

## Draft 2024 CAPTI Actions & Descriptions

The draft actions below were derived through a robust stakeholder process, including listening sessions in Spring 2024, survey feedback, and workshops held in September 2024. All actions are intended to be completable by the end of 2026. Based on stakeholder feedback, actions will be further updated and ultimately included in the final CAPTI 2025 update anticipated to be released in early 2025. **Please provide any feedback in writing to [CAPTI@calsta.ca.gov](mailto:CAPTI@calsta.ca.gov) by December 13<sup>th</sup>, 2024.**

### Strategy 1: Transforming the Future of the State Highway System

Action	Description	Agencies*
<b>Create a Caltrans Statewide Express Mobility Action Plan that defines the role of roadway pricing and includes equity-based best practices, in consultation with the Roadway Pricing Working Group and the interagency Equity Advisory Committee (EAC).</b>	This action commits Caltrans to the development and release of the Statewide Express Mobility Plan, in consultation with stakeholder and community partners, the Roadway Pricing Working Group and the interagency Equity Advisory Committee (EAC). The Plan will outline the role of roadway pricing and include a clear roadmap for expanding facilities-based pricing mechanisms and mobility wallets across California. Stakeholder workshops will focus on understanding regional transportation needs, potential impacts of roadway pricing on underserved and low-income individuals and communities, and developing inclusive, equity-focused strategies for pricing models. The plan will include actionable steps for the implementation of equitable pricing, addressing applicability, or lack thereof, in both urban and rural contexts.	<b>Lead</b> Caltrans  <b>Support</b> CTC
<b>Implement a comprehensive climate adaptation planning and delivery framework and corresponding performance targets at Caltrans.</b>	Caltrans is currently seeking funding to develop a prioritization methodology for climate adaptation projects currently identified in Caltrans District plans. If Caltrans is successful in receiving funds, Caltrans will work with regional partners and stakeholders to develop the methodology. Caltrans will continue to support climate adaptation projects through the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) funding program. Caltrans will also review existing processes to identify opportunities within the Planning and Environmental	<b>Lead</b> Caltrans

	<p>Documents (PAED) phase to standardize project delivery practices related to climate adaptation. Caltrans will strive to meet its climate change adaptation performance objectives to be identified in the upcoming 2024-2028 update to the Caltrans Strategic Management Plan. These objectives include decreasing closures on the State Highway System associated with climate stressors and increasing the return on project investment for projects associated with climate risk.</p>	
<p><b>Establish a Central Delivery Team to support planning and investment in zero-emission freight (as recommended by the SB 671 Assessment).</b></p>	<p>This new action commits CalSTA and GO-Biz to establish a Central Delivery Team to support zero-emission (both battery-electric and hydrogen fuel cell electric) freight infrastructure planning and implementation, including carrying out the actions identified in the CTC’s Clean Freight Corridor Efficiency Assessment, where feasible. The Central Delivery Team will function as a cross-agency team including the California Energy Commission (CEC), Caltrans, the California State Transportation Agency (CalSTA), the Governor’s Office of Business and Economic Development (Go-Biz), California Air Resource Board (CARB), California Public Utilities Commission (CPUC), and the California Transportation Commission (CTC). The Central Delivery Team will identify leads from Regional Transportation Planning Agencies, Metropolitan Planning Organizations, ports, utilities, trucking fleets, infrastructure developers, and other stakeholders that are necessary to deliver stations quickly. The Central Delivery Team will build off existing state equity efforts, in coordination with impacted communities, community-based organizations, tribal nations, and equity, public health, and environmental advocates, to develop a process for engaging stakeholders in infrastructure project planning, deployment, and implementation.</p>	<p><b>Lead</b> CalSTA/GO-Biz</p> <p><b>Support</b> CTC Caltrans CEC CPUC CARB</p>

\*The support agency is at the discretion of the lead agency to consult or include.

## Strategy 2: Reducing GHG Impacts of Transportation Investments

Action	Description	Agencies*
<p><b>Create a statewide VMT mitigation bank or exchange program that facilitates mitigation directly and/or assists regions in creating their own programs to deliver infill housing and other VMT-reducing projects as mitigation at scale.</b></p>	<p>Mitigation banks and exchanges would relieve project teams of having to identify mitigation measures individually and allows for implementation of mitigation in advance of the need. An exchange program would include mitigation measures for implementation and the associated VMT reduction that projects could be employed when needed, while a bank would monetize the VMT reduction allowing projects to purchase mitigation. This new action commits the Governor’s Office of Land Use and Climate Innovation (LCI) to explore the option of creating a statewide exchange or bank and to create guidance and technical assistance that will support local and regional agencies in creating mitigation exchanges and banks at a regional or local level.</p>	<p><b>Lead</b> LCI (formerly OPR)</p> <p><b>Support</b> CalSTA Caltrans CARB</p>
<p><b>Improve VMT analysis and mitigation guidance for rural projects to better account for the low VMT impact of many rural projects in consultation with rural stakeholders.</b></p>	<p>While California is making progress meeting the goals of VMT reduction from CAPTI investments, much of the significant reductions are tied to mitigation or avoidance of projects in urbanized areas. A one-size-fits all strategy may not be suitable for rural projects. The existing research on induced travel demand and VMT reduction are primarily from studies conducted in urban and metropolitan areas where highway capacity has been added with the goal to relieve congestion. Implementation of these strategies in rural areas require more nuanced guidance given the limited research. This action will commit Caltrans to conducting any necessary additional studies or identifying technical research that can inform guidance for rural projects to better account for projects that are unlikely to induce travel demand, in consultation with regional and local rural stakeholders.</p>	<p><b>Lead</b> Caltrans</p>

<p><b>Update the Trade Corridor Enhancement Program (TCEP) guidelines to state that goods movement projects that mitigate their passenger VMT impacts are more competitive for funding.</b></p>	<p>The Trade Corridor Enhancement Program (TCEP) statute requires that projects be evaluated across several criteria, including the project's ability to reduce particulate, and greenhouse gas emissions and community impacts, particularly in disadvantaged communities. Projects that mitigate passenger VMT help reduce emissions of diesel particulates, greenhouse gases, other pollutants, and other negative community impacts. The implementation of this action will commit the CTC to update TCEP program guidelines to emphasize that projects which improve freight mobility and safety while mitigating passenger VMT impacts from their project are more likely to be competitive in the program.</p>	<p><b>Lead</b> CTC</p>
<p><b>Update the Solutions for Congested Corridors Program (SCCP) guidelines to require that all applications state that they are VMT neutral in order to compete in the program, while continuing existing practice in guidelines to prioritize projects that reduce VMT.</b></p>	<p>Projects submitted to the Solutions for Congested Corridors Program (SCCP) are statutorily required to be included in an adopted Comprehensive Multimodal Corridor Plan (CMCP), which is a suite of projects along a major corridor that promotes innovative sustainable transportation solutions. This new action will commit the CTC to update SCCP guidelines to require projects that apply be in a VMT neutral Comprehensive Multimodal Corridor Plans or otherwise demonstrate a VMT neutral application.</p>	<p><b>Lead</b> CTC</p>

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### Strategy 3: Delivering Equitable Outcomes

Action	Description	Agencies*
<p><b>Continue strengthening existing Senate Bill 1 (SB1) program guidelines to better account for environmental justice impacts of projects.</b></p>	<p>In 2022, the CTC developed the SB 1 Programs Transportation Equity Supplement to promote more equitable outcomes for transportation projects submitted in the SB 1 competitive programs. Additionally, Community Engagement was added to the SB 1 Programs as an evaluated criterion, as a mechanism to directly integrate the content of the equity supplement into the evaluation process. This new action will commit the CTC to update SB 1 program guidelines, and the SB 1</p>	<p><b>Lead</b> CTC</p>

	Transportation Equity Supplement, to further promote project applicants to engage and partner with environmental justice groups as a means of demonstrating that projects are accounting for particulate pollution, traffic safety risks, displacement, and noise pollution within these communities.	
<b>Improve technical assistance to Tribal governments by reviewing existing services and programs, consulting with Tribal governments on needs, and revising or expanding existing services or programs through partnerships to address needs.</b>	In alignment with the State of California’s commitment to support tribal communities, this action will commit Caltrans to work with the Native American Advisory Committee (NAAC), to establish Tribal workgroups to make recommendations to improve existing processes with the goal of improving Tribal government access to infrastructure funding, services, and programs. The working groups will consist of NAAC members, tribal leaders from across the state and appropriate subject matter experts. Through these workgroups, Caltrans will assist with evaluating existing processes related to tribal contracting, Tribal Employment Rights Ordinance (TERO), and consultation.	<b>Lead</b> Caltrans/CTC
<b>Create a Caltrans Directors Policy focused on displacement caused by projects on the State Highway System with the intent to avoid future housing takings, particularly in disadvantaged communities.</b>	The Anti-displacement memo developed by CalSTA, and the interagency Housing & Transportation Workgroup creates recommendations and best practices on how programs funded by CAPTI can incentivize anti-displacement strategies. Building upon this work, a Caltrans Director's policy on displacement would outline and update the process for property takings from Caltrans projects on the state highway system. The intent of this guidance would be to strengthen existing policy to avoid direct displacement caused by housing takings in disadvantaged communities where feasible. In rare circumstances where it might be infeasible for programs to avoid housing displacements in disadvantaged communities due to a project, the policy would outline what steps and actions should be taken by the project to disclose the need for the takings and direct project teams to work with vulnerable groups to minimize the impact.	<b>Lead</b> Caltrans

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## Strategy 4: Improving Transparency and Accountability

Action	Description	Agencies*
<b>Create a public and searchable database of Caltrans projects under development.</b>	This action will commit Caltrans to create a publicly accessible and searchable database of projects under development to increase transparency and accountability for how CAPTI investments are meeting its transportation, climate, and equity goals. Creating a public and searchable database of Caltrans projects will foster a more informed and engaged public in local and regional planning and development discussions around project purpose, need, and approach to meeting project objectives. This database will serve as a resource for the public, stakeholders, and local communities to access information about ongoing transportation projects currently under development, such as projects with existing Project Initiation Documents (PIDs), and not yet approved for inclusion into a programming document (unfunded), throughout the state. The database will regularly be updated to reflect the latest information on project status, including milestones, changes, and completion dates, ensuring users have access to current data.	<b>Lead</b> Caltrans
<b>Codify CAPTI Guiding Principles in statute to ensure continuation of CAPTI in future administrations.</b>	CAPTI both provides a set of guiding principles that create a holistic vision for how to prioritize state discretionary transportation dollars, as well as a living action plan that is continually updated to implement the framework. To continue the vision and direction that CAPTI has set forth, CalSTA commits to working within the administration and with the legislature to codify CAPTI's vision into statute to ensure that the goals set forth through this plan continue to be a focus beyond the term of the Newsom Administration.	<b>Lead</b> CalSTA
<b>Launch another CAPTI outcomes study to continue evaluation of climate, equity, and economic outcomes of CAPTI investments.</b>	In 2023, CalSTA, in partnership with Caltrans, contracted with the Mineta Transportation Institute (MTI) at San Jose State University to develop a set of quantitative and qualitative metrics driven by CAPTI goals to determine how state transportation investments are shifting towards climate action (from pre-CAPTI adoption through the SB 1 Cycle	<b>Lead</b> CalSTA  <b>Support</b> Caltrans

	<p>3 award timeframe). This new effort commits CalSTA to continue to study changes from transportation investments on VMT and GHG emissions, transportation equity (using the Caltrans Equity Index), and economy (i.e., quantity and quality of jobs) since the 2023 MTI study was completed. The study will include the evaluation of SB 1 Cycle 4 awards to help determine investment outcomes of the metrics tool, and how they may be increasing state multi-modal spending for climate action, equity, and economy.</p>	
<p><b>Improve the State Highway Operation and Protection Program (SHOPP) public engagement process, particularly for projects with significant community benefits or impacts, by using existing department best practices and tools and consulting with the interagency Equity Advisory Committee (EAC).</b></p>	<p>The efforts to increase accountability for equitable public engagement for projects on the State Highway System have led to best practices and the development of public engagement resources such as the Caltrans Engagement Portal. This new action commits Caltrans to improve the Department’s public engagement for SHOPP projects utilizing existing Caltrans best practices and in consultation with the EAC. SHOPP projects with significant community benefits or impacts should consider the development of a Public Engagement Plan and utilization of the Caltrans Engagement Portal to ensure consistency in the engagement process. Engagement for these projects is not a one-size-fits all approach and will vary from individual Caltrans Districts Offices who may provide specific guidance in accordance with their District engagement policies.</p>	<p><b>Lead</b> Caltrans</p>

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