

# CAPTI Public Workshops

September 17-19, 2024

# New proposed CAPTI Strategies Derived from Listening Sessions

1. Transforming the Future of the State Highway System
2. Reducing GHG Impacts of Transportation Investments
3. Delivering Equitable Outcomes
4. Improving Transparency and Accountability

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

1. Adopt a **Caltrans Director's Policy** focused on **prioritizing transit** on the State Highway System.
2. Encourage **priced managed lanes projects** to **prioritize excess toll revenue on transit, active transportation, and Zero-emission Vehicles (ZEV) infrastructure** through updates to program guidelines and Caltrans policies.
3. 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 Equity Advisory Committee.
4. Implement a comprehensive **climate adaptation planning and delivery framework** and corresponding performance targets at Caltrans.
5. Set **multi-modal spending goals** for the overall CAPTI portfolio of investments.
6. Establish a **Central Delivery Team** to support planning and investment in **zero-emission freight**.

# Strategy 2: Reducing Greenhouse Gas Impacts of Transportation Investments

1. Create a **statewide VMT mitigation bank** or exchange program that facilitates mitigation directly and/or **assists regions in creating their own program** to deliver infill housing and other VMT-reducing projects as a mitigation at scale.
2. Improve **VMT analysis and mitigation guidance for rural projects** to better account for the low VMT impact of many rural projects.
3. Update the **Trade Corridor Enhancement Program (TCEP)** guidelines to state that projects that **mitigate their passenger VMT impacts are more competitive for funding**.
4. Update the **Solutions for Congested Corridors Program (SCCP)** guidelines to require that all **applications demonstrate that they are VMT neutral in order to compete in the program**, while continuing existing practice in guidelines to prioritize projects that reduce VMT.

# Strategy 3: Delivering Equitable Outcomes

1. Continue strengthening existing **Senate Bill 1 (SB1) program guidelines** to better **account for environmental justice impacts of projects**.
2. Improve **technical assistance to Tribal governments** by reviewing existing services and programs, consulting with Tribal governments on needs, and revising or expanding existing services on programs through partnerships to address needs.
3. Create a Caltrans Director's **Policy for Direct Displacement** for Highway Capacity Expansion Projects with the intent to **reduce future housing takings**, particularly in disadvantaged communities.

# Strategy 4: Improving Transparency and Accountability

1. Create a **public and searchable database** of **Caltrans projects** under development.
2. Codify CAPTI Guiding Principles in statute to **ensure continuation of CAPTI** in future administrations.
3. Launch another **CAPTI outcomes study** to **continue evaluation** of climate, equity (using the Caltrans Equity Index), and economic outcomes of CAPTI investments.
4. Improve State Highway Operations and Protection Program (**SHOPP**) **public engagement process**, particularly for projects with significant community benefits or impacts, by using existing best practices and consulting with the Equity Advisory Committee.
5. Create a new standardized **benefit-cost methodology** that aligns with state goals.



# Next Steps

- **November 7<sup>th</sup> Joint CARB-CTC-HCD Meeting 2024:** presentation on draft CAPTI actions to be included in draft CAPTI update.
- **November:** Release of draft CAPTI update, followed by public comment period.
- **Early 2025:** Final CAPTI update released.
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