DOTP
TRANSPORTATION PLANNING

JOINT CTC-CARB-HCD MEETING

Caltrans System Investment Strategy (CSIS)

April 11, 2024

Agenda

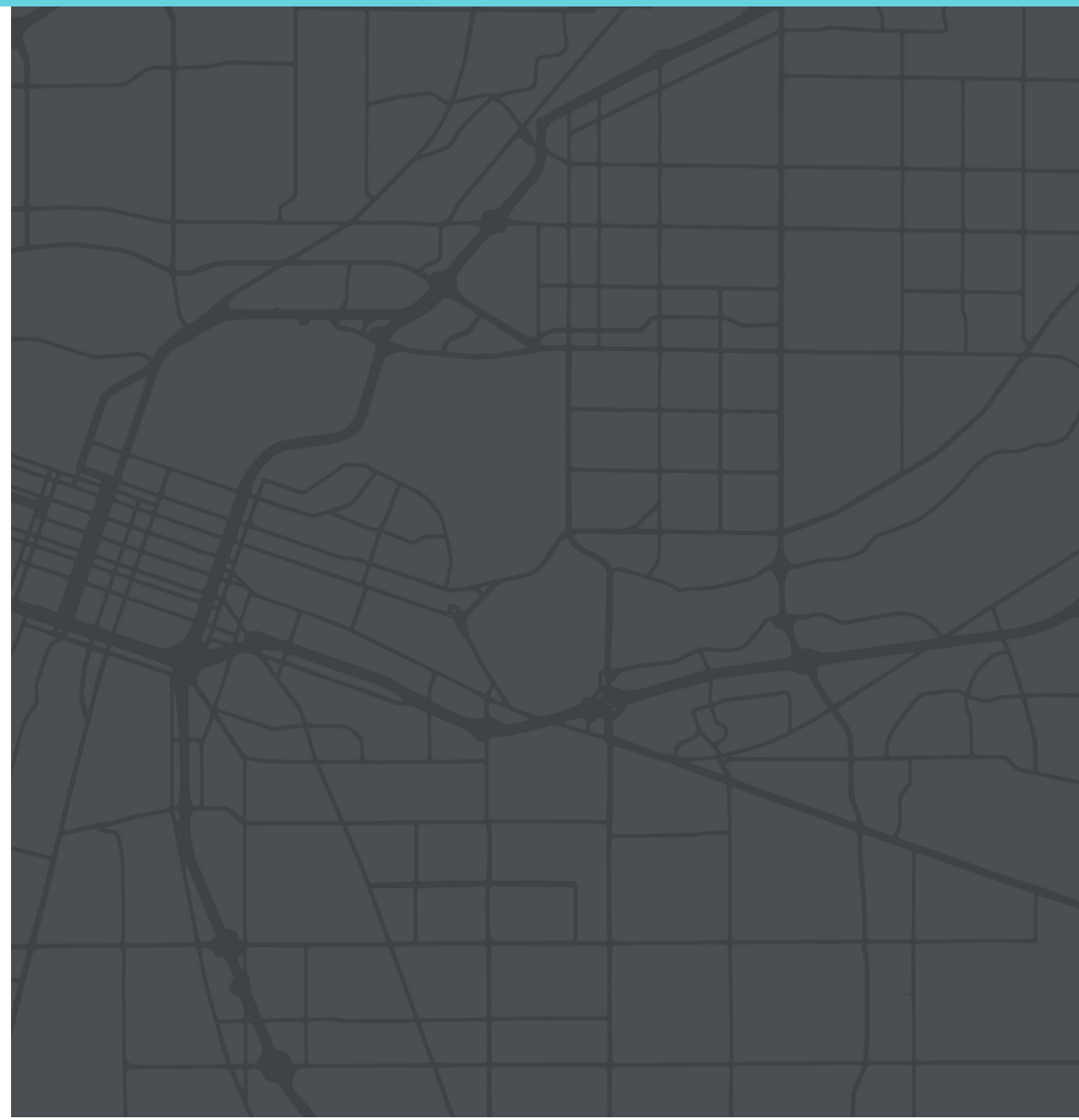
1 – Caltrans Project Development Overview

2 – CSIS Overview

3 – Project Prioritization

4 – Pipeline Alignment Review

5 – CSIS One-year Outlook



Caltrans Main Project Categories

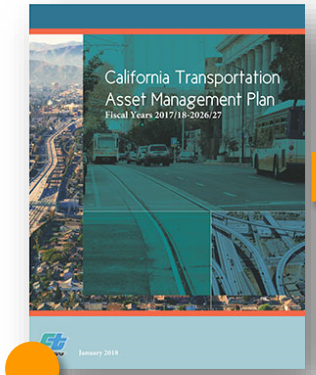
State Highway Operation & Protection Program (SHOPP)

- Maintain and preserve the State Highway System and supporting infrastructure through rehabilitation and reconstruction capital projects – ***fix-it-first*** approach
- Emergencies and safety remain the highest priority
- Shall not add new highway lanes

Non-SHOPP

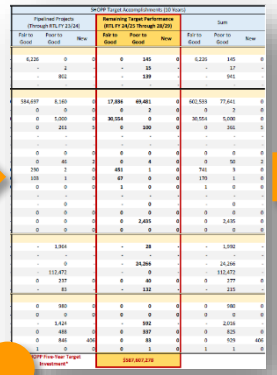
- Beginning 2022, transitioned to more multimodal projects and addressing multiple goals
- Funded by state and federal discretionary programs
  - State Discretionary Programs – State Transportation Improvement Program (STIP), Active Transportation Program (ATP), SB 1 Trade Corridor Enhancement Program (TCEP), SB 1 Solutions for Congested Corridor Program (SCCP)
  - 20+ Federal grant programs under the Infrastructure Investment & Jobs Act (IIJA)

SHOPP Asset Management Cycle



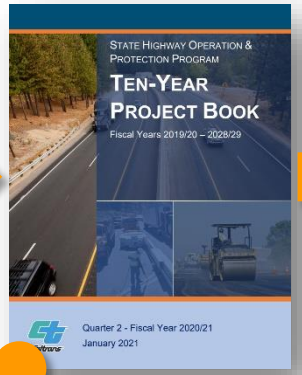
The ***State Highway System Management Plan (SHSMP)*** is an operational plan that includes all major physical assets and deficiencies on the SHS.

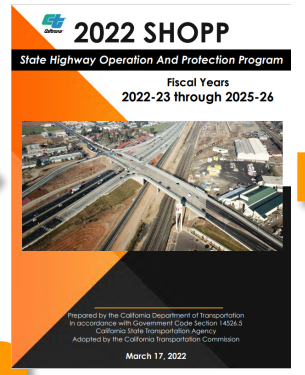
The ***California Transportation Asset Management Plan (TAMP)*** is the strategic plan that applies the asset management framework to both the NHS and SHS.



The quarterly ***SHOPP Ten-Year Project Book Dashboard*** establishes a 10-yr portfolio of projects to meet targets set forth in the TAMP and SHSMP. Portfolios are developed by the District to meet DPP fiscal and performance constraints. Projectbook.dot.ca.gov

District Performance Plans (DPPs) provide District-specific performance and funding targets derived from the SHSMP.



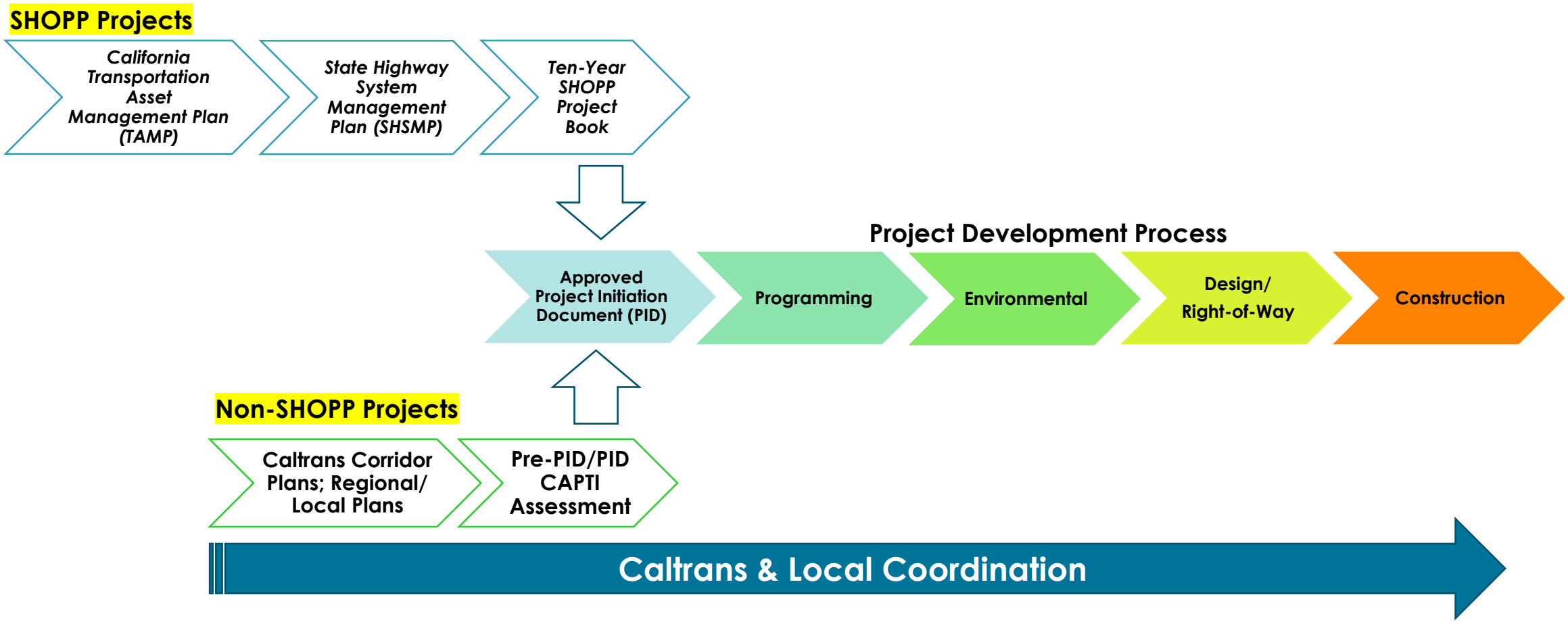


The ***SHOPP*** is comprised of projects spanning four years of the certified SHOPP Ten-Year Project Book.

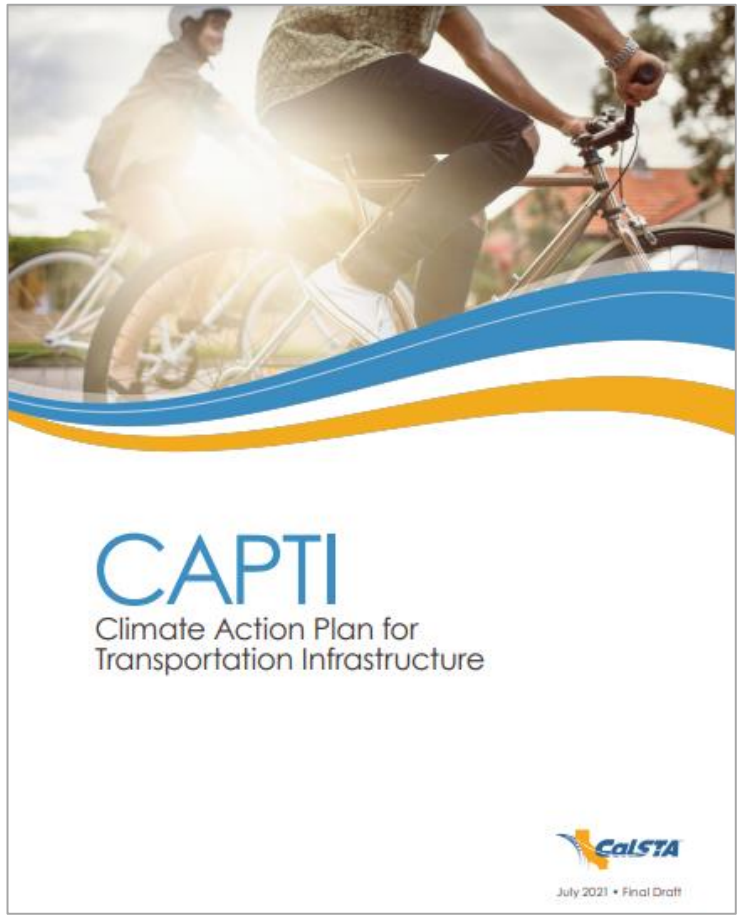
The annual ***Performance Benchmarks*** provides a means to monitor and report on progress towards meeting performance targets.

Non-SHOPP Project Types

Caltrans General Project Development Process



Climate Action Plan for Transportation Infrastructure (CAPTI)



Implements Executive Orders
- N-19-19: Reduce greenhouse gas emissions and mitigate climate change
- N-79-20: Requires all new cars & commercial trucks sold in California to be zero-emission by 2035 and 2045, respectively

Supports the goals of the California Transportation Plan 2050

Establishes an investment framework based on 10 CAPTI Guiding Principles

Creates Action S4.1: Develop and implement the Caltrans System Investment Strategy (CSIS) to align Caltrans project nominations with the CAPTI Investment Framework

Caltrans System Investment Strategy (CSIS) Overview

Why Develop CSIS

- Implement the CAPTI Key Action S4.1
- Align Caltrans project nominations with CAPTI through a data- and performance-driven approach

What is CSIS

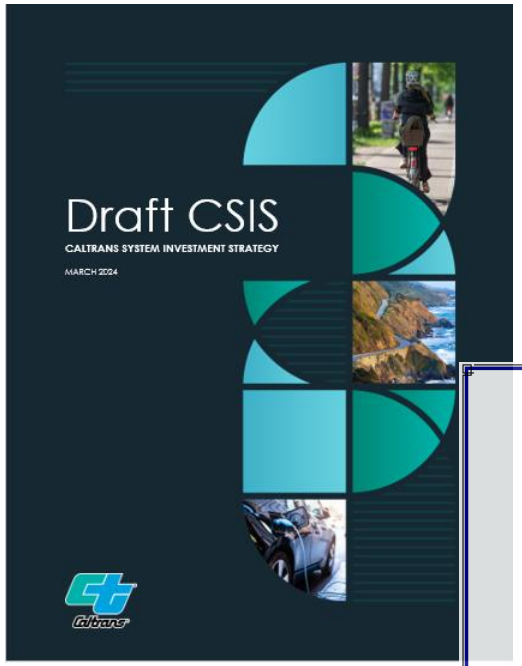
- Caltrans investment framework for state & federal discretionary funding programs
- Prioritize projects based on Program Fit & CAPTI Alignment
- Enhances transparency and collaboration

What CSIS Does NOT Do

- Does not prevent local partners from proceeding in project development and applying for state and federal discretionary programs
- Does not affect SHOPP-funded projects
- Does not impact project initiations

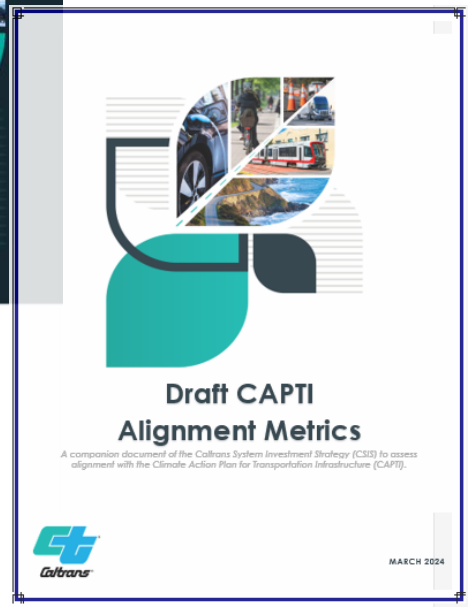
Draft CSIS Documents

45-Day Public Comment: March 1 – April 15, 2024



Draft CSIS (Main Document)

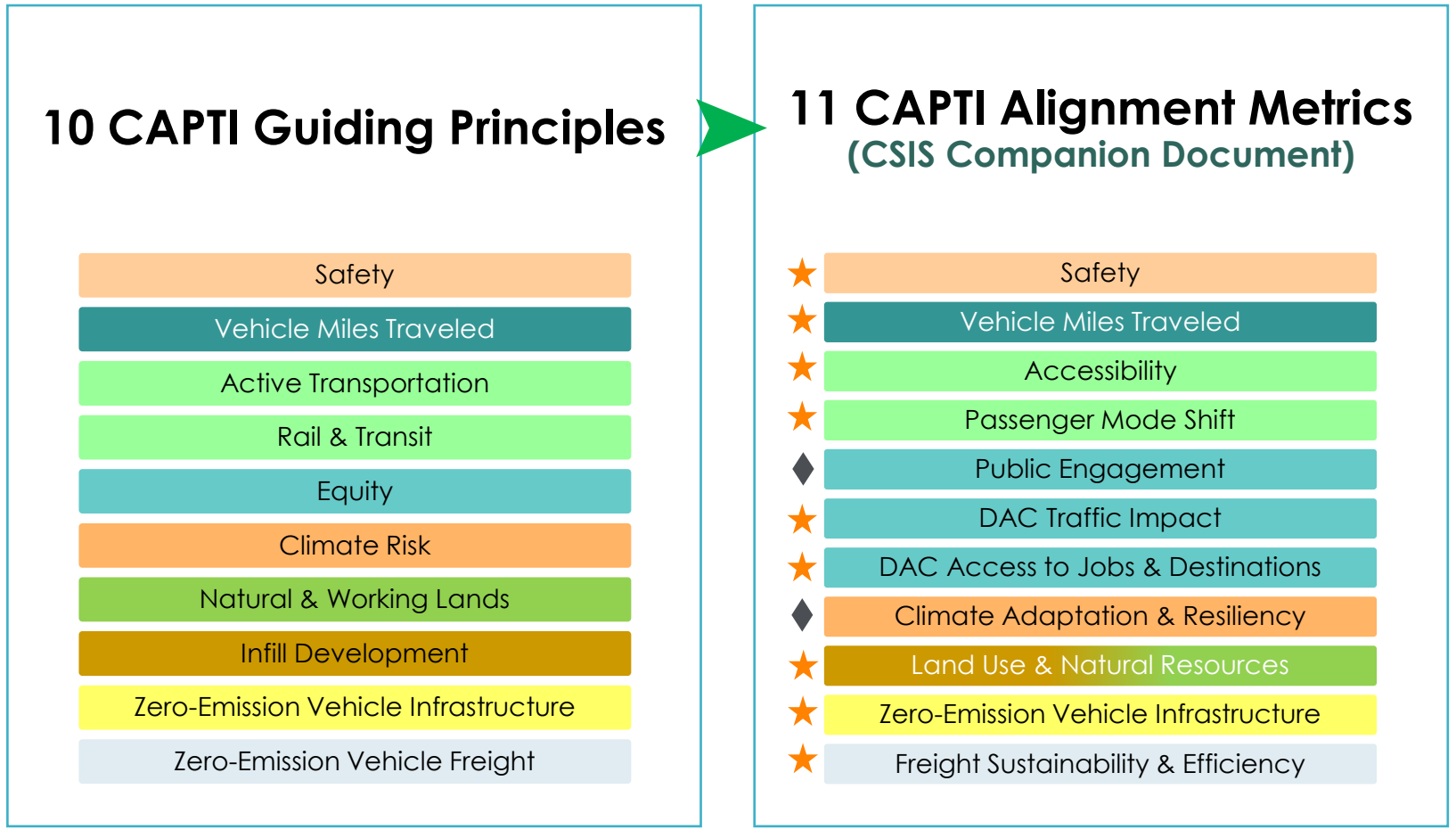
- ✓ Caltrans Investment Framework
  - Program Fit
  - CAPTI Alignment



Draft CAPTI Alignment Metrics

- ✓ Companion Document to the CSIS
- ✓ Assess Alignment with 10 CAPTI Guiding Principles

CAPTI Alignment Metrics



Vehicle Mile Traveled (VMT) Metric

Purpose: Focuses on projects that reduce VMT

Methodology

- 5 point is the neutral score for no change in VMT
- VMT mitigations or VMT-reducing elements included in the project will be factored in score
- Level of VMT data depends on where the project is in the project development process

Context Considerations

- Considers rural context by accounting for absolute value of VMT impact
- Rural projects that increase VMT are likely to perform better than urban projects due to lower absolute value
- Projects that do not significantly increase VMT will likely score closer to 5 points

Constraints

- Additional tools, data, and resources, are needed for modeling and VMT mitigation; statewide standardization is needed
- Comparing pre/post SB 743 projects may result in inconsistencies in VMT evaluations
- Metric is necessary but not sufficient to meet CARB Scoping Plan targets for VMT reduction

Land Use and Natural Resources Metric

Purpose: Focuses on projects that support land use and infill development, as well as preserving natural and working lands

Methodology

- Evaluates projects based on urban/suburban or rural setting
- Urban/suburban: scored based on (1) how well it supports non-SOV travel, and (2) creating new High Quality Transit Areas (HQTAs)
- Outside of infill development areas: scored based on preservation of natural/working lands

Context Considerations

- State definition of HQTA is a one-size-fits-all and does not tightly link the best type of infrastructure to support infill development
- By statue, HQTA must be 15-minute peak hour service regardless of area or rail/ferry stop
- Various rural definitions across the state - Census, FHWA, regional definitions

Constraints: For urbanized projects, the metric does not distinguish between new high occupancy vehicle (HOV)/managed lanes versus conversion to HOV/managed lanes

Relationship Between Land Use and VMT Metrics

Land Use & Natural Resources Metric

Focuses on transportation infrastructure that supports infill development regardless of VMT impact.

For highest score, infrastructure must support eligibility for state-streamlining for infill or have significant enhancements to natural and working lands.

VMT Metric

Measures a project's overall VMT impact.

Project with VMT mitigations can result in a positive score while creating infrastructure that does not support infill development.

CSIS Comment Theme Feedback Received

(Fall to Winter 2023)

General

- Have consistent score scale across all metrics and clarify if criteria will be weighted
- Clarify how data is used and thresholds established, such as how VMT threshold ranges were established

Rural Context

- Concerns that rural projects would likely score low overall and unable to be competitive as urban
- Provide rural context consideration in CAPTI metrics

VMT

- Concerned with inconsistencies with CAPTI on VMT
- VMT seems to overshadow other guiding principles, such as safety
- Need to meet CARB Scoping Plan goals on VMT Reduction
- Combine VMT & Mode Shift metrics

Additional Metrics

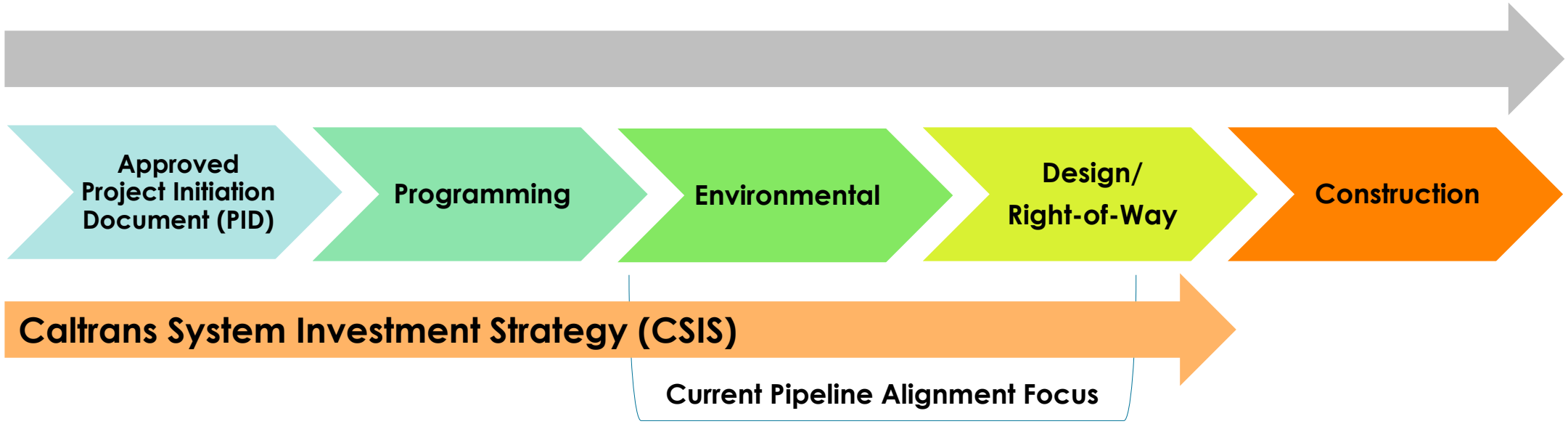
- Reinforce freight benefits to support supply chain and overall economic competitiveness
- Consideration for evacuation routes, local context, voter approved projects, geographic equity
- Add additional metric on partnership, completion of a corridor economic development

Caltrans Project Nomination Process

Call for Nominations | **Evaluation & Prioritization** | **Nomination Selection**

Program Fit + CAPTI Alignment

CSIS Implementation for Caltrans Pipeline Projects



Pipeline Alignment Considerations

Potential Opportunities

Advance Multiple Goals

Improved Project Alignment

Increased Competitiveness

Increased Partnership Collaboration

Enhanced Community Engagement

Potential Risks

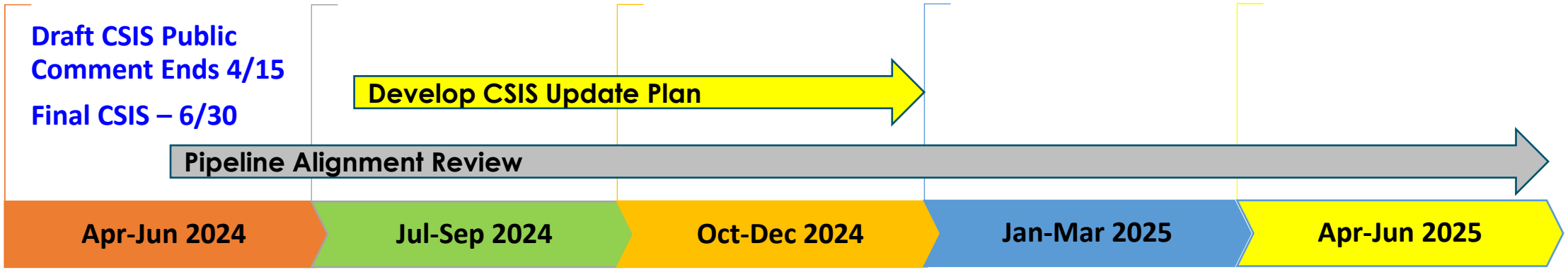
Reopen Environmental Document

Cost Increase

Schedule Delay

Expiring Funds (i.e. federal funds)

CSIS 1-Year Outlook (Tentative)



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