State-Sponsored Non-SHOPP PIDs Scoring Rubrics

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DOTP

Caltrans Division of Transportation Planning

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Introduction

The Caltrans Division of Transportation Planning (DOTP), Office of Strategic Investment Planning, prepared the State-Sponsored Non-SHOPP PID Scoring Rubrics that are predominantly based on the completed scoring rubrics for SB 1 Solutions for Congested Corridors Program and the Trade Corridor Enhancement Program (*February 2022)* and consistent with the 2021 Interregional Transportation Strategic Plan. These scoring rubrics were developed through extensive collaboration with subject matter experts from HQ offices & divisions listed below, as well as feedback received during the comment period.

- Division of Environmental Analysis
- Division of Financial Programming
- Division of Rail and Mass Transit
- Division of Sustainability
- Division of Traffic Operations
- Division of Traffic Safety
- Office of Air Quality and Climate Change
- Office of Data Analytics Services
- Office of Complete Streets & Active Transportation
- Office of Multimodal System Planning
- Office of Race and Equity
- Office of State Planning, Equity, and Engagement
- Office of Strategic Investment Planning
- Office of Sustainable Freight Planning

District nominations for the Non-SHOPP PIDs will be scored based on nine scoring rubrics to evaluate alignment with the Climate Action Plan for Transportation Infrastructure (CAPTI). Project scores help to determine the priority order when developing the Recommended List of Projects for DOTP management.

CAPTI Alignment

The Non-SHOPP PID scoring rubrics fully align with the ten CAPTI Guiding Principles listed below.

ID	CAPTI GUIDING PRINCIPLE BRIEF DESCRIPTIONS
CAP1	Build toward an integrated, statewide **rail and transit** network
CAP2	Invest in networks of safe and accessible **bicycle and pedestrian** infrastructure
CAP3	Include investments in light, medium, and heavy-duty **zero-emission vehicle** (ZEV) infrastructure
CAP4	Make **safety** improvements to reduce fatalities and severe injuries of all users towards zero
CAP5	Strengthen our commitment to social and racial **equity** by reducing public health and economic harms and maximizing community benefits
CAP6	Assess physical **climate** risk
CAP7	Promote projects that do not significantly increase **passenger vehicle travel**
CAP8	Develop a **zero-emission freight** transportation system
CAP9	Promote compact **infill** development while protecting residents and businesses from displacement
CAP10	Protect **natural and working lands**

The table below illustrates alignment between the criteria and specific CAPTI Guiding Principles.

QUESTION #	CRITERIA QUESTION TITLE	CAPTI ALIGNMENT
1	Mode Shift	CAP 1 and CAP 2
2	Vehicles Mile-Traveled (VMT)	CAP 7
3	Public Engagement	CAP 5
4	Benefits to Disadvantaged Communities	CAP 5
5	Improve Safety	CAP 4
6	Expand Zero Emission Vehicle Infrastructure	CAP 3 and CAP 8
7	Address Climate Change	CAP 6
8	Natural and Working Lands	CAP 10
9	Infill Development	CAP 9

1. Mode Shift

Does the project have the potential for mode shift, including to rail, transit, or active transportation?

The purpose is to identify the Project's ability to facilitate mode shift. Caltrans is looking to prioritize projects that provide viable, multimodal alternatives to vehicle travel or eliminate gaps to first/last mile of multimodal trips. Priority freight projects will facilitate intermodal interchange, transfer, and/or access in/out of a port/rail facility to shift cargo from roadways to rail/marine highways. Priority rural projects will increase transit and passenger rail service through investment in bus service, vanpools, micro-transit or mobility on demands services, park and ride facilities, and adjacent passenger rail service.

Points	Rubric Definition
5	Project proposes to facilitate shift of existing vehicular trips to other modes by providing **new rail, transit, or active transportation infrastructure** in an area with only roadway options. Project plans to enable new trips previously impossible by non-vehicular modes; *OR* Project proposes to eliminate gaps to first/last mile of a multi- modal trip. Roadway improvements must be intentional in eliminating gaps to facilitate effective mode shifts.
	Freight: Project proposes to **facilitate intermodal interchange, transfer, and access** to/from rail or mode other than vehicular freight mode, or into/out of port/rail facility (e.g. shifts cargo from roadway to rail/marine hwy). Project plans to enable goods movement previously impossible by non-vehicular modes, or include improvements to rail, inland port/seaports, short-haul rail shuttle, to reduce impacts on nearby communities; may include physical separation/buffer of freight and walking/bicycling activities; OR Project proposes to **eliminates gaps** to first/last mile of a multimodal trip. Intentional roadway improvements to remove gaps and facilitate cargo mode shift.
	Rural Context: Project proposes to improve transit/passenger rail service in a corridor by investing in bus service, vanpools, micro-transit/on-demand services, park-and-ride, and/or adjacent passenger rail improvements; OR Project proposes to provide new active transportation infrastructure not where no facilities previously existed.
4	Project may include improvements to facilitate mode shift from vehicular to other modes by **providing new rail, transit, and/or active transportation infrastructure.** Project may consider complementary roadway improvements for vehicular travel that promote multimodal options.
	Freight: Project plans to **support intermodal interchange, transfer, & access** to/from rail or another mode other tha vehicular freight mode, or into/out of a port/rail facility (e.g. shifts cargo from roadway to rail or marine highway). Project anticipates including freight rail system improvements to enhance goods movement from seaports, land ports of entry, and airports to warehousing and distribution centers, including grade separations. Project **may support** inland port facilities, short-haul rail shuttles, and inland seaports. Project may include roadway improvements, such as improving ingress/egress to/from land port of entry, airports, and seaports.
	Rural Context: Project plans for **roadway operational improvements to support transit/passenger rail service** in a corridor to improve headway reliability for intermodal transit transfers and/or buses traveling the corridor. Project proposes to be **multimodal** that enhances safety of existing active transportation infrastructure (adds separation between a bicycle and vehicle lanes, etc.), particularly along rural highways that act as main streets.
3	Project is a **roadway project** for vehicle travel that is likely to **include multimodal rail, transit, and/or active transportation improvements**. Roadway & multimodal improvements would be complementary, intentional, and would improve access and/or promote the shift of travel from vehicular to rail, transit, active transportation.
	Freight: Planned **roadway improvement** is to enhance freight movement that may include port/rail elements to promote intermodal interchange, transfer, and access, or enhances access to rail or freight facilities.
	Rural Context: Project plans to be a **non-capacity-increasing roadway project** that reduces conflict between freight and active transportation users either by facilitating freight movement from a 'main street' rural highway to a priority freight route or by adding safety improvements (wider shoulders, signalized intersections, etc.
2	Project plans to be a **roadway project** for vehicular travel that includes multimodal rail, transit, and/or active transportation improvements. The roadway improvements are not expected to promote mode shift from vehicles to non-vehicular options; therefore, the multimodal elements of the project have a low potential for mode shift.
	Freight: Project plans to be a **roadway improvement** to enhance freight movement that supports or facilitates the shift of cargo from the roadway to rail/marine highway.
	Rural Context: Project plans to be a **non-capacity-increasing roadway project** in the vicinity of a transit station or active transportation network and has the potential to improve access to that multi-modal infrastructure.
1	Project plans to be a **roadway improvement** for vehicular travel. Project has the **potential to promote or improve access to existing rail, transit, and/or active transportation**, but does not include sufficient rail, transit, or active transportation investment to fully mitigate the auto travel it induces.
	Freight: Project plans to be a **roadway improvement** to enhance freight movement. Project has the potential to support the shift of cargo from roadway to rail/marine highway.
	Rural Context: Project plans to be **non-capacity-increasing** with no potential to improve access to other modes. There may not be opportunities to improve mode shift in the corridor; ***OR*** Project plans to increase **capacity** but **may include transit** elements that has potential to significantly increase mode shift (i.e. bus only highway lane).
0	Project does not demonstrate plans for mode shift; project is highway capacity increasing; 100% highway centric.
	Freight: Project does not demonstrate potential for mode shift.
	Rural Context: It is unclear if project may explore alternative for mode shift; no documentation.

2. Vehicle Miles Traveled (VMT)

What is the project potential to impact VMT?

Caltrans is looking to prioritize projects that do not significantly increase motor vehicle travel, particularly in congested urbanized settings where other mobility options can be provided and where projects are shown to induce significant auto travel. These projects should generally aim to reduce VMT and not induce significant VMT. In less congested rural areas, highway capacity expansion can be less likely to induce travel. Nevertheless, the benefits and drawbacks of widening roadways in this context must be weighed carefully.

Points	Rubric Definition
5	Project proposes **non-highway capacity increasing** and is **not likely to increase VMT**. Project may consist **solely/combination of** new or improving existing passenger rail or bus transit; freight or short rail; active transportation facilities, including closing existing gap in transit/active transportation; or multimodal port improvement project.
	Rural Context: Project plans to **improve multimodal connectivity in local street networks** (including overcrossing opportunities of Caltrans facilities) to enable more direct routing and efficient access to destinations, shortening existing trips without inducing travel, thereby removing trips from the SHS and local roads. Project plans to add and improve connected facilities for walking and bicycling in the corridor and includes or improves first/last-mile connections to local, interregional, and regional transit routes.
4	Project proposes to be a **non-highway capacity increasing** and is **not likely to increase VMT**. Project is likely to consist **primarily of**, or a combination of, adding new, or improving existing: passenger rail or bus transit; freight or short rail; active transportation facilities, including closing an existing gap in transit and active transportation; or multimodal port improvement project. Project plans to **include highway solutions** that improve transit travel times and reliability (such as priced managed lanes with transit service, dedicated transit lanes, and transit signal priority) so as not to add new lanes accessible to automobiles.
	Rural Context: Project may likely **facilitate emergency evacuations** following local/regional/state evacuation plans **without increasing capacity** through efficient traffic management strategies (use of contraflow; two-way left-turn lanes as through traffic lanes, full structural shoulders); installation of transportation management systems elements (closed-circuit television cameras, changeable message signs, traffic detection, etc.)
3	Project **does not anticipate to increase VMT**. The scope may consist of implementing a **demand management highway solution** as a strategy to maximize use of the existing footprint of the system. Demand management strategies may include General Purpose Lane conversion to HOV+3 or higher, HOT, or fully priced lanes; HOV conversion to HOT lanes; HOV or HOT lanes conversion to fully priced lanes; and HOV+2 conversion to HOV+3 or higher; conversion of existing lanes to enforceable transit- or freight-only lanes. **Project is likely to couple with** one, or a combination of adding a new, or improving existing, passenger rail or bus transit, freight or short rail, active transportation improvement, including closing an existing gap in transit and active transportation, or multimodal port improvement project so VMT impacts can be mitigated to zero.
	Rural Context: Project plans to **address operational issues** on a route used for evacuations or experiences frequent closures that forces vehicles and freight to travel around the closure or congested corridor through local communities. Project's operational improvements plans to reduce VMT associated with traveling around closures and evacuation routes and have an overall net zero increase in VMT; addresses operational issues related to substantial grades to facilitate efficient goods movement in critical freight corridors. ***AND*** Project is in an area with **no multimodal options for freight movement**. The general plan does not plan for growth, additional interchanges, or other VMT inducing roadway projects.
2	Project **does not anticipate to increase VMT**. **Project may include only roadway improvements**, which may consist of implementing a demand management highway solution within existing footprint. Demand management may include General Purpose Lane conversion to HOV+3 or higher , HOT, or fully priced lanes; HOV conversion to HOT lanes; HOV or HOT lanes conversion to fully priced lanes; HOV+2 conversion to HOV+3 or higher; conversion of enforceable transit or freight-only lanes. **Project does not anticipate including additional multimodal investments in transit, rail, or active transportation components as a solution to reduce VMT.**
1	Project anticipates **no change in VMT**. Project must adequately demonstrate how it anticipates no increase in VMT based on assumptions or project types. Exception: Project may plan to add fully-priced managed lanes, auxiliary lanes, and/or enforceable transit- or freight-only lanes. However, the project must demonstrate no anticipated change in VMT with additional lanes.
	Rural Context: There are no options anticipated within the corridor that will directly benefit reductions of passenger vehicle travel.
0	Project plans to **increase highway capacity** by expanding existing footprint of the system and **increases VMT.**

Rural Definition for VMT only: Counties identified in table 3 of Attachment A.

3. Public Engagement

How does the project plan to include and document a meaningful public engagement process that includes Community-Based Organizations?

The purpose of this question is to determine if a project adequately includes the needs of underrepresented groups through its public engagement process. Consideration is given to whether a project provided a diverse array of opportunities for members of underrepresented groups, contacted community leaders of underrepresented groups, provided engagement at the appropriate times of project development, adequately documents the public engagement process, ensured adequate resources were allocated to the public engagement process, and demonstrates that the project design or scope was changed to accommodate needs and perspectives provided by the public engagement process.

Points	Rubric Definition
5	Project plans for a **robust, equitable, and meaningful** public engagement strategy that includes a range of virtual and/or in-person methods, or tools for reaching entities known or reasonably anticipated to be affected by, or have an interest in, the Project. The anticipated methods and tools describe well-defined ways to reach out to and provide meaningful participation opportunities for the impacted and surrounding communities, and may include underserved population and disadvantaged communities, if applicable. The strategy will consider community-based organizations and plans to develop a well-described public engagement plan. Stakeholder and/or partner agency participation anticipates having informed strategy development. Stakeholders plan is identified by name and/or defined groups or categories; the stakeholder list plans to be appropriate for the project scope and not omit entities that should be included. Outreach and engagement activities, stakeholder comments and input, and engagement outcomes plan to be well documented. The level of engagement plans to be fully adequate for the Project. The timing of the engagement plans matches well with the project phases and milestones. Sufficient resources are planned to be allocated for all the engagement activities.
4	Project plans for public outreach/engagement strategy that is outlined or described in some form. The public engagement strategy plans to include several virtual and/or in-person methods, techniques, and/or tools for reaching entities known or reasonably anticipated to be affected by, or have an interest in, the Project. As applicable, the methods, techniques, and tools plan to include reaching out to and providing participation opportunities for disadvantaged communities. Community-based organizations may be considered in the outreach and engagement. The level of engagement proposes to be generally appropriate for the Project. The stakeholder list proposes to be generally appropriate for the Project. Documentation of the engagement results is included. The timing of the engagement activities proposes to mostly correspond to the project phases and milestones. Sufficient resources are planned to be allocated for most of the engagement activities.
3	Project plans to include public outreach and engagement components, which may include some methods, techniques, and/or tools for reaching entities anticipated to be affected by or interested in the Project. As applicable, the methods include ways to reach out to disadvantaged communities. The level of engagement and the stakeholder list plans to be appropriate for the Project. Some level or documentation of the general engagement results plan to be included. The timing of the engagement activities plans to be generally adequate. Resources allocated for engagement activities anticipate being adequate or unclear.
2	Project may not have a strategic public outreach and engagement strategy, or only makes passing reference to outreach and engagement; or the Project has plans to include some public outreach and engagement components but may not have a strategy in place. The approach omits some reasonably anticipated methods, and/or tools for reaching entities that may be affected by, or have an interest in, the Project. The methods and tools may mention disadvantaged communities, as applicable; however, the level of authentic engagement is low. Engagement level and stakeholder list generally seem more perfunctory or performative than meaningful and authentic. The timing of engagement activities may match some of the Project phases and milestones, but gaps may be evident. Resources allocated for engagement activities may be inadequate or unclear.
1	Public outreach and engagement activities, or planned outreach and engagement, mainly aim to inform the community, stakeholders, and the general public. Meaningful and authentic engagement that can influence the outcomes is lacking. A public engagement plan is not provided or, if mentioned, is only a cursory outline. The level of planned engagement is minimal, and the stakeholder list is omitted or perfunctory. The strategy omits reasonably anticipated methods, techniques, and/or tools for reaching entities that may be affected by, or have an interest in, the Project. Few, if any, of the methods, techniques, and tools seem to address, include, or be directed toward disadvantaged communities, as applicable. The timing of the engagement activities does not match the Project phases and milestones. Resources allocated for engagement activities seem to be generally inadequate or unclear. Documentation of the engagement results is minimal or nonexistent.
0	Project did not include public outreach and engagement. No public engagement plan is provided. No methods, techniques, and/or tools are identified for reaching entities that may be affected by, or have an interest in, the Project. No resources were allocated for outreach and engagement beyond what is required.

4. Benefits to Disadvantaged Community (DAC)

How does the project plan to incorporate local communities needs to provide benefits to a DAC?

The purpose of this question is to determine if the Project provides benefits a DAC. Caltrans seeks to prioritize those projects which provide the greatest benefits that serve the most severely disadvantaged communities. Describe how the Project proposes to advance equity and reduce or eliminate transportation burdens and/or barriers for low-income communities, communities of color, people with disabilities, and other disadvantaged groups.

Points	Rubric Definition
5	The Project is fully within a DAC and/or is anticipated to provide access to opportunity outside of the DAC, including removing/or alleviating transportation barrier or burden for residents of a DAC; AND Project is anticipated to provide benefits or improves conditions to a DAC, as well as addresses and aligns well with the affected community's needs; ***AND*** Project does not anticipate to place new burdens or exacerbate existing burdens on the DAC.
3	Project is partially within a DAC and/or is anticipated to provide access to opportunity outside of the DAC, including removing/alleviating transportation barrier or burden for residents of a DAC; AND Project proposes to provide benefits or improves conditions to a DAC, as well as address and align well with the affected community's needs; ***AND*** The Project does not anticipate to place new burdens or exacerbate existing burdens on the DAC.
1	Project is anticipated to provide indirect benefits to a DAC and address & align well with the affected community needs; AND Project does not anticipate placing new burdens or exacerbate existing burdens on the DAC.
0	Project does not anticipate providing any benefits directly, or indirectly, to a DAC ***OR*** the project is not anticipated to improve conditions for, place new burdens, or exacerbate existing burdens on the DAC.

5. Improve Safety

Does the project plan to include safety improvements/enhancements to reduce fatalities and severe injuries for all users in alignment with the Safe Systems approach?

The purpose is to identify how the Project incorporates safety countermeasures to reduce fatalities and severe injuries of all users toward zero on the roadways. Caltrans seeks to prioritize projects in alignment with the Safe Systems Approach, which involves anticipating human mistakes and designing/managing infrastructure to keep the risk of a mistake low.

Points	Rubric Definition
5	Project may include physical/operational improvements to **create clear safety improvements and address the safety of all road users** (walk, bike, drive, ride transit, etc.). Project plans to **completely aligns with the Safe Systems Approach,** including the following: • Prioritize vulnerable user safety to prevent deaths and serious injuries • Design for human mistakes, limitations, and injury tolerances (i.e., physically separate people traveling at different speeds, provide dedicated times for different users to move through a space; and/or alert users to hazards and other road users • Reduce system kinetic energy and implement context-appropriate speeds to reduce impact forces, provide additional time for drivers to stop, and/or improve visibility • Proactively identify and address risks; incorporate redundancy ***AND*** plans to include *multiple* elements from Proven Safety Countermeasures and **does not increase auto speeds.** **Rail/Transit:** Project proposes to **improve safety** by implementing, but not limited to, one or more of the following: Positive Train Control Implementation, Rail Grade Crossing and Trespassing Prevention, Human Factor/Workers Protection, Rail Infrastructure Upgrades, Tank Car Enhancements (transporting flammable liquids)
4	Project may include physical/operational improvements to **create clear safety improvements and address the safety of all road users** (walk, bike, drive, ride transit, etc.). Project plans to **align with the Safe Systems Approach below *AND*** *one or more elements from* Proven Safety Countermeasures. • Prioritize vulnerable user safety to prevent deaths and serious injuries • Design for human mistakes, limitations, and injury tolerances (i.e. physically separate people traveling at different speeds, provide dedicated times for different users to move through a space; and/or alert users to hazards and other road users • Reduce system kinetic energy and implement context-appropriate speeds to reduce impact forces, provide additional time for drivers to stop, and/or improve visibility • Proactively identify and address risks; incorporate redundancy. **Rail/Transit:** Project does not plan to include any proven safety countermeasures but plans to yield safety benefits based on Project type. Rail or transit project generally yield substantial safety benefits, aside from any safety features of the rail or transit system, just because these modes are vastly safer than auto modes.
3	Project may include physical/operational improvements to create **potential safety improvements**. Project proposes to **address the safety of multiple road users (**walk, bike, drive, ride transit, etc.). Project plans to **align with the Safe Systems Approach below *OR*** multiple elements from Proven Safety Countermeasures. • Prioritize vulnerable user safety to prevent deaths and serious injuries • Design for human mistakes, limitations, and injury tolerances (i.e., physically separate people traveling at different speeds, provide dedicated times for different users to move through a space; and/or alert users to hazards and other road users) • Reduce system kinetic energy and implement context-appropriate speeds to reduce impact forces, provide additional time for drivers to stop, and/or improve visibility • Proactively identify and address risks; incorporate redundancy
2	Project may include physical/operational improvements to create possible safety improvements. Project plans to **align with the Safe Systems Approach below *OR*** *one or more* elements from Proven Safety Countermeasures. • Prioritize vulnerable user safety to prevent deaths and serious injuries • Design for human mistakes, limitations, and injury tolerances (i.e., physically separate people traveling at different speeds, provide dedicated times for different users to move through a space; and/or alert users to hazards and other road users • Reduce system kinetic energy and implement context-appropriate speeds to reduce impact forces, provide additional time for drivers to stop, and/or improve visibility • Proactively identify and address risks; incorporate redundancy
1	It is unclear if project plans to include physical and/or operational improvements that improve/enhance safety, ***and/or*** Project does not align with the Safe Systems Approach but includes safety improvements.
0	No safety Improvements were identified.

6. Expand Zero Emission Vehicle (ZEV) Infrastructure

How does the project plan to include and/or improve access to ZEV charging or fueling infrastructure?

The purpose of this question is to evaluate the extent to which the project supports and encourages the use of ZEVs and alternative fuels. Caltrans seeks to prioritize projects that provide and improve access to ZE charging and alternative fueling infrastructure, especially in rural areas where and key gaps[1] in charging/fueling infrastructure exist. Rail projects that provide ZE/alternative fuel freight or passenger rail projects will be prioritized. Freight projects that provide ZE truck chargers or alternative fueling will be prioritized, especially on key freight corridors, such as Critical Urban/Rural Freight Corridors, Strategic Interregional Corridors, or International Border Crossings.

Points	Rubric Definition
5	Project proposes to **address key gaps** in ZEV charging and alternative fueling networks by **providing infrastructure** for charging and/or alternative fueling stations in a **rural community**[2].
	Rail/Transit: Project proposes to **provide** ZE/alternative fuel freight or passenger rail infrastructure.
	Freight: Project proposes to **provide** ZE truck chargers or alternative fueling infrastructure **on a key freight corridor**, such as a CUFC/CRFC, Strategic Interregional Corridor, or International Border Crossing; ***OR*** As part of a larger port freight infrastructure project, the project proposes to **provide** ZE or near ZE human-operated equipment/infrastructure.
4	Project proposes to **address key gaps** in ZEV charging and alternative fueling networks by **providing infrastructure** for charging and/or alternative fueling stations. Project is **not** located in a rural community.
	Rail/Transit: Project proposes to **directly support** ZE/alternative fuel freight or passenger rail infrastructure (i.e., accommodates ZE/alternative fuel locomotives).
	Freight: Project proposes to **provide** ZE truck charging or alternative fueling infrastructures **near a key freight corridor**, such as a CUFC/CRFC, Strategic Interregional Corridor, or international border crossing; ***OR*** As part of a larger port freight infrastructure Project, the project plans to support ZE or near ZE human-operated equipment/ infrastructure.
3	Project **does not** plan to address a key gap in ZEV charging/alternative fueling infrastructure. Project proposes to **provide** infrastructure for charging or alternative fueling stations.
	Rail/Transit: Project proposes to **support** future ZE/alternative fuel freight or passenger rail infrastructure (i.e., rail line extension that could support future ZE/alternative fuel locomotives)
	Freight: Project proposes to **provide** infrastructure to enable future ZE truck charging or alternative fueling infrastructure. Project is not located on a key freight corridor.
2	Project proposes to **improve** direct access to and/or visibility of ZEV chargers and/or alternative fueling stations through the addition of wayfinding signs.
	Rail/Transit: Project proposes to include **infrastructure** improvements to support ZE modes of transportation, such as active transportation (i.e., grade crossing).
	Freight: Project proposes to **support** ZE truck charging or alternative fueling infrastructure. Project is **not** located on a key freight corridor.
1	Project **does not** plan to include ZEV infrastructure but plans to support ZE modes of transportation, such as active transportation.
	Rail/Transit: Project plans to includes **operational** improvements to support ZE modes of transportation, such as active transportation (i.e., pedestrian signal enhancements).
	Freight: Project plans to support **future** ZE truck charging or alternative fueling infrastructure investments. Project is **not** located on a key freight corridor.
0	Project **does not** plan to include include/support ZEV infrastructure **or** ZE modes of transportation. EX: Highway-centric Project without any ZEV/active transportation considerations.

[1] Key Gap: Geographical area where ZEV/alternative fuel infrastructure access is greater than 100 miles.

[2] CAPTI (2021) states, "Support the innovation in and development of the ZEV market and help ensure ZEVs are accessible to all, **particularly to those in more rural communities**" (page 16).

7. Address Climate Change

How does the project plan to improve climate adaptation and resiliency by addressing one or more climate risks?

The purpose of this metric is to evaluate how the project proposes to address identified climate risks and implement adaptation strategies/measures to enhance resilience to climate impact(s) that are occurring or anticipated. All projects are required to demonstrate consideration of and consistency with State goals and, where applicable, regional or local adaptation plans or policies. Projects on the SHS should reference Caltrans' products on climate vulnerability, including the Vulnerability Assessments and Adaptation Priority Reports. Using other state or federal climate data sources may be supplemented as needed to identify climate impacts to adjacent areas beyond the SHS. Projected climate impacts for non-highway projects such as passenger/freight rail, seaport, transit, or active transportation projects are not available through Caltrans vulnerability assessments or adaptation priority reports. Those types of projects may use other resources such as Cal-Adapt.org or other local climate data sources to explain vulnerability to a climate change impact.

Points	Rubric Definition
5	Project proposes to conduct climate risk assessments for all climate stressors as appropriate (wildfire, sea level rise, drought, temperature change, precipitation, and extreme events) on timelines that align with the expected service life of the project, following State and Caltrans climate adaptation planning guidance. Project plans to incorporate design components and/or adaptation strategies that comprehensively mitigate identified climate risk(s) for entirety of expected service life as part of its primary objectives or as a significant part of its outcomes. Climate components and outcomes that will be considered will be consistent with State goals and regional/local adaptation plans or policies, as appropriate. Project plans to explore nature-based adaptation strategies where feasible and appropriate. Project plans to include a comprehensive evaluation of potential climate change-related risks to vulnerable communities – including disadvantaged, low income, and BIPOC communities - demonstrated in the project planning, scoping, and design process. The project can demonstrate that some components that will be considered are likely to improve the resilience of these communities. Project plans to expand multimodal transportation options on corridors identified to support emergency evacuation routes, ***AND*** demonstrates that these multimodal transportation options will be deliberately prepared for emergency operations, such as through design changes, personnel training, incident command planning, or adoption of emergency operations plans.
3	Project plans to conduct a climate risk assessment for at least one climate stressor, but not all applicable to the project location. The risk assessment is not clear if it aligns with the expected service life of the project. Project did not conduct climate risk assessment following State and Caltrans climate adaptation planning guidance. Project plans to minimally address climate risks and/or adaptation strategies to mitigate identified climate risk(s). These adaptation strategies are not part of the primary objectives or a significant part of its outcomes, and/or the project does not plan to include strategies for the entirety of expected service life. Potential for including climate components in the project are demonstrated to be consistent with State goals and regional or local adaptation plans or policies, as appropriate. Project demonstrates some consideration of vulnerable communities, including disadvantaged, low-income, and BIPOC communities. However, the project does not demonstrate any plans to improve the resilience of these communities. Project plans to expand multimodal transportation options on corridors identified to support emergency evacuation routes
1	The Project acknowledges climate change impacts on transportation infrastructure but does not include analysis of anticipated vulnerabilities, data sources used, or adaptation strategies. Climate change is expected to be minimally considered in future planning, scoping, and design, but alignment with State goals and regional or local adaptation plans or policies is included. Project demonstrates minimal consideration of vulnerable communities – including disadvantaged, low-income, and BIPOC communities. Considerations are NOT anticipated to be included in the project planning, scoping, and design process.
0	Project does not mention or acknowledge climate change impacts, vulnerabilities, or risks. Project does not consider climate change in planning phase. Project does not include evaluation of potential climate change-related risks to climate-vulnerable communities. Project is not consistent with regional or local adaptation plans or policies.

8. Natural and Working Lands

How does the project plan to minimize the impact on natural resources and ecosystems?

The purpose of this question is to measure how the project incorporates nature-based solutions to protect or enhance natural and working lands [see glossary], which include natural ecosystems and other landscapes like agricultural lands. Specifically, scoring focuses on how the project avoids converting natural or working lands to more intensified uses and/or enhancing biodiversity. The question also measures how the project supports local and regional conservation planning that focuses on development where it already exists and how it aligns transportation investments with conservation priorities to reduce transportation's impact on the natural environment. **NOTE**: This scoring rubric is not intended to evaluate mitigation according to the California Environmental Quality Act (CEQA), the National Environmental Policy Act (NEPA), or other laws, rules, or regulations regarding natural resources.

Points	Rubric Definition
5	Project proposes to have a **primary objective** of **enhancing biodiversity** (e.g., wildlife crossings) **and/or avoiding conversion** of natural and working lands; **OR** proposes to **enhance** natural and working lands through **conservation or restoration** of land and/or the Project plans to pursue **nature-based climate adaptation solutions**. Project plans to support local and regional conservation, restoration, and management efforts that align with the goals described in CAPTI and the State's Climate-Smart Lands Strategy. Project plans to be developed in alignment with statewide conservation priorities to reduce transportation's impact on the natural environment.
3	Project proposes to **protect or enhance** natural and working lands. Project plans to support local and regional conservation, restoration, and management efforts that align with the goals described in CAPTI. Project plans to be developed in alignment with statewide conservation priorities to reduce transportation's impact on the natural environment.
1	Project **does not demonstrate consideration** of local and regional conservation, restoration, and management efforts that align with the goals described in CAPTI; however, the Project **does not place new or exacerbate existing burdens** on natural and working lands that cannot be mitigated.
0	Project is expected to **place new or exacerbates existing burdens** on natural and working lands that must be mitigated.

9. Infill Development

How does the project plan to promote infill development and transportation-efficient land use patterns while protecting residents and businesses from displacement?

The purpose of this question is to determine if a project promotes infill development and land use patterns while protecting residents and businesses from displacement. The project will be considered supporting infill development if it lies within dark purple areas of the Heatmap layer in the Governor's Office of Planning and Research's Site Check tool available at https://sitecheck.opr.ca.gov/ and how the project provides opportunity for walking, biking, transit, and providing transportation options to support infill development.

Points	Rubric Definition
5	Project is located in an area as indicated by the dark purple in the Heatmap layer in the Governor's Office of Planning, and Research's Site Check tool available at https://sitecheck.opr.ca.gov/; ***AND*** The project plans to provide affordable, low-cost transportation serving low-income residents near centrally-located job centers; improves community walkability and bike-ability, and enhances access to opportunity by causing more compact and centrally located development (which provides good access to opportunity and reduces transportation cost burdens); ***AND*** does not plan to displace residents and/or businesses.
	Freight: Project is located in an area indicated by the dark purple in the Heatmap layer in the Governor's Office of Planning. Research's Site Check tool is available at https://sitecheck.opr.ca.gov/; ***AND*** The project plans to provide durable improvement to goods movement not subject to degradation over time from induced auto travel. The project does not plan to generate additional auto travel and sprawl by increasing roadway capacity for autos (and thereby maintains the viability of compact development, which in turn reduces transportation costs and improves access to opportunity for workers) **OR** Project plans to provide non-roadway freight movement options ***AND*** Does not plan to displace residents and/or businesses
3	Project is located in an area as indicated by the dark purple in the Heatmap layer in the Governor's Office of Planning and Research's Site Check tool available at https://sitecheck.opr.ca.gov/; ***AND*** The project as a whole is anticipated to lead to a reduction in driving and an increase in walking, biking, transit, and/or rail; ***AND*** Does not plan to displace residents and/or businesses.
	Freight: Project is located in an area as indicated by the dark purple in the Heatmap layer in the Governor's Office of Planning, and Research's Site Check tool available at https://sitecheck.opr.ca.gov/; ***AND*** plans to support, directly or indirectly, the utilization of inland port facility, short-haul rail shuttle, or other off-roadway freight movements to lessen impacts on near-roadway communities ***OR*** Project plans to improve operational improvements to *existing* warehousing or improves last-mile delivery gaps without causing growth in automobile; ***AND*** Does not plan to displace residents and/or businesses.
0	Project is not located in an area as indicated by the dark purple in the Heatmap layer in the Governor's Office of Planning, and Research's Site Check tool available at https://sitecheck.opr.ca.gov/ ; ***OR*** does not plan to provide affordable, low-cost transportation serving low-income residents near job centers, does not anticipate to improve community walkability and bike-ability, and does not anticipate to improve access to opportunity by causing more compact and centrally located development (which provides good access to opportunity and reduces transportation cost burdens); ***OR*** does not anticipate, as a whole, to a reduction in driving and an increase in walking, biking, transit, and/ or rail modes.; ***OR*** displaces residents and/or businesses.

GLOSSARY

- ***Affordable, low-cost transportation:*** Multimodal transportation and land use patterns that support walking, cycling and public transit.
- **Burden on Natural *and Working Lands:*** *Includes effects that reduce the capacity of natural and working lands to provide resiliency benefits, such as destruction via development, increased temperature, more variable precipitation, decreased snowpack, sea level rise, increased wildfire, and shifting habitat.*
- **Caltrans Adaptation Strategy Report:** *Serves as a guide to Caltrans integrating climate change adaptation into agency activities and decision-making.*
- **California Adaptation Clearinghouse:** *The State of California's consolidated searchable database of resources for local, regional, and statewide climate adaptation planning and decision-making.*
- **California Coastal Commission Sea Level Rise Policy Guidance:** *A document adopted by the California Coastal Commission in 2015 that provides an overview of the best available science on sea level rise for California and recommended methodology for addressing sea level rise in Coastal Commission planning and regulatory actions and to serve as a multi-purpose resource for a variety of audiences.*
- **California Department of Housing and Community Development (HCD):** *A department within the California Business, Consumer Services and Housing Agency that develops housing policy and building codes, regulates manufactured homes and mobile home parks, and administers housing finance, economic development and community development programs.*
- **California Historical Landmark:** *Includes sites, buildings, features, or events that are of statewide significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value.*
- **Climate Action Plan for Transportation Infrastructure (CAPTI):** *A plan developed by the California State Transportation Agency that details how the state recommends investing billions of discretionary transportation dollars annually to aggressively combat and adapt to climate change while supporting public health, safety, and equity, as directed by Executive Order N-79-20.*
- **Complete Streets:** *Streets designed and operated to enable safe use and support mobility for all users, including people of all ages, abilities, and modes of transportation.*
- **Disadvantaged Community (DAC):** *Communities within census tracts that are among the 25% highest scoring in CalEnviroScreen 3.0. Scores determine the degree to which areas are disproportionately affected by environmental pollution and other hazards that can lead to negative public health effects, exposure, or environmental degradation, as well as having concentrations of people that are of low-income, high unemployment, low levels of home ownership, high rent burden, sensitive populations, or low levels of educational attainment.*
- **Federal Discretionary Funds:** *A "discretionary" grant is a grant in which a federal agency selects the awardee (i.e., grant recipient) based on merit and eligibility. After you apply for a discretionary grant on Grants.gov, the applications are sent to the federal agency for a competitive review process and final funding decision. Federal discretionary funds are those awarded by a federal agency to grant recipients of discretionary grants.*
- **Greenhouse Gas (GHG) Emissions:** *Gases that trap heat in the atmosphere. Includes fluorinated gases, nitrous oxide, methane, and carbon dioxide. Larger emissions of greenhouse gases lead to higher concentrations in the atmosphere, resulting in more heat trapped in the atmosphere.*
- **Key Freight Corridor:** *Includes Critical Urban/Rural Freight Corridors, Strategic Interregional Corridors, and International Border Crossings.*
- **Key Gap in ZEV Infrastructure:** *Geographical areas/corridors where ZEV/alternative fuel infrastructure need is high and supply (ZEV chargers, alternative fueling stations, etc.) is low or nonexistent.*
- **Natural and Working Lands:** *These Lands consist of eight landscapes, organized by land cover (a description of what is physically at a location) and developed by a team of scientific experts from multiple state agencies. They are consistent with international carbon accounting methodologies and set an aligned foundation on which we can model, analyze, and measure climate action on our lands. Healthy land can sequester and store carbon emissions, limit future carbon emissions into the atmosphere, protect people and nature from the impacts of climate change, and build resilience to future climate risks. Unhealthy lands have the opposite effect - they release more greenhouse gases than they store, increase climate risks to people and nature, and are more vulnerable to future climate change impacts. Includes: Forests, shrublands and chaparral, developed lands, wetlands, seagrasses and seaweeds, croplands, grasslands, sparsely vegetated lands*
- ***Near ZE Vehicle****: a vehicle that uses zero emission technologies, uses technologies that provide a pathway to zero emission operations, or incorporates other technologies that significantly reduce vehicle emissions.*
- **Non-vehicular modes (Active Transportation):** *Not vehicular; not designed for vehicles and especially motor vehicles.*
- ***Open Space:*** *Any piece of land that is undeveloped (has no buildings or other built structures) and is accessible to the public. Open space can include green space (land that is partly or completely covered with grass, trees, shrubs, or*

other vegetation such as parks, community gardens, and cemeteries), schoolyards, playgrounds, public seating areas, public plazas, and vacant lots. Open space provides recreational areas for residents and helps to enhance the beauty and environmental quality of neighborhoods.

- **Partner Funds:** *Non-Commission funds: Local funds, regional funds, developer fees, federal funds (federal discretionary funds have a higher priority). Commission funds: Only Regional Improvement Funds (RIP) can be used as leverage or match. SHOPP funds and other commission allocated funds are not considered a leverage or a matching fund. Partner funds must be programmed for the phase applicant is requesting SB 1 funds, for them to be considered funding leverage or a match.*
- **Rural:** *As defined by the United States Census Bureau, any population, housing, or territory not in an urban area. Urban areas include urbanized areas (UAs) of 50,000 or more people, and urban clusters (UCs) of at least 2,500 and less than 50,000 people. Except for question the VMT scoring rubric, Rural is defined as counties identified in table 3 of Attachment A.*
- **Sea Level Rise:** *The rise in global mean sea level caused by rising global mean temperatures that accelerate the melting of Earth's polar ice caps.*
- **State Highway System (SHS):** *Roadways important to the state's economy, defense, and mobility.*
- **Urbanized Area (UA):** *A densely settled core of census tracts and/or census blocks that meet minimum population density requirements with 50,000 or more people.*
- **Urbanized Cluster (UC):** *A densely settled core of census tracts and/or census blocks that meet minimum population density requirements with at least 2,500 people and less than 50,000 people.*
- **Vehicle Miles Traveled (VMT):** *A way of evaluating transportation impacts with metrics that support the reduction of GHG emissions, development of multimodal transportation networks and diversification of land uses. Replaced Level of Service (LOS) method as a metric for assessing transportation impacts of land use and transportation projects.*
- **Vulnerable Communities in the Context of Climate Adaptation:** *Communities that experience heightened risk and increased sensitivity to climate change and have less capacity and fewer resources to cope with, adapt to, or recover from climate impacts. These disproportionate effects are caused by physical (built and environmental), social, political, and/or economic factors(s), which are exacerbated by climate impacts. These factors include, but are not limited to race, class, sexual orientation and identification, national origin, and income inequality.*
- **Zero-Emission Vehicle (ZEV):** *A vehicle that produces no criteria pollutant, toxic air contaminant, or greenhouse gas emissions when stationary or operating.*

3.2.2 SENSITIVITY TO PROJECT CONTEXT

Whether the metropolitan statistical area (MSA) or urban county data apply to the more rural areas of a given county will depend on how integrated the area in question is to the broader urban economy…

The MSA designation assumes that they (smaller MPOs and rural areas) are indeed integrated through commute patterns, which are a significant indicator of interconnectedness…

… Considerations include land use patterns and densities, modal choices, and route options.

Table 2. The 37 MSA Counties where the NCST Calculator Applies

23 MSA Counties: The NCST Calculator Applies to Class 1, 2, and 3 Facilities		
Alameda	Merced	San Joaquin
Contra Costa	Orange	San Mateo
Fresno	Placer	Santa Clara
Imperial	Riverside	Shasta
Kern	Sacramento	Solano
Kings	San Bernardino	Stanislaus
Los Angeles	San Diego	Yolo
Marin	San Francisco	
14 MSA Counties: The NCST Calculator Applies to Class 2 and 3 Facilities only		
Butte	San Benito	Sutter
El Dorado	San Luis Obispo	Tulare
Madera	Santa Barbara	Ventura
Monterey	Santa Cruz	Yuba
Napa	Sonoma	

Table 3. The 21 Rural Counties where the NCST Calculator does not Apply

Alpine	Inyo	Nevada
Amador	Lake	Plumas
Calaveras	Lassen	Sierra
Colusa	Mariposa	Siskiyou
Del Norte	Mendocino	Tehama
Glenn	Modoc	Trinity
Humboldt	Mono	Tuolumne