

Draft Second Annual Progress Report: CAPTI

Darwin Moosavi, CalSTA
November 2, 2023



CAPTI Overview

California's Transportation Infrastructure Investments

- **Governor's Executive Order N-19-19** directed the California State Transportation Agency (CalSTA) to leverage state transportation spending to meet state climate goals.
- California's state agencies play a role in scoping, recommending, or selecting projects in over **\$5 billion in transportation infrastructure funding annually**.

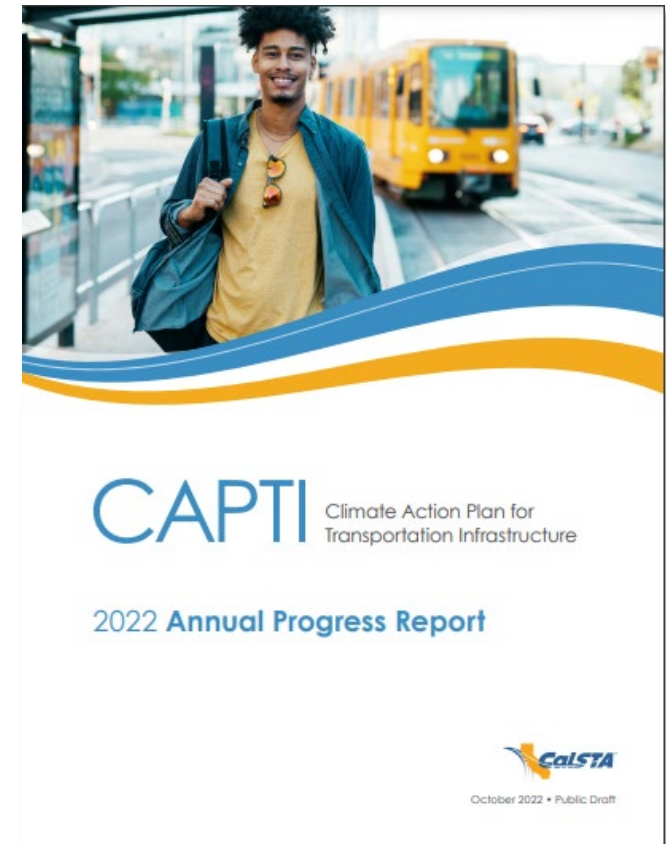
California's Transportation Infrastructure Investments

- Active Transportation Program (ATP)
- Interregional Transportation Improvement Program (ITIP)
- Local Partnership Program (LPP)
- Solutions for Congested Corridors (SCCP)
- State Highway Operations & Protection Program (SHOPP)
- Trade Corridor Enhancement Program (TCEP)
- Transit & Intercity Rail Capital Program (TIRCP)



Climate Action Plan for Transportation Infrastructure (CAPTI)

- CAPTI is a holistic framework for aligning state infrastructure investments with climate, health, and equity goals.
- The plan includes **10 Guiding Principles, 8 Strategies,** and **34 actions** to create a vision and plan for prioritizing state transportation investments.



CAPTI Investment Framework



Building towards an integrated, statewide rail and transit network



Investing in networks of safe and accessible bicycle and pedestrian infrastructure



Including investments in light, medium, and heavy-duty zero-emission-vehicle (ZEV) infrastructure

CAPTI Investment Framework



Strengthening our commitment to social and racial equity by reducing harms and maximizing community benefits



Making safety improvements to reduce fatalities and severe injuries of all users towards zero



Assessing physical climate risk



Promoting projects that do not increase passenger vehicle travel



Promoting compact infill development while protecting residents and businesses from displacement



Protecting natural and working lands



Developing a zero-emission freight transportation system

CAPTI Implementation

CAPTI Timeline

July 2021

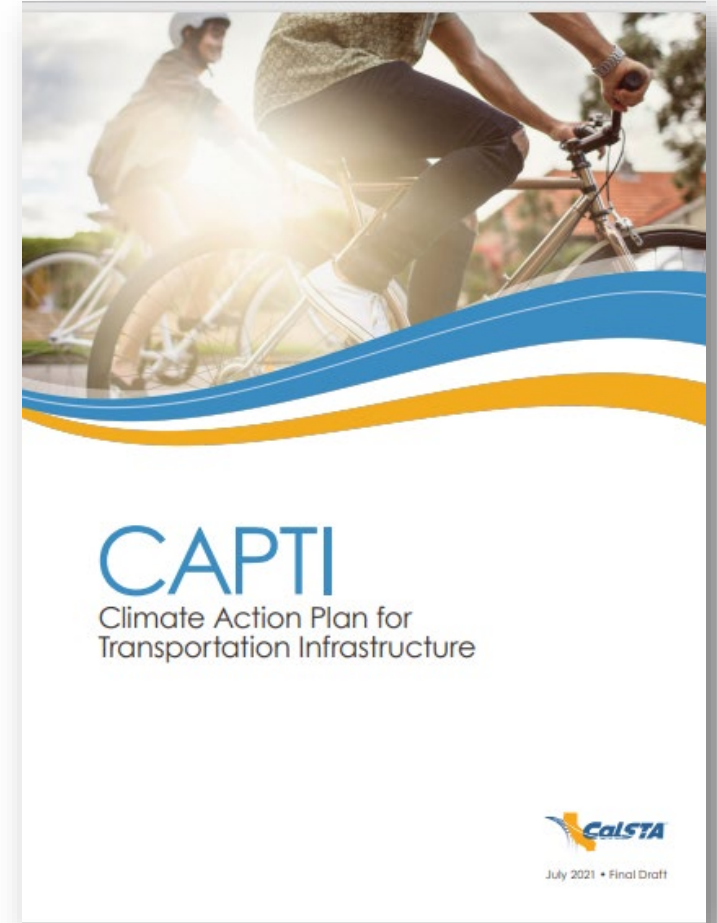
- CAPTI adopted & Posted on CalSTA website

October 2022

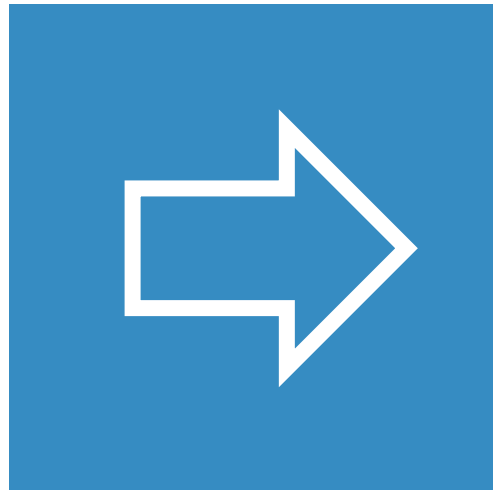
- CalSTA releases first 2022 Draft Annual Report

November 2023

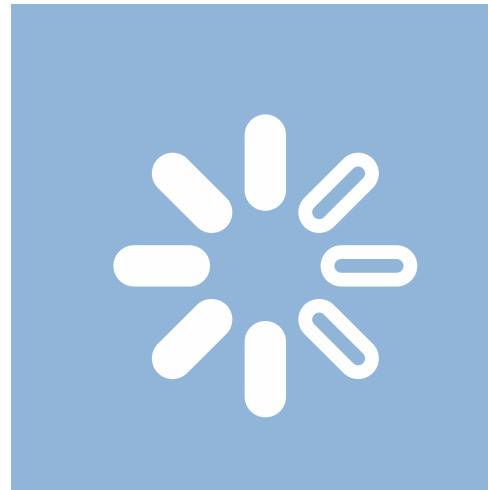
- CalSTA releases 2023 Draft Annual Report detailing implementation progress



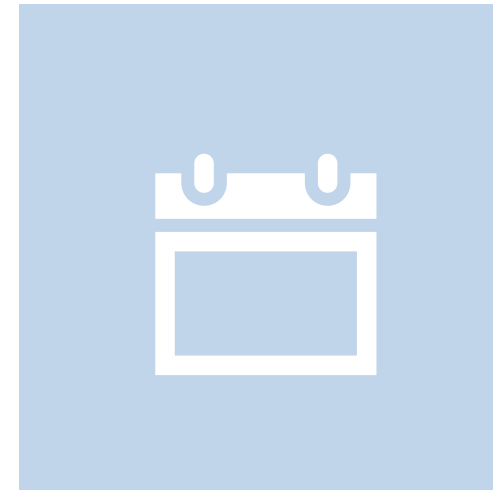
Implementation Approach



Framework drives decision-making at CalSTA



Interagency efforts to implement identified actions



Annual reporting and metrics study to capture progress and impacts

CAPTI Annual Progress Report

CAPTI Strategy 8 calls for an **annual report** on implementation progress.

Annual Report includes:

- Highlights of key successes
- Discussion of data and metrics
- A status of each action

Annual Report does not include:

- An update to the CAPTI Framework or strategies
- New actions or removal of existing actions

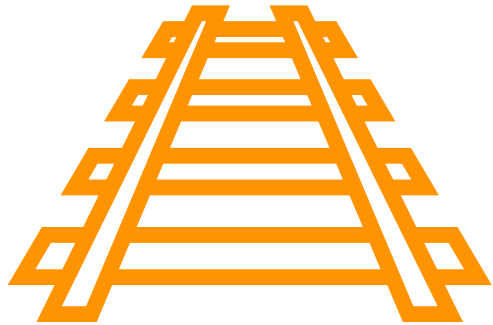
Action Status Overview

- Previously Completed (2022)
- Newly Complete (2023)
- Completion Expected by End of Fiscal Year (06/24)



The Impact of CAPTI on State Transportation Investments

Tracking Program Outcomes



CalSTA contracted the Mineta Transportation Institute to develop metrics to track program outcomes through CAPTI implementation.

The study evaluated projected changes in **emissions**, **economic prosperity**, and **social equity** benefits.

Recap: three time periods analyzed

	<i>Pre-N-19-19 (before September 2019)</i>	<i>Post-N-19-19 (October 2019-June 2021)</i>	<i>Post-CAPTI Adoption (after July 2021)</i>
ITIP	2018 ITIP (2017)	2020 ITIP (2019)	2022 ITIP (2021)
TIRCP	Cycle 3 (2018)	Cycle 4 (2020)	Cycle 5 (2022)
SCCP	Cycle 1 (2018)	Cycle 2 (2020)	Cycle 3 (2023)
TCEP	Cycle 1 (2018)	Cycle 2 (2020)	Cycle 3 (2023)
LPP	Cycle 1 (2018)	Cycle 2 (2020)	Cycle 3 (2023)
ATP	Cycle 4 (2019)	Cycle 5 (2021)	Cycle 6 (2023)
SHOPP	2018 SHOPP	2020 SHOPP	2022 SHOPP

Summary

Reduction of VMT resulting in GHG reductions across portfolio of programs in the post-CAPTI-adoption timeframe

Emissions

Increased multi-modal project investments, resulting in improved transportation equity outcomes among disadvantaged communities

Equity

Jobs maintained in post-CAPTI-adoption timeframe

Economy

Equity Initiatives of CAPTI

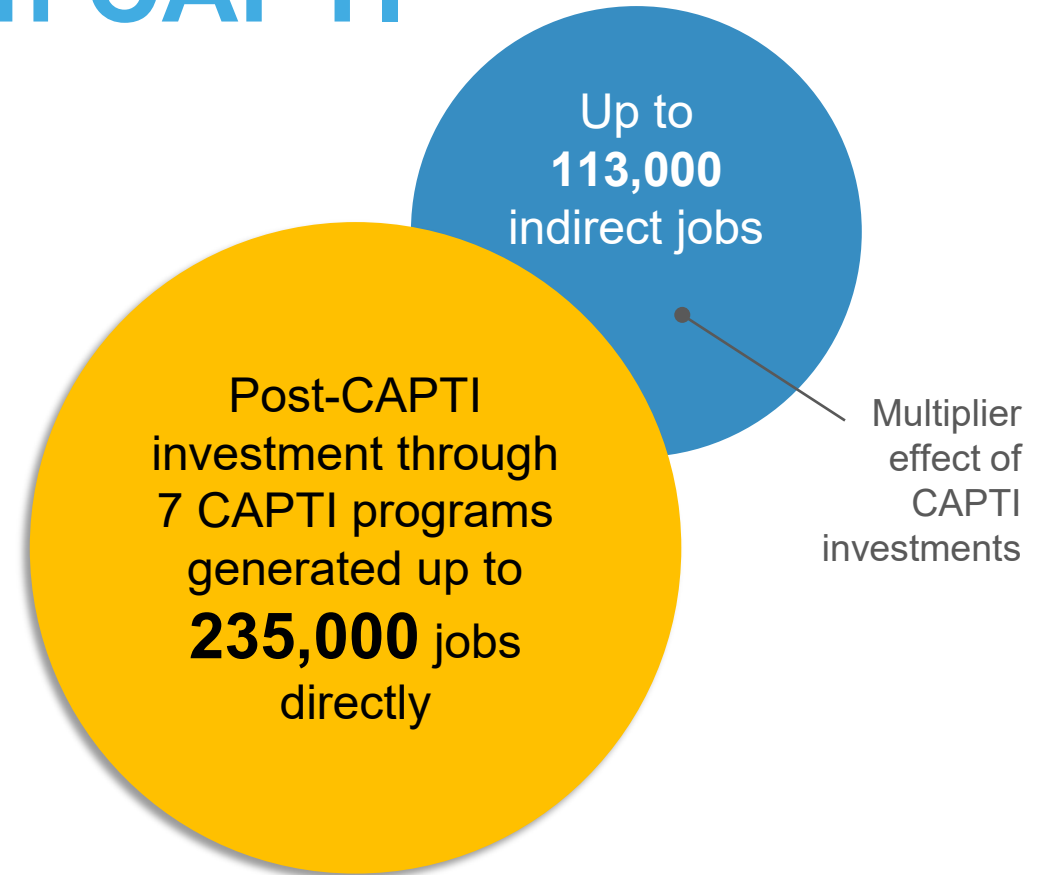
- Interagency Transportation Equity Advisory Committee (EAC) launches and helps to guide equitable investment
- Developing the Equity Index (EQI) at Caltrans to reinforce an equity lens when applying a data-driven approach to investment



Image 1. Equity Advisory Committee Members and Interagency Staff convened in Stockton on September 26, 2023, as pictured.

Large Investments Continue to Yield Large Economic Benefits with CAPTI

- Overall job quality and quantity remain high, especially for non-college educated workers.
- In FFY22-23, Caltrans committed a historic amount, over \$835 m, to disadvantaged business enterprises—a 30% increase from years past, with a doubling of value in contracts awarded to African American firms.



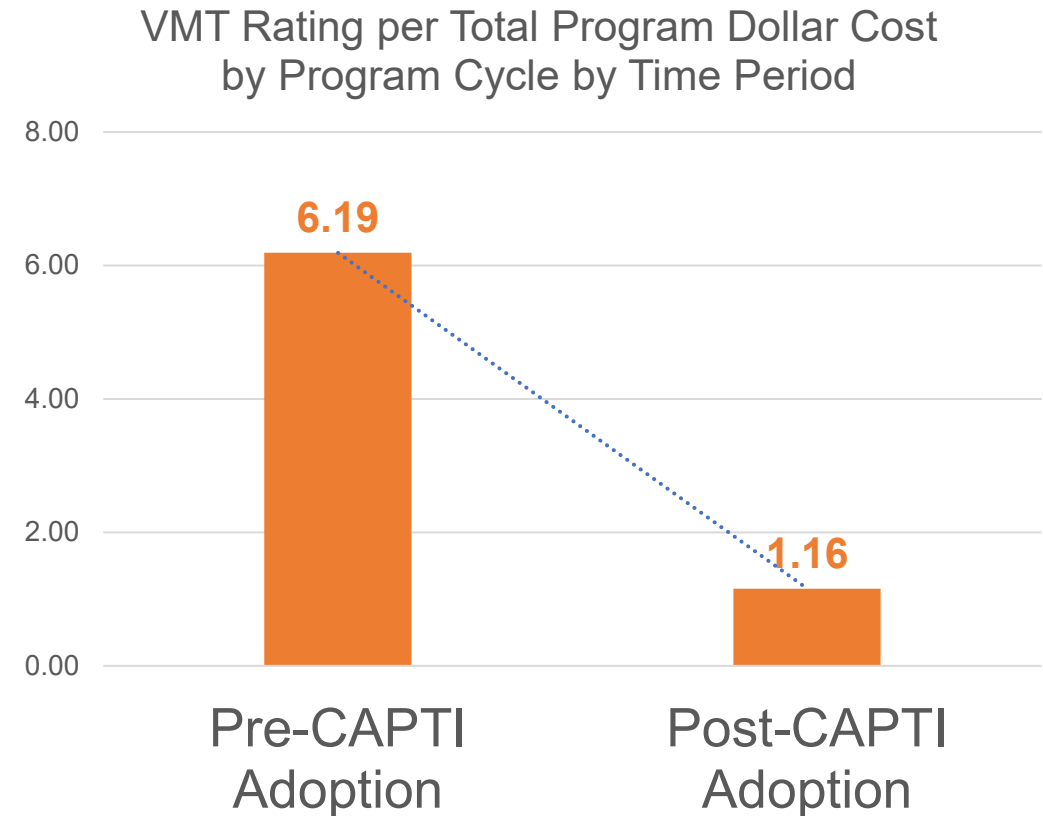
Source: MTI, 2023

Emissions: VMT Rating Methodology

- Created a VMT Rating metric that used qualitative and quantitative research to assign VMT attributes to different project components
 - The higher the VMT rating, the more VMT that is projected to be generated by the projects being funded in that program (vice/versa)
 - Then, VMT ratings normalized per dollar spent
- = > Allows for comparison of magnitude of equivalent VMT generated or decreased between programs and cycles, as illustrated on next slide...

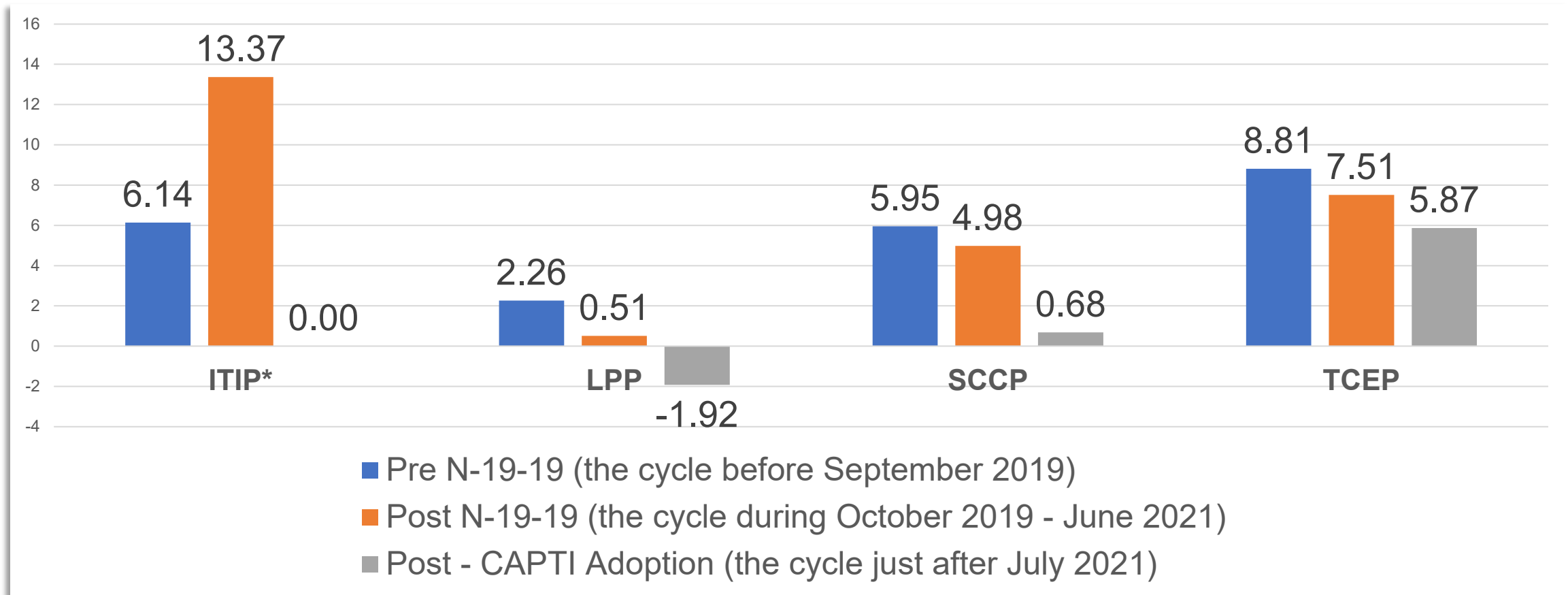
Emissions Reduction

- In post-CAPTl adoption award cycles, programs reduced total VMT rating per total program dollar cost by 5.03
- Post-CAPTl adoption, VMT rating per total program dollar was 1/5 of what it was in the pre-CAPTl timeframe



VMT Rating Per Program Dollar Cost Trend

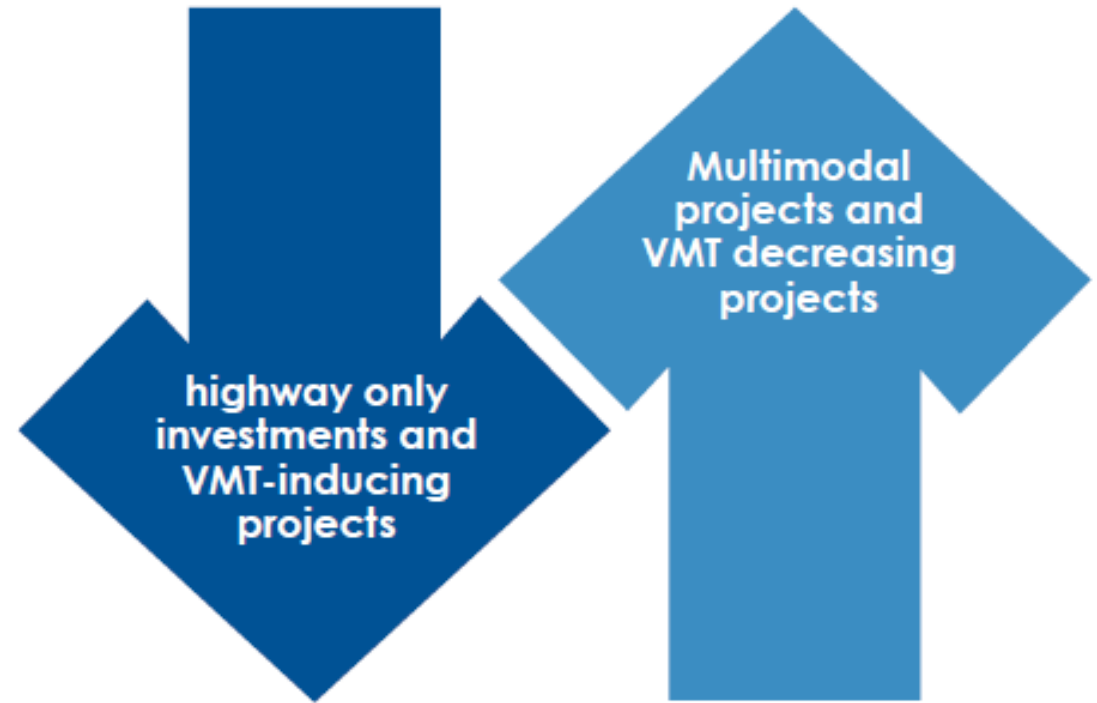
For Programs where VMT-increasing Projects are Eligible



Source: MTI, 2023

Solutions for Congested Corridors Program (SCCP)

Of the ten projects totaling a \$532.8 million investment in Cycle 3, all ten are multi-modal, up from past cycles. For comparison, in Cycle 2, four of seven projects included multimodal elements and in Cycle 1, five of nine projects were multimodal.



Trade Corridor Enhancement Program

- While TCEP Cycle 3's portfolio of awards include VMT-inducing investments to help support additional capacity for freight movement, the **total VMT rating per total dollar cost of projects funded by TCEP has decreased** steadily from cycle to cycle
- Specifically, in TCEP Cycle 3, program guidelines were updated to include incentives to support **zero-emission** infrastructure projects.
- Over 40% of Cycle 3 projects had **active transportation improvements** bundled with freight improvements

Details of TCEP Cycle 3 Projects



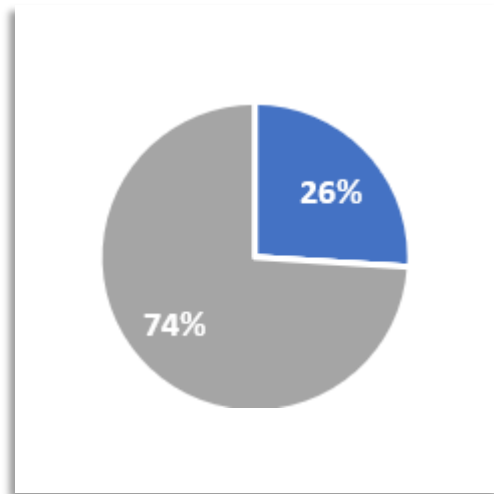
10 projects
(38%) deploy zero-emission investments



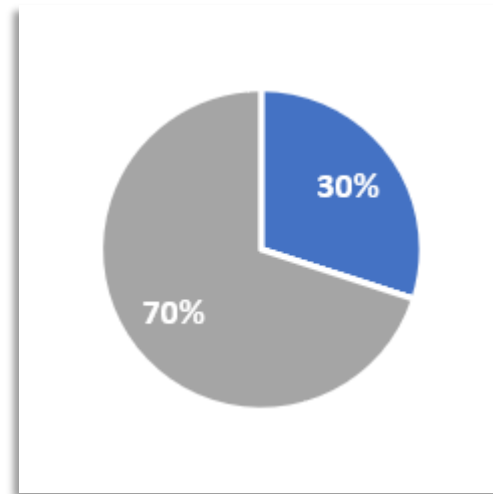
11 projects
(40%) include active transportation improvements



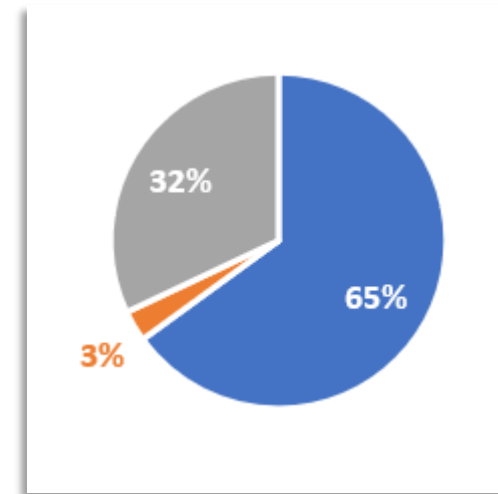
Interregional Transportation Improvement Program (ITIP)



2018 ITIP (2017)



2020 ITIP (2019)



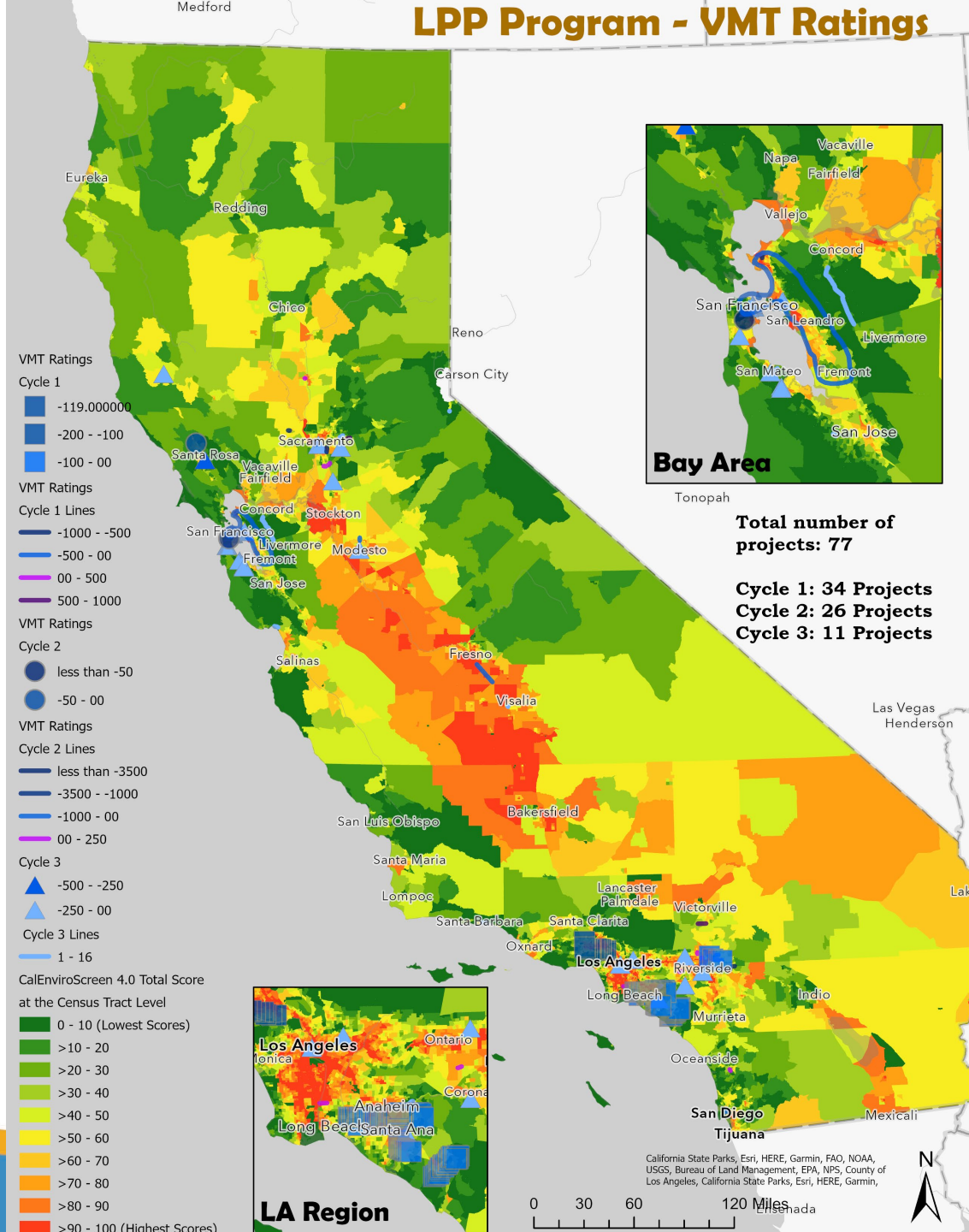
2022 ITIP (2021)

- Funding invested in rail
- Funding invested in active transportation
- Highway

Local Partnership Program (LPP)

- LPP investments result in a VMT reduction in Cycle 3, after having VMT increasing impacts in the previous two cycles.
- LPP decreased VMTs in areas that are disproportionately burdened by pollution based on the CalEnviroScreen 4.0 scores.
- Metro areas experienced VMT reductions from LPP (especially LA and Bay Area, across all three cycles)

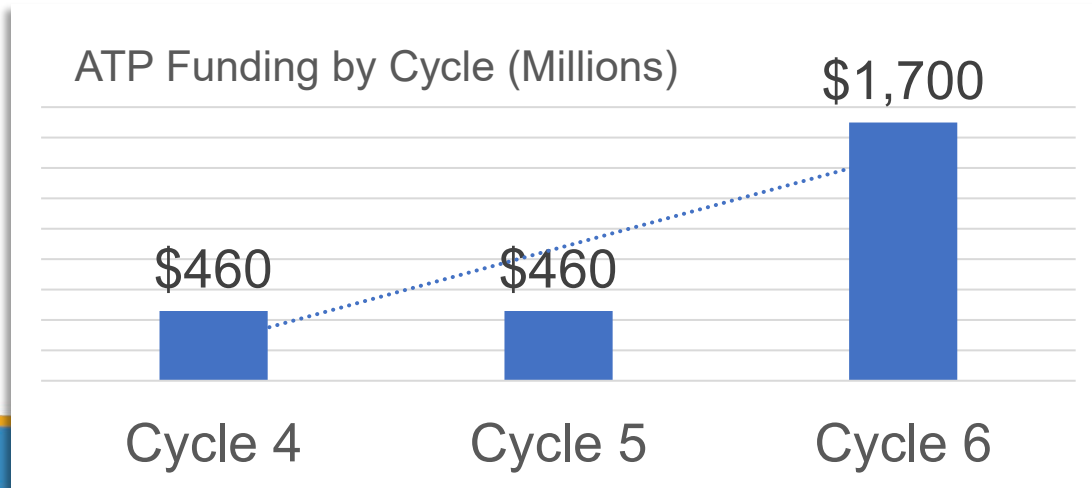
Map credit to MTI, 2023



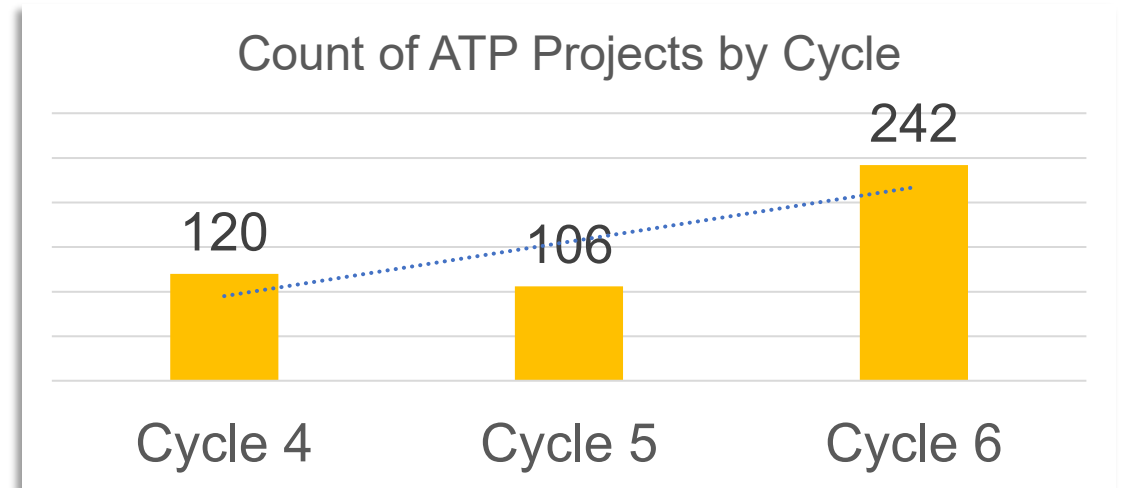
Active Transportation Program (ATP)

Cycle 6 funded more projects overall than years prior, in new places, **and a greater number of transformative projects, or network-forming, projects throughout the state.**

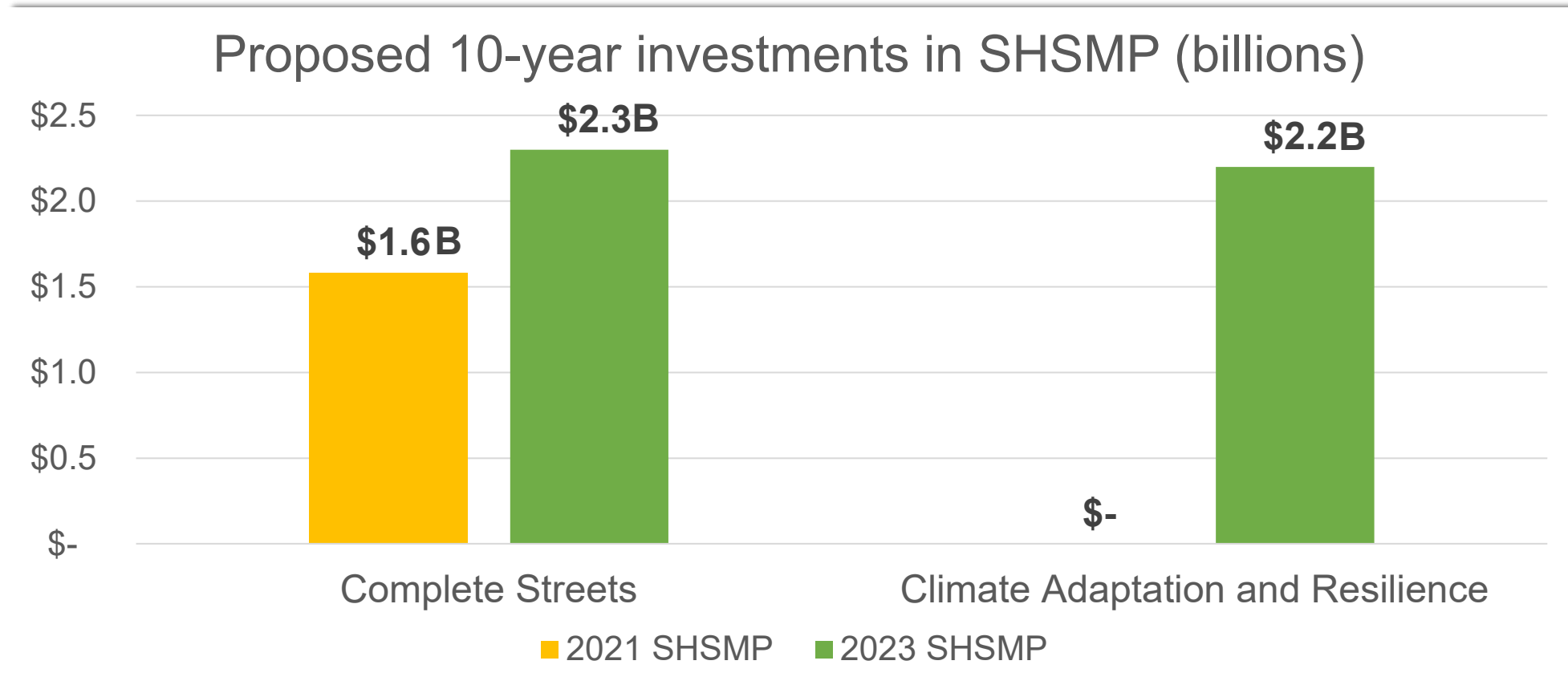
Increased Funding



Increased no. of Projects



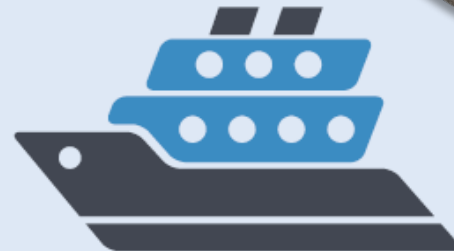
State Highway Operations and Protection Program (SHOPP)



SHSMP = State Highway System Management Plan

Transit and Intercity Rail Capital Program (TIRCP)

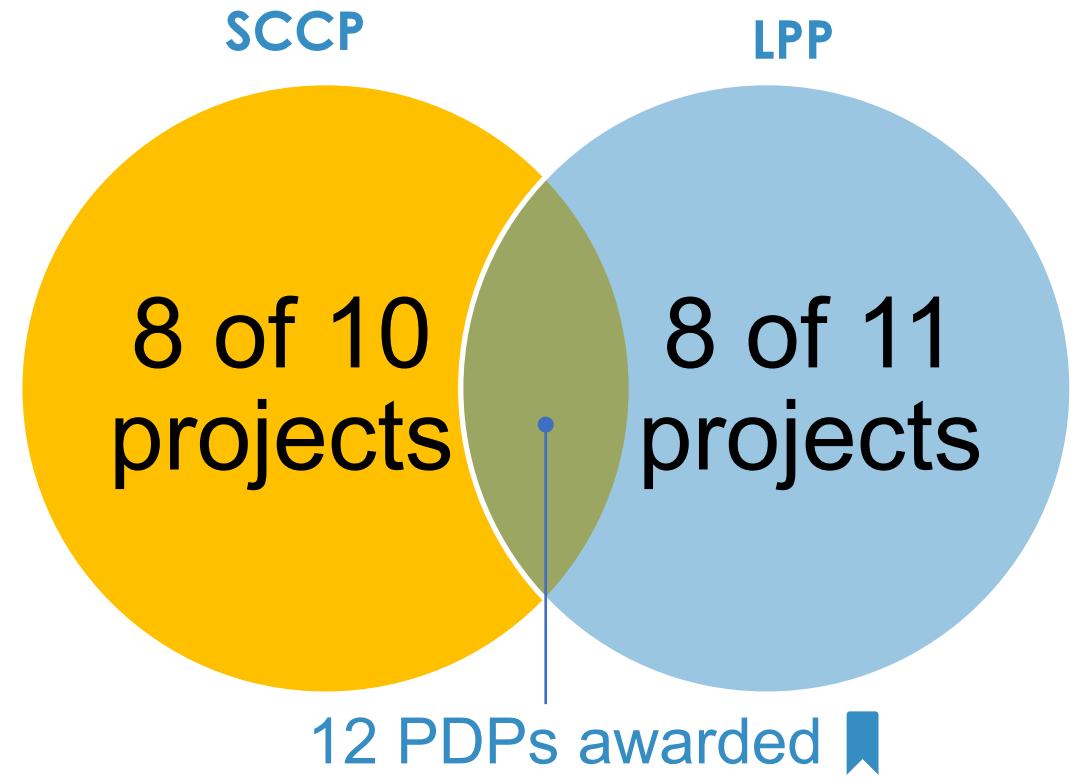
- Cycle 5 TIRCP added a new award category, the Clean Fleet/Equipment and Network Improvement Project Category, resulting in the purchase of:
 - ❖ **393 additional zero-emission buses,**
 - ❖ **51 zero-emission shuttles or microtransit vehicles,**
 - ❖ **eight new light rail vehicles and**
 - ❖ **two zero-emission ferries**



Pro-Housing Incentives by Program

- Pro-housing Designation Program (PDP) incentivizes local governments to adopt pro-housing policies that reduce VMT by increasing infill development.
- Eight of ten SCCP Cycle 3-funded projects and eight of the 11 LPP Cycle 3-funded projects were more competitive on their applications due to pro-housing

Figure: Relationship between awarded projects and the pro-housing designation incentive



New Investments Informed by the CAPTI Framework



Since the adoption of CAPTI, there have been several new funding opportunities created that align with the CAPTI framework.

- Reconnecting Communities Highways to Boulevards
- Port and Freight Infrastructure Program
- Carbon Reduction Program

Conclusion

- Draft Report shows encouraging trends, indicating the CAPTI Investment Framework's effectiveness in garnering accountability towards addressing the climate crisis.
- Dedicated efforts of transportation partners and state agencies have been key in implementing the plan.
- Though we anticipate all CAPTI actions should be completed by the 3rd Annual Report due in Fall 2024, we recognize there is more work to be done to meet VMT reduction targets and state climate goals.

Looking Forward

- CalSTA wants to hear from stakeholders about where to go next with CAPTI.
- Anticipated update to strategies and actions through spring 2024 public engagement process
- Potential themes for future actions and commitments to implement the framework:
 - The future of the State Highway System
 - Transit transformation
 - Improved housing and transportation coordination
 - Climate adaptation
 - Data transparency and accountability
 - Embedding equity

Draft 2nd Annual Report Next Steps

- Anticipated draft report posting in early November
- CalSTA accepting written comments on draft report until **December 8th** at CAPTI@CalSTA.ca.gov
- Final 2nd Annual Report to be released in **January 2024**
- **Spring 2024** public engagement process on CAPTI update