



# INTERIM CALTRANS SYSTEM INVESTMENT STRATEGY



Division of Transportation Planning  
October 2022

# Purpose & Background

- Climate Action Plan for Transportation Infrastructure (CAPTI) [July 2021]
  - ❖ **Key Action S4.1:** Develop and Implement a new, data- and performance-driven approach in the Caltrans System Investment Strategy (CSIS) to Align Caltrans Project Nominations with the CAPTI Investment Framework
- Transparency for Project selection/prioritization
  - **Active Transportation Program** Caltrans Cycle 6 Project Nominations
  - **Trade Corridor Enhancement Program** Caltrans Cycle 3 Project Nominations
  - **Solutions for Congested Corridor Program** Caltrans Cycle 3 Project Nomination
  - **State Sponsored, Non-SHOPP Project Initiation Document Guidance**
  - **Federal Discretionary Programs**



# Caltrans Project Nomination Process



# CAPTI ► CSIS

## 10 CAPTI Principles

Safety

VMT

Active Transportation

Rail & Transit

Equity

Climate Risk

Natural & Working Lands

Infill Development

ZEV Infrastructure

ZEV Freight



## CSIS Criteria

Safety

VMT

Mode Shift

Public Engagement

Benefits to DAC

Climate Resiliency

Natural & Working Lands

Infill Development

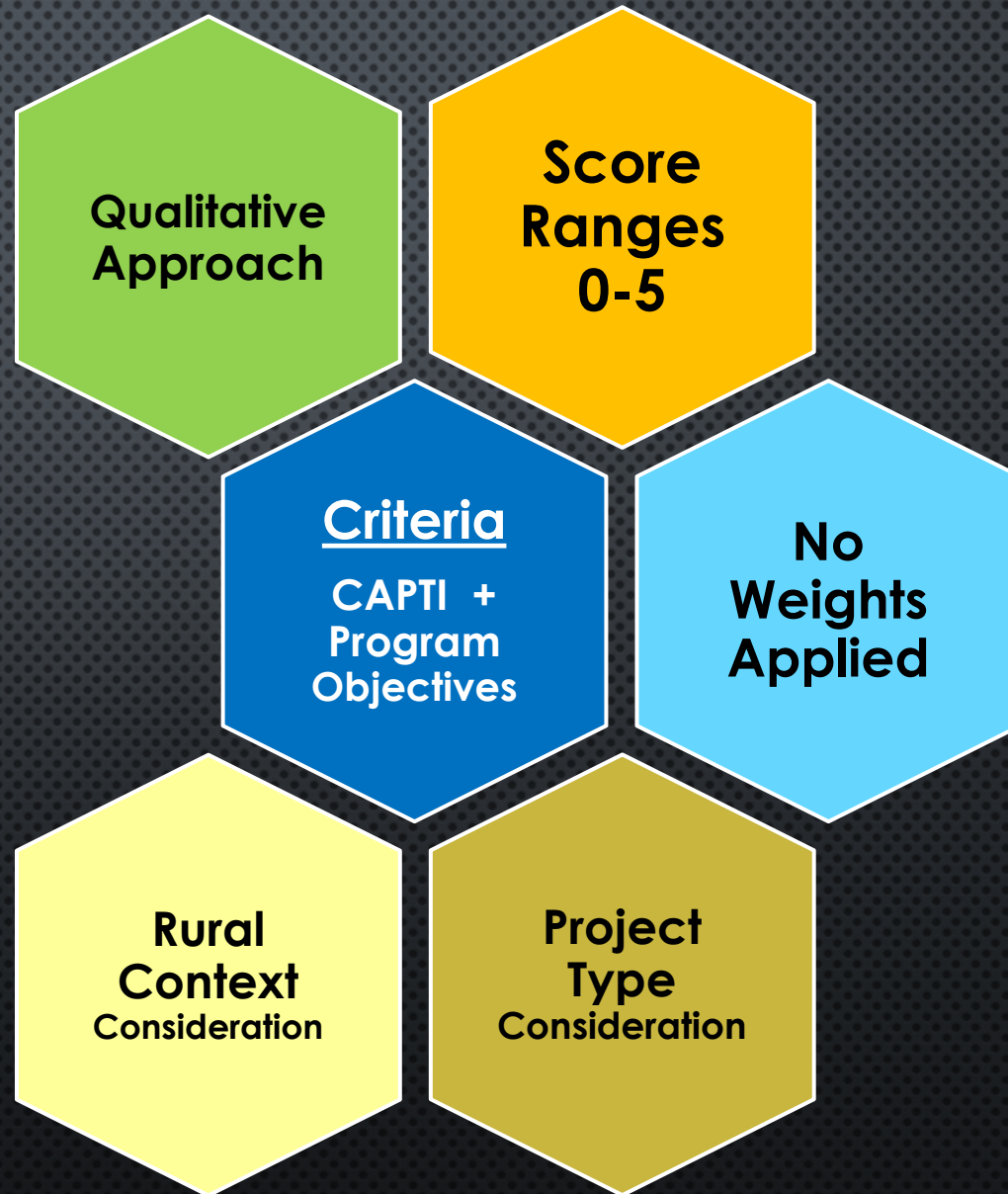
ZEV Charging Infrastructure

# CSIS Scoring Criteria Questions

1. **Safety:** Does the project reduce fatalities and severe injuries for all users in alignment with the Safe Systems approach?
2. **VMT:** How does the project impact vehicle miles-traveled (VMT)?
3. **Mode Shift:** Does the project demonstrate potential for mode shift, including to rail, transit, or active transportation?
4. **Public Engagement:** Does the project include and document a meaningful public engagement process, including to underrepresented groups, low-income, environmental justice communities, and/or their Community-Based Organizations?
5. **Benefits to DAC:** Does the project incorporate local community needs that provides benefits to a Disadvantaged Community (DAC)?
6. **Climate Resiliency:** Does the Project improve climate adaptation and resiliency by addressing one or more climate risk(s)?
7. **Natural & Working Lands:** Does the project minimize the impact on natural resources and ecosystems?
8. **Infill Development:** Does the project promote infill development and transportation-efficient land use patterns while protecting residents and businesses from displacement?
9. **ZEV Infrastructure:** Does the project include and/or improve access to zero emission vehicle charging or fueling infrastructure?



# CSIS Scoring Approach



# Scoring Criteria Special Considerations

Special Considerations	Mode Shift	VMT	Public Engagement	Benefits to DAC	Safety	ZEV	Climate Change	Natural/Working Lands	Infill Dev
Rural Context	✓	✓							
Rail/Transit					✓	✓			
Freight	✓					✓			✓

# Interim CSIS Implementation

ATP Cycle 6

2022 State-Sponsored Non-  
SHOPP PIDs

SB 1 SCCP/TCEP Cycle 3

Federal Competitive  
Programs

## Next Steps

### Interim CSIS

**September 2022 – November 14, 2022**

➤ Stakeholder Outreach/Feedback  
Incorporation

**By January 2023**

➤ Final Draft Interim CSIS stakeholder review

**By February 2023**

➤ Final Interim CSIS

### Final (Ultimate) CSIS

**Spring 2023 - early 2024**

➤ Stakeholder and Public Engagement

➤ Research on data approach

➤ Data and Performance Driven Approach





<https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/strategic-investment-planning>



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**Comments**

**Due**

**November 14**