California Department of Transportation

PLANNING AND MODAL PROGRAMS
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August 31, 2023

Patricia Taylor, Executive Director
2001 Howard Road, Suite 201
Madera, CA 93637

Dear Ms. Taylor:

Thank you for providing comments on behalf of the Madera County Transportation Commissions (MCTC) for the Caltrans System Investment Strategy (CSIS). CSIS provides a policy framework to operationalize and advance the Climate Action Plan for Transportation Infrastructure (CAPTI), California Transportation Plan 2050 (CTP 2050), and Governor Newsom's Executive Order (EO) N-19-19 and N-79-20. The CSIS drives prioritizing transportation investments that align with statewide policy goals and the state's firm commitment to combatting climate change, while also reinforcing long-held values such as improving safety, improving mobility and accessibility, advancing environmental health and justice, and enhancing quality of life.

The California Department of Transportation (Caltrans) appreciates the comments provided by MCTC. The comments were considered in developing CSIS 2.0. This update is focused on Local Sponsored PID Evaluation Guidance, updates to the main narrative of CSIS to provide clarity on the framework and associated processes. The update also transitions from qualitative to quantitative project performance measures in anticipation of SB 1 Cycle 4 nominations. Stakeholders can anticipate a future email inviting partners to engage in workshops to hear and comment about the changes with CSIS 2.0.

Our responses to MCTC comments are provided below:

Comment: MCTC is requesting that Caltrans work closely with stakeholders to revise the document. The Draft Interim CSIS was developed by Caltrans without stakeholder input, such as Metropolitan Planning Organizations (MPOs).

Response: Thank you for sharing your concerns. Caltrans agrees that closer collaboration with partners across the board is needed. Moving forward Caltrans will develop robust outreach and engagement plan in which stakeholder input will be critical step. There are upcoming workshops and a comment period this summer, we will make sure all stakeholders are included.

Comment: The rural rubric definitions for the Trade Corridor Enhancement Program (TCEP), Solutions for Congested Corridors Program (SCCP), and the State-Sponsored Project Initiation Document (PID) do not necessarily reflect rural conditions. The TCEP and SCCP should have separate criteria to better reflect the intent and purpose of each program.

Response: Thank you for sharing your concerns. As we move further in this process, during our outreach events, we will work to address rural conditions. This will help in terms of further refinement of TCEP, SCCP, and PID evaluation processes. We will look forward for upcoming workshop this summer to discuss more on this.

Again, thank you for the valuable input on the draft CSIS. Caltrans looks forward to continued collaboration with the MCTC. If you have any questions, please email them to CSIS@dot.ca.gov or contact Roy Abboud, the Office Chief of Corridor & System Planning, at roy.abboud@dot.ca.gov or (916) 508-1591.

Sincerely,

Jeanie Ward-Waller
Deputy Director for Planning & Modal Programs