plan to support travel by bicyclists and pedestrians through objectives, strategies, and actions. Through the CAT Plans, Caltrans seeks to identify location-based needs to lower traffic stress, improve accessibility, and implement the SBPP. 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>• Completed <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>• Under Development <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>	<ul style="list-style-type: none"> <li>1. Expand access to safe and convenient active transportation options</li> <li>4. Advance transportation equity</li> <li>6. Enhance transportation safety and security</li> </ul>

<b>Progress towards Caltrans-led CAPTI actions</b>	S3.3 – Lift Up and Mainstream Community Engagement Best Practices
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## Caltrans Climate Change Vulnerability Assessments

<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 (TSPSIS), 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>	6. Enhance transportation system resiliency
<b>Progress towards Caltrans-led CAPTI actions</b>	S5.1 – Develop Climate Risk Assessment Planning and Implementation Guidance

## Advancing Equity

<b>Purpose</b>	In August 2020, Caltrans launched the Caltrans Office of Race and Equity (CORE) to provide Department leadership in advancing equity. This office provides leadership, guidance, training, and support to all divisions, districts, and programs within the
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	<p>department. As CORE continues to grow, equity efforts will be expanded within Caltrans programs – from addressing the impact of transportation projects on communities to how the department engages with underserved communities.</p> <p>CORE is leading the development of the Caltrans Equity Quality Index (EQI), which provides a consistent benchmark to understand how the Department is prioritizing and allocating project funds regarding equity. The EQI accomplishes this by identifying and measuring underserved communities using environmental, mobility, accessibility, and socioeconomic information within underserved communities. This analysis produces a transportation equity score for census tracts across the State.</p> <p>To improve coordination and collaboration regarding equity, an interagency Equity Advisory Committee(s) (EAC) is being formed. The EAC is intended to elevate diverse and historically marginalized voices to advise state agencies including CalSTA, CTC, and Caltrans. This committee will work to achieve meaningful transportation equity and environmental justice outcomes, especially as related to transportation planning and programming by:</p> <ul style="list-style-type: none"> <li>• Creating a more transparent transportation planning process</li> <li>• Coordinate across state agencies to develop standards and practices for meaningful engagement</li> <li>• Provide technical assistance resources to those most impacted by projects, including disadvantaged communities, low-income communities, and Black, Indigenous, and People of Color (BIPOC) communities</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>• Complete <ul style="list-style-type: none"> <li>○ Caltrans convening equity taskforce June 2021</li> <li>○ Sourcing data Winter 2021</li> </ul> </li> <li>• Under Development <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>	All 14 recommendations
<b>Progress towards Caltrans-led CAPTI actions</b>	<p>S3.3 – Lift Up and Mainstream Community Engagement Best Practices</p> <p>S3.4 – Develop and Utilize Equity Index to Assist in Evaluation or Prioritization of Caltrans Projects</p>

## 2020-2024 Caltrans Strategic Highway Safety Plan (SHSP)

<b>Purpose</b>	The Caltrans SHSP is a comprehensive plan that expands on the nationwide “Toward Zero Deaths” (TZD) 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 Safety 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. 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>	<ol style="list-style-type: none"> <li>1. Expand access to safe and convenient active transportation options</li> <li>4. Advance transportation equity</li> <li>6. Enhance transportation safety and security</li> </ol>

## Caltrans Strategic Investment Strategy (CSIS)

<b>Purpose</b>	Guide project nomination and selection process to align with the CAPTI principles for State-Sponsor Non-SHOPP PIDs and various State & 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>	<ol 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> </ol>

	<p>8. Advance Zero-Emissions Vehicle (ZEV) technology and supportive infrastructure</p> <p>10. Price roadways to improve the efficiency of auto travel</p> <p>11. Encourage efficient land use</p> <p>12. Expand protection of natural resources and ecosystems</p> <p>13. Strategically invest in state of good repair improvements</p> <p>14. Seek sustainable, long-term transportation funding mechanisms</p>
<b>Progress towards Caltrans-led CAPTI Actions</b>	S4.1 – Develop and implement the CSIS to align Caltrans project nominations in with the CAPTI Investment Framework

## Caltrans Zero-Emission Vehicle Action Plan 2.0

<b>Purpose</b>	<p>The 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.</p>
<b>Current Status</b>	<ul style="list-style-type: none"> <li>• The ZEV Action Plan 2.0 <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>• 10% completed.</li> <li>• Green Fleet <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 zero-emission, establishing and kicking off a zero-emission working group.</li> </ul> </li> <li>• ZEV Infrastructure Visibility <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>	<ul style="list-style-type: none"> <li>4. Advance transportation equity</li> <li>8. Advance ZEV technology and supportive infrastructure</li> </ul>
<b>Progress towards Caltrans-led CAPTI actions</b>	S4.6 – Incorporate Zero Emission Freight Infrastructure Needs in California Freight Mobility Plan (CFMP)

## Clean California Program

<b>Purpose</b>	<p>The Clean CA program is Caltrans new transformative initiative to create jobs and beautify California by provide funding for outreach, projects, and programs geared towards litter removal along the SHS. Clean CA supports a two-year Clean California Local Grant Program, where approximately \$296 million in funding will be used to help clean, enhance, and improve local community spaces including local streets, roads, tribal lands, parks, pathways, and transit centers for walking and recreation purposes. Clean CA 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 CA. Ultimately, funding for transformative programs such as Clean CA help implements the CTP by improving and enhancing the livelihood of all 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 closes on February 1, 2022. Caltrans will announce the grant recipients on March 2022, considering projects that will help communities clean up and beautify their hometowns and local streets.</p>
<b>Progress towards CTP recommendations</b>	<ul style="list-style-type: none"> <li>3. Expand access to jobs, goods, services, and education</li> <li>4. Advance transportation equity</li> <li>12. Expand protection of natural resources and ecosystems</li> <li>13. Strategically invest in state of good repair improvements</li> </ul>



## Corridor Plans

<b>Purpose</b>	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.
<b>Current Status</b>	<ul style="list-style-type: none"> <li>• Completed as of December 2021               <ul style="list-style-type: none"> <li>○ District 1 – US 101 Broadway Corridor</li> <li>○ District 4 – SR 1 North</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>• Under Development               <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 TCR, SR-221 TCR, SR-17 Resiliency and Adaptation Plan, US-101 TCR</li> <li>○ District 5 – US-101 Business Plan, US-101 South of Salinas</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, 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>	<ol 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> </ol>

	<ul style="list-style-type: none"> <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>9. Manage the adoption of connected and autonomous vehicles</li> <li>12. Expand protection of natural resources and ecosystems</li> </ul>
<b>Progress towards Caltrans-led CAPTI actions</b>	S4.4 – Re-focus Caltrans Corridor Planning Efforts to Prioritize Sustainable Multimodal Investments in Key Corridors of Statewide and Regional Significance

## Innovative Concepts

<b>Purpose</b>	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 restarting 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 the CAPTI. Innovative Concepts will be an ongoing initiative to get new kinds of transportation solutions that push the needle into the project pipeline.
<b>Current Status</b>	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.
<b>Progress towards recommendations</b>	All 14 recommendations
<b>Progress towards Caltrans-led CAPTI actions</b>	All Caltrans-led CAPTI actions

## 2022 Interregional Transportation Strategic Plan (ITSP)

<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 the CAPTI, California Freight Mobility Plan (CFMP), and the California State Rail Plan (CSRP).
<b>Current Status</b>	The 2021 ITSP was completed in October 2021.  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.
<b>Progress towards recommendation(s)</b>	All 14 recommendations
<b>Progress towards Caltrans-led CAPTI action(s)</b>	S4.2 – Align Interregional Transportation Strategic Plan 2021 (ITSP) with CAPTI Investment Framework

## 2022 California State Rail Plan (CSRP)

<b>Purpose</b>	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 (FRA). 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, greenhouse gas, 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
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	network, promote ridership, and achieve our equity, environmental, and economic goals.
<b>Current Status</b>	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.
<b>Progress towards recommendation(s)</b>	2. Improve transit, rail, and shared mobility options

## State Roadway Pricing Workgroup

<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 the CAPTI S6.2, and the 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 recommendation(s)</b>	10. Price roadways to improve the efficiency of auto travel
<b>Progress towards Caltrans-led CAPTI action(s)</b>	S6.2 – Convene a Roadway Pricing Working Group to Provide State Support for Implementation of Local and Regional Efforts

## Road User Charge

<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 system.
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<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 recommendation(s)</b>	10. Price roadways to improve the efficiency of auto travel 14. Seek sustainable, long-term transportation funding mechanisms

### Senate Bill (SB) – 743 Environmental Quality User Charge

<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.
<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 recommendation(s)</b>	All 14 recommendations

## Transit & Intercity Rail Capital Program (TIRCP)

<b>Purpose</b>	The TIRCP provides funding grants through SB 1 and the Greenhouse Gas Reduction Fund (GGRF) 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 and ending with the 2026-27 fiscal year. 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 fiscal year, 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 3rd, 2022, and awards will be announced in June 2022.
<b>Progress towards recommendation(s)</b>	<ul style="list-style-type: none"> <li>2. Improve transit, rail, and shared mobility options</li> <li>8. Advance Zero-Emissions Vehicle (ZEV) technology and supportive infrastructure</li> </ul>

## 2022 Transportation Asset Management Plan (TAMP)

<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 (NHS). 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 recommendation(s)</b>	13. Strategically invest in state of good repair improvements
<b>Progress towards Caltrans-led CAPTI action(s)</b>	S3.2 – Strengthen and Expand Coordinated, Targeted Technical Assistance on State Transportation Funding Programs

## The Zero-Emission (ZE) Strategy for Intercity Passenger Rail

<b>Purpose</b>	<p>The ZE Strategy for Intercity Passenger Rail is a framework for California to achieve zero-emission 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 ZE</li> </ul>
<b>Progress towards recommendation(s)</b>	<p>4. Advance transportation equity</p> <p>5. Enhance transportation system resiliency</p> <p>6. Enhance transportation safety and security</p> <p>8. Advance ZEV technology and supportive infrastructure</p> <p>12. Expand protection of natural resources and ecosystems</p>

## Caltrans Climate Action Plan

<b>Purpose</b>	Caltrans will develop and implement a departmental Climate Action Plan (CCAP) to work towards reductions in GHG emissions and VMT from all sources, including from use of the State Highway
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	System and internal operations. Additionally, Caltrans will set measurable and achievable mode share targets for passenger travel that will be supported by VMT reduction strategies. The CCAP will identify additional actions the department will take to meet 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 IIJA, CAPTI, Caltrans Strategic Plan, and other state climate policy documents.
<b>Progress towards recommendation(s)</b>	<ol 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> </ol>
<b>Progress towards Caltrans-led CAPTI action(s)</b>	S4.5 – Develop and Implement Caltrans Climate Action Plan (CCAP)

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

## 4 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 1: Modal Plans Associated with CTP Implementation**

Modal Plan	Description	Current Iteration	Next Iteration
Interregional Transportation Strategic Plan	Provides guidance for identifying and prioritizing interregional transportation improvements to be funded in the Interregional Transportation Improvement Program.	2021	2022 Addendum
California Freight Mobility Plan	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)
California State Rail Plan	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
California Aviation System Plan	Provides a basis for implementing the State Aeronautics Act and identifies the Division of Aeronautics role in Caltrans' mission, vision, and values.	2020	2025

Statewide Transit Strategic Plan	Helps the State and its partners gain a better understanding of present and future roles and responsibilities to support public transportation.	2012	2022
California State Bicycle & Pedestrian Plan	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.

**Table 2: Competitive Program Funding**

<b>COMPETITIVE</b>		
<b>Program</b>	<b>Annual Funding Amount</b>	<b>Intent</b>
Active Transportation Program	\$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.
Local Partnership Program	\$200 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.
Solutions for Congested Corridors	\$250 million	To achieve a balanced set of transportation, environmental, and community access improvements within highly congested travel corridors throughout the State.
Trade Corridor Enhancement Program	\$300 million	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.
Transit & Intercity Rail Capital Program	\$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 greenhouse gases, vehicle miles traveled, and congestion.

**Table 3: Discretionary Program Funding**

<b>DISCRETIONARY</b>		
<b>Program</b>	<b>Annual Funding Amount</b>	<b>Intent</b>
Interregional Transportation Improvement Program	Variable (2022 anticipated to be \$175 million)	To improve interregional movement for people and goods across California on the SHS and develop Intercity Passenger Rail corridors of strategic importance.
State Highway Operations & Protection Program	\$4.2 billion	To preserve and protect the State highway system 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.

## Grant Funding

To achieve our statewide commitments, targets and goals, the Department 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 Fiscal Year 2021-22 Planning Special Studies grant program funded through FHWA State Planning & Research (SPR) Part 1 and Public Transportation Account (PTA). 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 greenhouse gas 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 Fiscal Year 2021-22. A statewide total of 59 were selected for grant awards, totaling approximately \$21.5 million.

## 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.