

HIGHLIGHTS OF THE 2022

ANNUAL REPORT TO THE CALIFORNIA LEGISLATURE



CALIFORNIA
TRANSPORTATION
COMMISSION

Meetings and Events

In 2022, the Commission continued to focus on advancing key state transportation goals related to equity, climate, safety, economic growth, and asset management through its policy, planning, and funding decisions. The Commission held seven regular two-day meetings, six interagency Equity Listening Sessions, two Equity Advisory Roundtable meetings, two joint meetings with the California Air Resources Board and the California Department of Housing and

Community Development, two rural Town Hall meetings, four Road Charge Technical Advisory Committee meetings, and over two dozen program workshops. Meetings were primarily held in-person, in accordance with public health guidance related to the COVID pandemic, with the option for virtual participation, as well as sign language and interpretative services, to ensure public accessibility.

Programs and Project Allocations

This past year, the Commission approved new projects in the first three programs shown in the table below and prepared to award new projects in the other four programs next spring.

Prior to awarding new projects, the Commission updates guidelines for each program through a collaborative process via public workshops open to all stakeholders and the public. Updates this cycle focused on equity, climate, public engagement, and performance measurement.

The Commission also continued to allocate funds to previously approved projects totaling \$7.5 billion, which will create over 80,000 jobs across the state. These projects, now underway, are bringing roadways up to a state of good repair, as required by Senate Bill 1 (Beall, Chapter 5, 2017), the Road Repair and Accountability Act, while advancing state climate goals, reducing

congestion, enhancing goods movement, and making streets more accessible and safer for bicyclists and pedestrians. Communities throughout California, particularly its most disadvantaged, are benefitting from these investments.

In June, the Commission approved a funding distribution for the federal Infrastructure Investment and Jobs Act that infused substantial new funds in several programs.

The Active Transportation Program also benefitted from a \$1 billion one-time increase from the state’s General Fund. Despite these funding augmentations, this program remains severely oversubscribed and in need of an ongoing, sustainable funding solution to address state climate, safety, mobility, and equity goals.

Recent and Upcoming Commission Program Adoptions				
Program	Month	Funding (Billions)	# of Years	Fiscal Years
State Highway Operation and Protection Program	Mar 2022	\$17.9	4	2022-23 to 25-26
State Transportation Improvement Program	Mar 2022	\$2.6	5	2022-23 to 26-27
Active Transportation Program	Dec 2022 / Jun 2023	\$1.7	4	2023-24 to 26-27
Trade Corridor Enhancement Program	Jun 2023	\$1.1	2	2023-24 to 24-25
Solutions for Congested Corridors Program	Jun 2023	\$0.5	2	2023-24 to 24-25
Local Partnership Program	Jun 2023	\$0.4	2	2023-24 to 24-25
Local Transportation Infrastructure Climate Adaptation Program	Aug 2023	\$0.3	4	2022-23 to 25-26

Note: Includes the seven largest programs for which the Commission approves projects. Funding determined by state law.

Equity and Public Engagement

In 2022, the Commission continued to implement its Racial Equity Statement. Adopted in January 2021, this statement acknowledges historical and present racial inequity in the transportation sector and outlines the Commission's commitment to address racial equity in our work.

Equity Advisory Roundtable. Established in 2021 by the Commission, this body brought together equity experts, practitioners, and community leaders from throughout the state to assist in the development of the Commission's equity initiatives, including the establishment of a standing interagency Equity Advisory Committee. The Roundtable held six convenings, with its final meeting occurring in April.

Interagency Equity Advisory Committee. In June, the Commission approved the formation of an interagency Equity Advisory Committee in partnership with the California Department of Transportation (Caltrans), and the California State Transportation Agency (CalSTA). The Committee is intended to elevate diverse and historically marginalized voices to advise the

three agencies on how to achieve meaningful outcomes in transportation equity, environmental justice, and equitable economic opportunities especially as related to transportation planning and programming.

Equity Listening Sessions. In 2022, the Commission, Caltrans, and CalSTA co-hosted six sessions to allow people from underserved communities in different areas of the state to share their personal stories about impacts to them or their communities resulting from the transportation system. While these initial sessions have been completed, the Commission continues to build upon these efforts to reach additional communities and respond to their equity concerns.

Equity-Focused Staffing and Training. The Commission requested and received funding for a position dedicated to equity in the 2022-23 budget. The Commission also hired a contractor to provide Racial Equity Training for Commissioners and select Commission staff.



Funded through the Trade Corridor Enhancement Program, the Fyffe Avenue Grade Separation project constructed a four-lane overcrossing over the Fyffe Avenue rail line and removed an at-grade intersection. This project reduces travel times for vehicles entering the Port of Stockton, thereby facilitating the movement of goods. Removing the at-grade intersection also provides vehicle and rail safety improvements and enables a critical emergency evacuation route.

Transportation, Climate, and Housing

CAPTI Implementation. At its August 2021 meeting, the Commission endorsed CalSTA's Climate Action Plan for Transportation Infrastructure (CAPTI) framework and strategies to invest discretionary transportation dollars to combat and adapt to climate change while supporting public health, safety, and equity. With the adoption of updated program guidelines at its August 2022 meeting, the Commission successfully implemented every Commission-led strategy identified as short-term and has begun working on strategies identified as medium-term.

Clean Freight Corridor Efficiency Assessment. Under Senate Bill 671 (Gonzalez, Chapter 769,

2021), the Commission is to identify freight corridors that are priority candidates for the deployment of zero-emission medium- and heavy-duty vehicles; projects to support the deployment; and barriers and potential solutions. The Commission has assembled a work group of over 150 stakeholders and held seven workshops to develop the Assessment, which is due to the Legislature by December 1, 2023.

Joint Meetings. In 2022, the Commission held joint meetings in April and November with the California Air Resources Board and the California Department of Housing and Community Development to coordinate policies.

Legislative Recommendations

The Commission recommends the following to advance state transportation goals:

- Authorize compensation for transportation advisory committee members, and adjust Commissioner compensation for inflation, to alleviate financial barriers to serving the state.
- Increase the Active Transportation Program by \$1 billion per year to fund critical climate, safety, mobility, and equity projects.
- Provide support for transit operators to address the continued impacts of the pandemic on their operations funding.
- Clarify provisions of the Commission's existing statutory authority to approve road tolling/pricing, such as converting un-tolled lanes to tolled lanes, which are critical for achieving state mobility and climate goals.
- Authorize a funding needs assessment for California's general aviation airports, including recommendations to ensure that California airports can fully leverage available federal funds, address community impacts, and support electrification.
- Authorize a study on the implementation of weight-based passenger vehicle fees to account for the disproportionate effects of larger vehicles on pedestrian injuries and fatalities.

The California Transportation Commission was established in 1978 as an independent state agency. The Commission is responsible for funding highway, local road, transit, intercity passenger rail, active transportation, and aviation projects throughout California. The Commission also advises and assists the California State Transportation Agency Secretary and the Legislature on state transportation policies and plans.

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