

Infrastructure Investment and Jobs Act (IIJA) Implementation
Reimagining Highway Investments Sub Working Group, Kickoff Meeting Agenda
 April 11, 2022, | 11:00 am – 12:00 pm

Time	Agenda Item
11:00 am – 11:10 am	Welcome and Opening Remarks Jeanie Ward-Waller, Deputy Director for Planning & Modal Programs, Caltrans, Cory Binns, Deputy Director for Maintenance & Operations, Caltrans Hilary Fong, Facilitator, The Highlands Consulting Group
11:10 am – 11:30 am	Overview of IIJA Carbon Reduction Program Provisions, Sub Working Group Survey Results, and Caltrans Highway Investment Approach Jeanie Ward-Waller, Deputy Director for Planning & Modal Programs, Caltrans, Cory Binns, Deputy Director for Maintenance & Operations, Caltrans
11:30 am – 11:50 am	Open Discussion All
11:50 am – 12:00 pm	Working Group Scope and Next Steps Jeanie Ward-Waller, Deputy Director for Planning & Modal Programs, Caltrans, Cory Binns, Deputy Director for Maintenance & Operations, Caltrans Hilary Fong, The Highlands Consulting Group

Welcome and Opening Remarks

Jeanie Ward-Waller, Deputy Director for Planning & Modal Programs, Caltrans

- Welcome everyone and thank you for attending today.
- Still waiting on FHWA guidance but excited to kickoff this Sub-Working group because there is great opportunity for this program.
- A lot of the feedback we have already received is aligned with Caltrans' goals and strategies to reduce carbon emissions and come up with innovative ways to improve our highway systems.
- We look forward to getting additional feedback on this program.

Caltrans Highways Investments Approach

- Caltrans direction – have been a lot of strong shifts over the last few years and this program offers a lot of opportunity for Caltrans investments in the State highways system
- Recent Policy and Planning
 - Climate Action Plan for Transportation Infrastructure (CAPTI)
 - California Transportation Plan 2050, SB1, SB 743, SB 375
- Recent policy and planning have allowed us to really think about how we are investing in our highway systems in terms of climate and equity goals that provide benefits and reduce harm for disadvantaged communities
 - Improve travel and accessibility
 - Shift away from single occupant vehicle use by providing competitive alternatives to driving
- A big question to think about is how do we maximize benefits while advancing equity, environmental, climate, health, and safety goals?
 - Building new lanes or adding on to highway systems is more of a last resort strategy – instead we are focusing on developing more creative strategies that aim to improve travel and promote multi-modal approaches
- Intention of this investment program is to help guide our planning documents as well as our projects
- Currently, we are evaluating project pipeline to see how we can improve our system through this investment and coming up with creative strategies that align with federal, State, and regional goals.

Carbon Reduction Program

- Brand new formula program - \$107 million over 5-year life of IIJA
- **Purpose:** Projects that reduce transportation emissions or the development of carbon reduction strategies
- Focus Areas
 - Freight movement, ports, diesel engines
 - Expand multi-modal options

- Support alternative fuel vehicles and infrastructure – hydrogen, natural gas, propane
- 65% of CRP funds are distributed within the State based on urbanized area population – same model as STGB (45% held for the use of other projects)
- Nationally - 1 billion per year for 5 years
- **Goal** is to invest in areas that reduce emissions from freight and expand multi modal options

Program Eligibility for Carbon Reduction

- Wide range of eligibility including nine criteria:
 - Vehicle to infrastructure communications equipment
 - Energy efficient alternatives to existing street lighting and traffic control devices
 - Advanced congestion management technologies
 - Transit projects
 - On- and off-road pedestrian and bicycle trail facilities
 - Port electrification and projects to reduce environmental, community impacts of freight movement
 - A project/strategy to support
 - congestion pricing
 - shifting demand to nonpeak hours or other modes
 - increasing vehicle occupancy rates
 - reducing demand including electronic toll collection, TDM
 - STBGP eligible projects if State has demonstrated reduction in transportation emissions
- Other energy efficiency improvements
- Tech investments to reduce carbon emissions
- Pedestrian and bike areas – important to State goals
- Freight electrifications and goods movements needs
- Pricing strategy to shift demand from peak hours, increase vehicle occupancy, and implement congestion pricing
- In consultation with MPOs, the State has two years to develop a mandated Carbon Reduction Strategy (and update at least every 4 years)
- USDOT must certify the State's strategy to meet the statutory requirements

Nancy Pfeffer

- How is this program going to relate to sustainable communities' strategies that have been in place for a decade?
- Answer: The federal law is asking us to develop a statewide strategy and it should be supportive of sustainable communities. We want to hear

feedback from all of you because we have been looking at how the various statewide and regional plans relate to the Carbon Reduction Program and required planning.

Overview of IIJA Carbon Reduction Program Provisions, Sub Working Group Survey Results, and Caltrans Highway Investment Approach

Jeanie Ward-Waller, Deputy Director for Planning & Modal Programs, Caltrans,

Survey Results

Survey asks our partners if their agencies/entities have shifted their approach in terms of highway investments?

- Majority of respondents said yes, and we have been moving towards this approach for many years now
- Key themes from respondents
 - Strategically distribute funding
 - Re-envisioning convention State highways and interchanges
 - Optimizing existing system rather than new construction
 - Multi-modal approach and transportation options including
 - Bus,
 - Commuter rail
 - Rapid transit
 - Bike and pedestrian
 - Environmental mitigation efforts

Important topics that California should address/include in its Carbon Reduction Strategy

- Key themes from respondents
 - ZEV/ZE/NEVI – vehicle and freight electrification and charging infrastructure
 - Freight and goods movement challenges
 - Shift travel modes
 - Multi strategies that meet local and regional needs
 - Roadway pricing – all lane tolling and equity considerations

How should the State develop and formulate its Carbon Reduction Strategy?

- Key themes
 - Develop strategies in an open and collaborative public process
 - Coordinate with regional and local entities since there is no “one size fits all approach”

What should be the State's priority be?

- IIJA Priority Sections Based on Survey Feedback
 - Pedestrian and Bike
 - Public Transportation
 - Congestion and Traffic Management and Mitigation
 - Congestion Pricing
 - Emissions and Carbon Reduction
 - Other

Open Discussion

Discussion Prompt: What else should be considered?

Nancy Pfeffer

- An idea we have been kicking around – with regard to ZE vehicles in Southeast LA County, we almost always are thinking about trucks and not just passenger vehicles
- One idea: heavy duty charging and fueling infrastructure may be able to be paired with light duty charging so communities will be more incentivized to accept both types of infrastructure

Answer: Yes. This theme has come up in several Sub-Working Groups, and we appreciate the comments.

Adrian Cardoso, Orange County Transportation Authority

- One thing we want to emphasize is the State and regions have done a lot of really great work in transportation planning and I don't want to lose sight of those in this process
- I hope we can return to those planning documents to help us get funding out quickly under IIJA programs
- One concern: under CMAQ we have had a hard time using these funds for bike and pedestrian projects. Hard to demonstrate from air quality perspective

- If the intent is to use this funding for bike and pedestrian programs, we need a broader interpretation – might be an issue moving forward.
- I would like this funding to be eligible for bike and pedestrian improvements.

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Answer: My hope would be that we need to be creative and meet those requirements from existing plans we already have – we have been discussing how they meet other plans, and we need to be ready to align them with future FHWA guidance.

Matt Baker, PCL

- Carbon Reduction Program and Reimagining Highway Investments – alternative modes and using footprint already in place for things such as lane conversion instead of adding on.

Answer: Yes, this is the direction and approach Caltrans and this Sub-working Group are using. This is part of the discussion to move forward.

Mallory Atkinson, MTC

- This particular funding program is not a large funding program – I am a little concerned that we are using this particular program to do something transformative.
- We have many existing plans that we can pull from, and I would encourage we focus funds at a regional level to implement the plans we already have in place. Research shows there is a lack of resources to implement this existing plans

Answer: Good point. One thought: how can the use of these funds be leveraged to look at feasibility, outreach, project development and potential opportunities to reinvest revenues back into the system – it will require creativity and something to look at going forward.

Sarkes Khachek

- Is there an initial concept of how the 65% concept/ break down for urban areas will look like?
- Our region will focus a lot on bike/pedestrian and transit programs. Would like regions to work with State on priorities that match with State and any other opportunities to match the IIJA federal money would be helpful.

Answer: Yes, short answer – comes from STBG formula– another way is to work together and draw from other resources.

Nancy Pfeffer

- Projects in the pipeline – we have major ones going in 710 and 605 – we are struggling a little bit to learn what this means for ongoing projects.
- A lot of content in presentation is high level. As everything becomes clearer, please work with us to help figure out how this program relates to projects that have been going on for years.

Answer: The approach we are trying to take is to look at maximizing benefits – move more people and goods without expanding system. Each project and corridor will all need their own considerations – no “one size fits all” for any projects. We need to determine what is cost effective and what aligns with our climate goals/ strategies.

Woody Deloria

- Consider rural perspective and make sure to avoid a “one size fits all” approach – small counties do not always have luxury of reimagining systems
- As we look for funding, transformational investments is very different across the State and often it is small amounts of money that make huge impacts in rural regions.

Answer: That is a good point, and we are considering the differences in project characteristics, constraints, and other challenges to deliver funding through this program.

- What would be your priorities?

Answer: Looking at expansion of charging infrastructure on rural State highway corridors (uphill battle in certain power provider regions i.e., PG&E), rural car share programs, and those types of more innovative ideas but again we still have the basic safety priorities that have been underway for several years.

Anup Tapase

- The survey priorities cover a lot of topics and programs – I hope you can understand what type of projects already have priority funding.
- All of those things you listed in the survey are a part of the MTC regional plans – hard to pick which is higher priority.

Answer: Thinking about carbon reduction strategies - what is the unique benefit this funding could provide and where is the gap in terms of moving the needle on overall carbon reductions.

Adrian Cardoso

- Agree with Sarkes' comments - we appreciate working with the State to look at each region's needs.
- Also, in our area we would prioritize transit. We would want Active transportation to be eligible, but transit would be our priority. Just wanted to clarify that priority since I expressed interest in using the funds for bike and pedestrian projects as well.

Answer: Thank you for that comment and clarification

Mike Woodman, NCTC

- From a rural perspective - rural regions would benefit from transit investment, expansion of and closing gaps relative to ZEV charging infrastructure, and ped/bike

Aaron Hoyt

- Can you clarify whether rural RTPAs are able to participate in the program? If so, would funding be within the 35% through the State component?

Answer: Formula for this program is split down to small regions. We will send out funding split on how program is defined. Need more information from budget folks on how this breaks down for rural communities.

Daryl Halls

- Electrification of freight and regional transit are our two top priorities right now. Regional funding helping multiple corridors could help make determinations statewide
- Technology is changing rapidly and there is a need for State-level data that is consistent to help us prioritize these efforts

Nancy Pfeffer

- Could this program be connected to the Reconnecting Communities program?
- Our main focus for this one is major corridor projects and looking at opportunities. Equity and climate are very intertwined, and I want to think more about how they could be connected under the Carbon Reduction program

Answer: I think it would depend on what ideas you have. This program aligns with reconnecting programs and things like bike and ped communities.

Steve Smith, SBCTA

- One observation I have is that air districts do a pretty good job of maximizing benefits through funding allocations. What sort of analytics are out there for us to focus on? There should be some conversation with the air districts to get more insight on topics that could help inform our approach on Carbon Reduction

Answer: That is a great suggestion and something that could be built into the Carbon Reduction Strategy – we have relied heavily on the work that quantifies certain air quality benefits and that is something that could be refined to help us.

Working Group Scope and Next Steps

Next Steps:

- Gather FHWA guidance as it is released
- We have been seeking guidance and should be able to share updates at next meeting
- Please reach out if you have any thoughts, comments, or questions
- Thank you!

Action Items

- Ask budget experts for additional information on funding split (next meeting's topic)
- Send out meeting materials and presentation

----Meeting Adjourned---