

March 2024

# California State Transportation Agency (CalSTA)

**ZEV Role:** CalSTA oversees California's transportation departments, provides competitive funding for zero-emissions projects, and steers programs toward zero emissions, where applicable.

**Equity Focus:** Focus program investments on robust, clean mobility access to benefit priority populations.

## **2023 Highlights & Lessons Learned:**

- **CAPTI:** changes to state discretionary transportation funding program guidelines incentivized zero-emission investment in SB 1 Cycle 3 (2023) awards. For example, in the Trade Corridor Enhancement Program (TCEP), over a third (10 of 26) of the TCEP awards included projects that support the deployment of a zero-emission freight transportation system and invest in light, medium and heavy zero-emission vehicle infrastructure.
- **PFIP:** CalSTA and Caltrans moved swiftly to develop PFIP guidelines and award the entire \$1.2 billion in PFIP projects. Building out the human capital to support PFIP will create new efficiencies in administering potential future PFIP funding and project awards. Furthermore, CalSTA and Caltrans anticipate identifying additional opportunities to create program management and project delivery efficiencies as the grant administration process proceeds.

## **ZEV Market Development Objectives**

**1. Planning.** Ensure state transportation planning prioritizes zero- emission mobility and freight movement, sustainable transportation, and mobility access. Focus on communities most in need.

**Key Collaborators:** state, regional, local, and tribal government entities; all stakeholders

## **Key Results & Actions:**

- a. **Autonomous Vehicle (AV) Strategic Framework.** Continue cross-agency collaboration regarding statewide AV actions.

2023 Key Result Outcomes

- CalSTA continued cross-agency collaboration and coordination regarding actions to support the AV Strategic Framework Vision and Guiding Principles.

#### 2024 Targeted Key Results

- In 2024, CalSTA will convene cross-agency conversations to further the Vision and Guiding Principles.
- The Agency will also provide guidance and support to CalSTA departments, including the Department of Motor Vehicles, California Highway Patrol, and Caltrans, as they develop and implement AV-related actions.

- b. **Climate Action Plan for Transportation Infrastructure (CAPTI).** Continue cross-agency collaboration regarding plan implementation.

#### 2023 Key Result Outcomes

- Two quantitative tools useful for facilitating transportation planning that prioritizes zero- emission mobility and freight movement, sustainable transportation, and mobility access were under development in 2023—the Equity Index (EQI) and its Caltrans System Investment Strategy (CSIS), both called for as actions in CAPTI. Version 1.0 of the EQI is intended to assist in the evaluation and prioritization of Department projects through data-driven assessment of transportation equity needs. An engagement process informed development of the tool, and additional outreach and training continue to be offered to Caltrans employees, interagency partners, and other stakeholders.
- Caltrans developed CSIS Version 1.0 in 2022 and is working on version 2.0. Version 1.0 has been applied to methodology for State Sponsored Project Initiation Documents (PIDS, or early Caltrans planning documents of proposed projects). Version 2.0 of the CSIS will be completed in 2024. This update adds Local Sponsored Project Initiation Document (PID) Guidance to the CSIS Framework. The Guidance will provide early feedback on local sponsored projects for CAPTI alignment.

#### 2024 Targeted Key Results

- In spring 2024, complete development of version 1.0 of the Equity Index and make the tool accessible to transportation planning partners and the public.

- o In summer 2024, the CSIS 3.0 uses quantitative metrics for objectively scoring projects to guide Caltrans-led and Caltrans-partnered project nominations. The quantitative metrics will be piloted during the SB 1 Cycle 4 project nominations in 2024. The quantitative scoring process can inform how projects adjust scope over time to be more comprehensive, sustainable and multimodal to improve a project's nomination viability.
- c. **Transit and Intercity Rail Capital Program (TIRCP).** Completed Cycle 6 awards which included additional funding for existing TIRCP projects as well as funding designated for new projects. Cycle 7 is currently underway.
  - 2023 Key Result Outcome
    - o More than \$3.79 billion was awarded to 51 high priority projects in Cycle 6.
  - 2024 Targeted Key Results
    - o Administer Cycle 7 of TIRCP with award announcements expected in Fall 2024. The following are key dates for Cycle 7:
      1. Release Draft Cycle 7 Guidelines – 3/12/2024
      2. Release Final Cycle 7 Guidelines – 4/23/2024
      3. Release Call for Projects– 4/23/2024
      4. Project Applications Due – 7/23/2024
      5. Anticipated Award Announcement – 10/23/2024
- d. **Infrastructure Investment and Jobs Act (IIJA) Implementation.** Lead the state's interagency workgroup to implement the federal IIJA transportation provisions which includes policy direction and funding in the areas of climate action, zero-emission vehicle deployment, social equity, and multi-modal transportation investment.
- e. **Port and Freight Infrastructure Program (PFIP).** Announce awards for the \$1.2 billion one-time funding program to improve the capacity, safety, efficiency, and resilience of goods movement to, from, and through California's maritime ports. Project will also reduce public health impacts and negative economic impacts to communities adjacent to the corridors and facilities used for goods movement.
  - 2023 Key Result Outcomes
    - o In 2023, CalSTA approved the PFIP Programming Plan for allocation.

- CalSTA and Caltrans held Program and Project Kick-Off Meetings with individual awardees and debriefed with applicants not awarded funding.

#### 2024 Targeted Key Results

- For 2024, Next Step Letters were sent for awarded PFIP projects, providing instruction and allowing for allocations, based on the PFIP Programming Plan.

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**2. Funding.** Increase funding opportunities in ZEV fueling and charging infrastructure and ZEV fleet implementation funding programs.

**Key Collaborators:** state government entities, all stakeholders

#### Key Results & Actions:

**TIRCP.** Complete Cycle 6 awards which included additional funding for existing TIRCP projects as well as funding designated for new projects. Cycle 7 is currently underway.

##### 2023 Key Result Outcomes

- More than \$3.79 billion was awarded to 51 high priority projects in Cycle 6. Investments included purchasing 277 zero-emission vehicles and the projected greenhouse gas emission reductions is equivalent to removing 445,000 gas-powered cars off the road.

#### 2024 Targeted Key Results

- Administer Cycle 7 of TIRCP with award announcements expected in Fall 2024. A specific fund estimate will be released with the release of the final guidelines and call for projects.

**CAPTI.** Continue implementing CAPTI investment strategies to further incentivize the inclusion of ZEV infrastructure as a part of other transportation infrastructure projects competing for statewide competitive transportation grant programs.

##### 2023 Key Result Outcomes

- Changes to state discretionary transportation funding program guidelines incentivized zero-emission investment in SB 1 Cycle 3 (2023) awards. For example, in the Trade Corridor Enhancement Program (TCEP), over a third (10 of 26) of the TCEP awards included projects that support the deployment of a zero-emission

freight transportation system and invest in light, medium and heavy zero-emission vehicle infrastructure.

#### 2024 Targeted Key Results

- Continue implementing CAPTI investment strategies to further incentivize the inclusion of ZEV infrastructure as a part of other transportation infrastructure projects competing for statewide competitive transportation grant programs.
- Represent the ZEV Strategy as CAPTI actions are updated in 2024.

**IIJA.** Lead the state's interagency workgroup to implement the federal IIJA transportation provisions which includes policy direction and funding in the areas of climate action, zero-emission vehicle deployment, social equity, and multi-modal transportation investment.

#### 2023 Key Result Outcomes

- California received \$380 million from IIJA through the U.S. Department of Transportation's National Electric Vehicle Infrastructure program. In October 2023, the California Department of Transportation and the California Energy Commission announced a process to distribute the first \$40.5 million in funds to build 270 electric vehicle fast chargers at 26 sites along California's highways.
- December 2023, the U.S. Department of Transportation awarded the California High-Speed Rail Authority nearly \$3.1 billion to extend high-speed rail construction in California's Central Valley, purchase high-speed trainsets and trainset facilities, and design and build a station in Fresno.
- The U.S. Department of Transportation also awarded another \$3 billion to the Brightline West high-speed rail project that will connect Las Vegas to Los Angeles.

Continue to advocate for IIJA and Inflation Reduction Act (IRA) federal competitive funding for zero-emission transportation projects.

- In January 2024, the U.S. DOT awarded significant grants to California in recognition of our nation-leading efforts to deploy zero-emission vehicles:
  1. California received \$170 million for 10 zero-emission vehicle Charging and Fueling Infrastructure Program projects - this represents almost 30 percent of the national total awarded this round.

2. Caltrans received a \$64 million Electric Vehicle Charger Reliability and Accessibility Accelerator Program (EVC-RAA) grant – which represents 43 percent of the funding awarded for the program.
- The U.S. Environmental Protection Agency has published a \$3 billion notice of funding opportunity for its Clean Ports Program; this is a strong federal funding opportunity for California zero-emission port projects

**PFIP.** Announce awards for the \$1.2 billion one-time funding program to improve the capacity, safety, efficiency, and resilience of goods movement to, from, and through California's maritime ports. Project will also reduce negative public health and economic impacts to communities adjacent to the corridors and facilities used for goods movement.

#### 2023 Key Result Outcomes

- In July 2023, after hosting two technical review training sessions with PFIP evaluators and reviewing 32 applications totaling \$2.6 billion, CalSTA announced the final PFIP awards.
- In 2023, CalSTA awarded 15 statewide PFIP projects, including PFIP zero-emission projects supporting the zero-emission ports and freight infrastructure efforts.
- Zero-emission PFIP projects include shore power, cable, and substation upgrades; hydrogen storage and fueling systems; fuel-cell locomotives; zero-emission cargo handling equipment; charging stations; and battery storage systems.
- The full list of PFIP project awards, totaling \$1.2 billion across 15 statewide projects, can be found in CalSTA's PFIP annual report.

#### 2024 Targeted Key Result

- For 2024, Next Step Letters were sent for the 23 zero-emission projects, and monthly open office hours will be held to provide additional instruction for allocations, based on the PFIP Programming Plan. It is anticipated that 15 PFIP zero-emission projects will be allocated/begin construction in 2024. These projects would total \$155 million.

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**3. Equity and Sustainability.** Make transportation systems more inclusive and sustainable (active transportation, integrated travel project, complete streets, VMT reduction).

**Key Collaborators:** state, regional, and local government entities; all stakeholders

**Key Results & Actions:**

- a. **CalSTA Racial Equity Action Plan.** Publish first draft.

2023 Key Result Outcomes

- o CalSTA initiated development of the first-ever Strategic Plan for the Agency. The 2024-2026 Strategic Plan sets forth the Agency's vision, mission, values and goals. CalSTA partners were engaged to provide input and inform the Agency's strategic direction and priorities for the next three years.

2024 Targeted Key Results

- o The Agency will now work with the eight transportation-related entities that are under CalSTA to develop and implement actions in support of the Agency's strategic objectives. Advancing equity is a core priority embedded throughout the CalSTA Strategic Plan, including creating opportunities for meaningful community engagement in our planning, programming, and project design decisions to maximize community input and benefits. CalSTA will continue to engage with stakeholders and other partners in support of our commitment to creating an equitable and accessible transportation network and to provide equitable opportunities for all people.

- b. **AV Strategic Framework.** The state's Vision and Guiding Principles includes consideration of how autonomous vehicles will improve affordable and convenient access to destinations, goods, and services, particularly to reduce or eliminate systemic inequities for all communities throughout California.

2023 Key Result Outcomes

- o CalSTA continued cross-agency collaboration and coordination regarding actions to support the AV Strategic Framework Vision and Guiding Principles.

2024 Targeted Key Results

- o In 2024, CalSTA will convene cross-agency conversations to further the Vision and Guiding Principles.
- o The Agency will also provide guidance and support to CalSTA departments, including the Department of Motor Vehicles, California Highway Patrol, and Caltrans, as they develop and implement AV-related actions.

- c. **CAPTI.** Continue to work through the Equity Advisory Committee on transportation equity and environmental justice issues stemming from transportation planning and programming.

#### 2023 Key Result Outcomes

- The Interagency Equity Advisory Committee (EAC) consisting of up to 15 members serving two-year staggered terms was established in March 2023 to make recommendations to the Commission, CalSTA, and Caltrans. The EAC members are compensated for their time and expertise through stipends (including travel) under the CTC's budgetary authority, and the EAC is facilitated by designated staff and resources of the three agencies. The EAC meets quarterly and 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.
- The Committee, which held its first meeting in March 2023, is concluding its inaugural year. Throughout 2023, Committee members worked closely with interagency staff at the Commission, Caltrans, and CalSTA. As a new Committee, the first cohort was actively engaged in the foundational processes. Members identified priorities for the Committee, co-created Committee meeting agendas, developed a Charter and governance structure, and elected the Committee's first leadership team.
- Committee members also dedicated substantial time to interagency engagement opportunities. Members participated in the development of updated funding program guidelines, evaluated the equity component of funding program applications, attended informational briefings on state transportation issues, and offered insights about the implementation of the forthcoming Caltrans Equity Index.

#### 2024 Targeted Key Results

- Continue to work through the Equity Advisory Committee on transportation equity and environmental justice issues stemming from transportation planning and programming.
- d. **TIRCP.** Prioritize projects for awards in disadvantaged and low-income communities, as well as those that benefit low-income households.



### 2023 Key Result Outcomes

- All new projects awarded in Cycle 6 benefit disadvantaged communities. Per statutory requirements, a minimum of 25% of TIRCP awards must go to projects located within, and benefiting individuals living in, disadvantaged communities.

### 2024 Targeted Key Results

- Administer Cycle 7 of TIRCP with award announcements expected in Fall 2024. Awarded projects will comply with all statutory requirements, including ensuring that a minimum of 25% of awards benefit disadvantaged communities across the entire program. Additional requirements tied to greenhouse gas reduction fund includes ensuring an additional 5% of funding benefits low-income communities with an additional 5% benefitting residents living in a low-income communities and within ½ mile of disadvantaged communities.
- e. **IJJA.** Lead the state's interagency workgroup to implement the federal IJJA transportation provisions which includes policy direction and funding in the areas of climate action, zero-emission vehicle deployment, social equity, and multi-modal transportation investment.
- f. **PFIP.** Awards are intended to reduce negative public health and economic impacts to communities adjacent to the corridors and facilities used for goods movement.

### 2023 Key Result Outcomes

- In 2023, CalSTA received 23 Communication Plans for the PFIP zero-emission projects.
- In addition to grade separation and other infrastructure projects, PFIP awards are directly funding zero-emission infrastructure, locomotives, vessels, and vehicles, to help maintain California's competitive edge in nation-leading supply chain infrastructure while lessening impacts on neighboring communities.

### 2024 Targeted Key Results

- PFIP guidelines require projects to provide a direct, meaningful, and assured benefit to priority populations. Applicants must demonstrate how projects were shaped by discussions around equity impacts as well as through robust and meaningful public engagement with communities adversely impacted by freight activities.
- By March 2024, awardees must submit a Public Engagement Summary, providing a high-level summary of planned and/or

previously completed engagement activities for each project phase.