

Today's Objective:

Get the EAC Subcommittee's input on what the next set of CAPTI actions should focus on

CAPTI Investment Framework Overview

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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**.

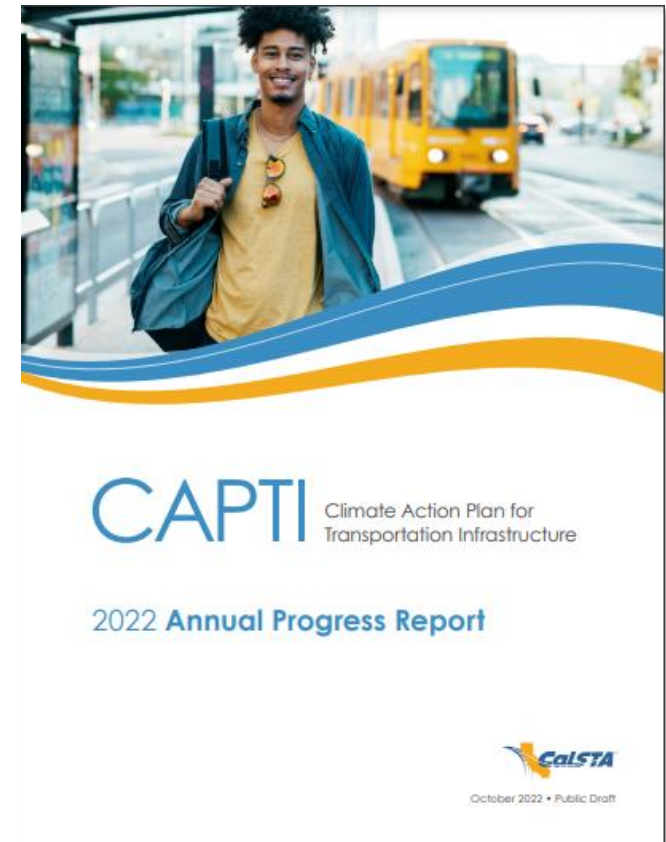
California's Transportation Infrastructure Investments

- 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 Progress

Action Status Overview

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



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

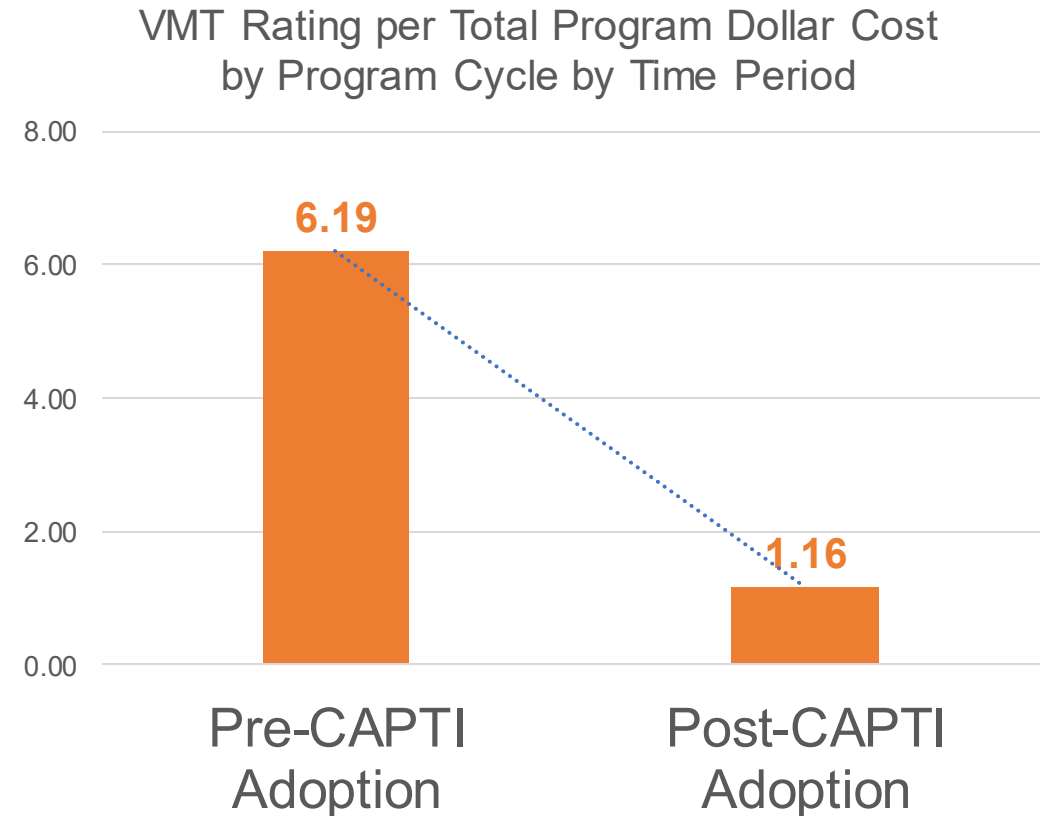
Equity

Jobs maintained in post-CAPTI-adoption timeframe

Economy

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



Other Major Accomplishments

- Statewide Roadway Pricing Working Group
- Launched Reconnecting Communities Highways to Boulevards
- Launched the Interagency Transportation Equity Advisory Committee
- Quantitative planning and prioritization tools (CSIS, EQI)

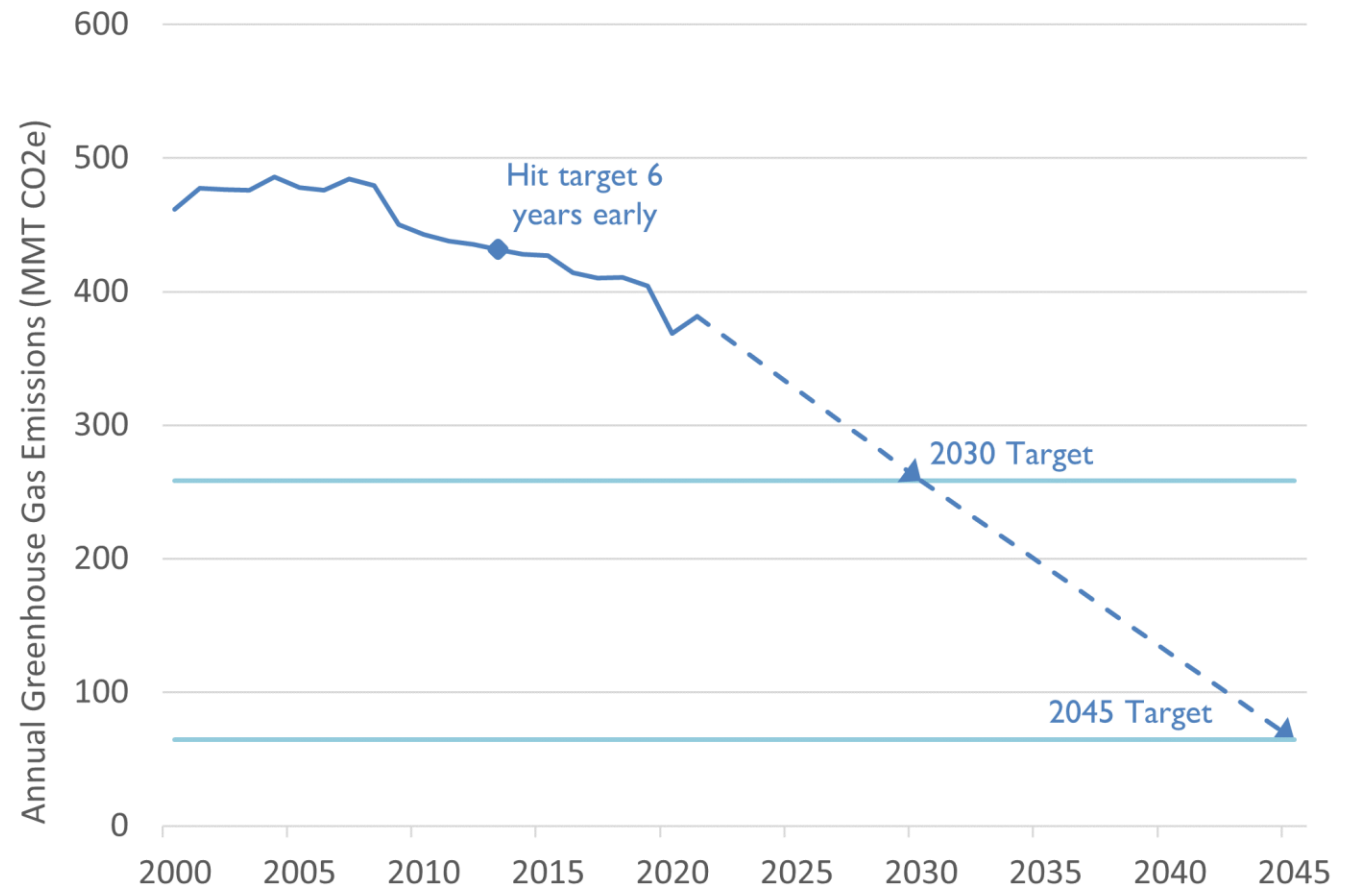


CAPTI: Moving Forward

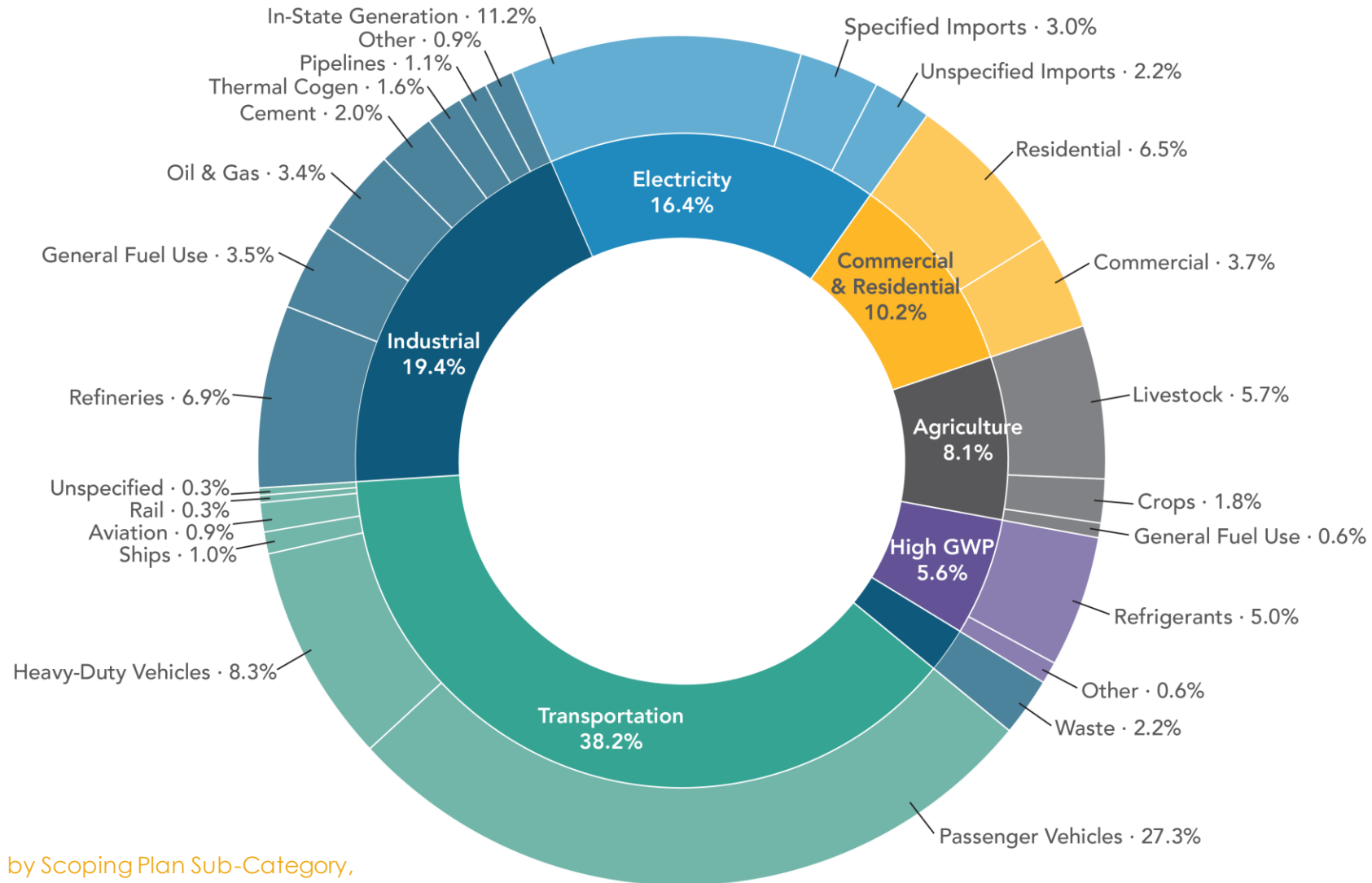
Meeting California Climate Targets

CARB's 2022 Scoping Plan sets carbon neutrality by 2045 as its target

Image Source:
<https://calepa.ca.gov/climate-dashboard/>



Meeting California Climate Targets



Meeting California Climate Targets

The Scoping Plan states that as part of California's plan to reach carbon neutrality by 2045, a reduction in VMT of ~30% of 2019 levels by 2045 will be needed.



Passenger Vehicle VMT Per Capita (miles/day/person)¹

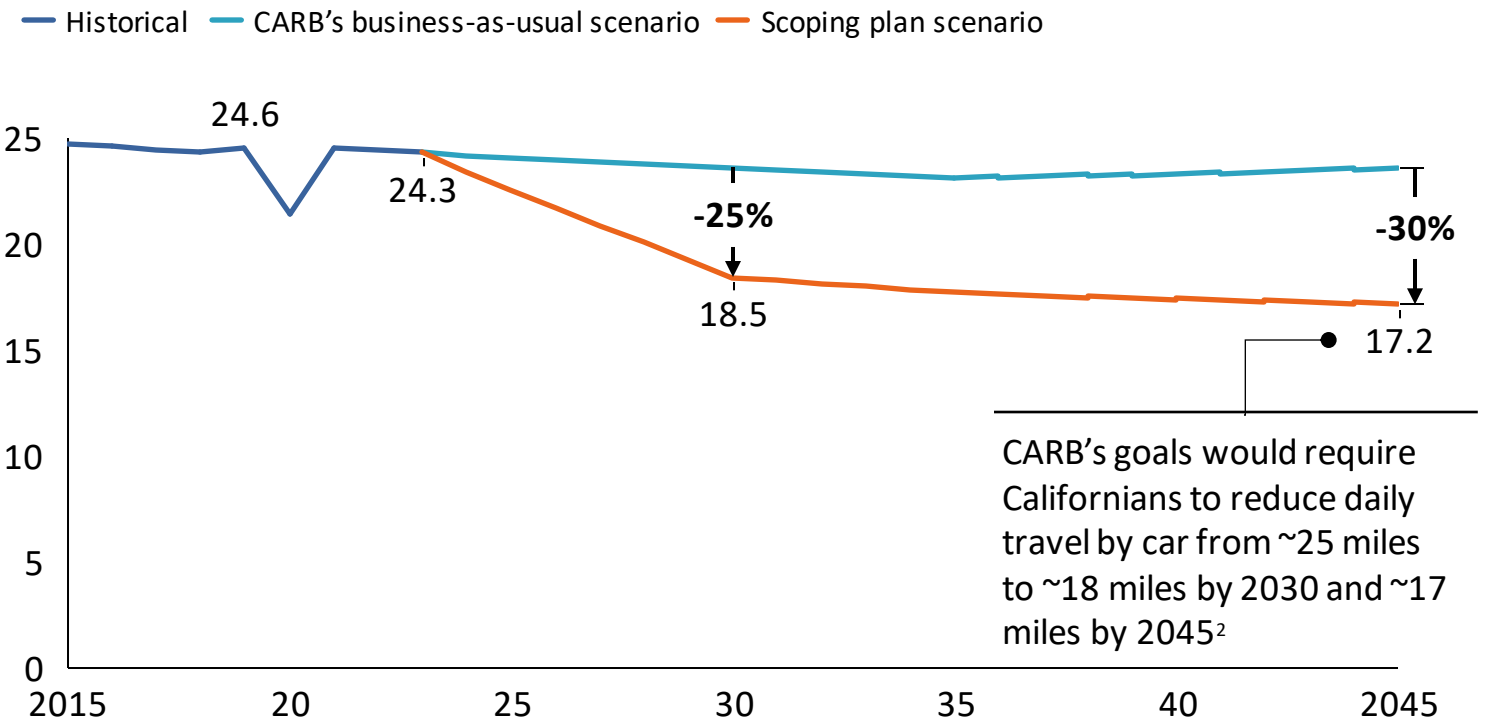


Image Source: [The California Air Resources Board](#)

1. Targets reflect CO2 emissions only from light duty passenger vehicles within California's 18 MPO1 regions, which together account for 81% of the statewide light-duty VMT

2. Considers that ~30% of light-duty vehicles on the road in 2045 will still burn fossil fuels even with all new car sales being ZEVs by 2035 through implementation of CARB's Advanced Clean Cars II regulations

Scope of CAPTI

- Awarding and programming of statewide discretionary grants
- Statewide planning and coordination efforts that impact these programs
- Project development and mitigation of projects that compete for discretionary grants



Discussion Question Topics

CalSTA wants to hear from stakeholders and partners on where to go next with CAPTI. Here are three topic areas and themes where we are looking for ideas for future actions and commitments to consider:

1. Transforming the future of the State Highway System
2. Reducing and mitigating GHG emissions
3. Transparency, accountability, and embedding process equity

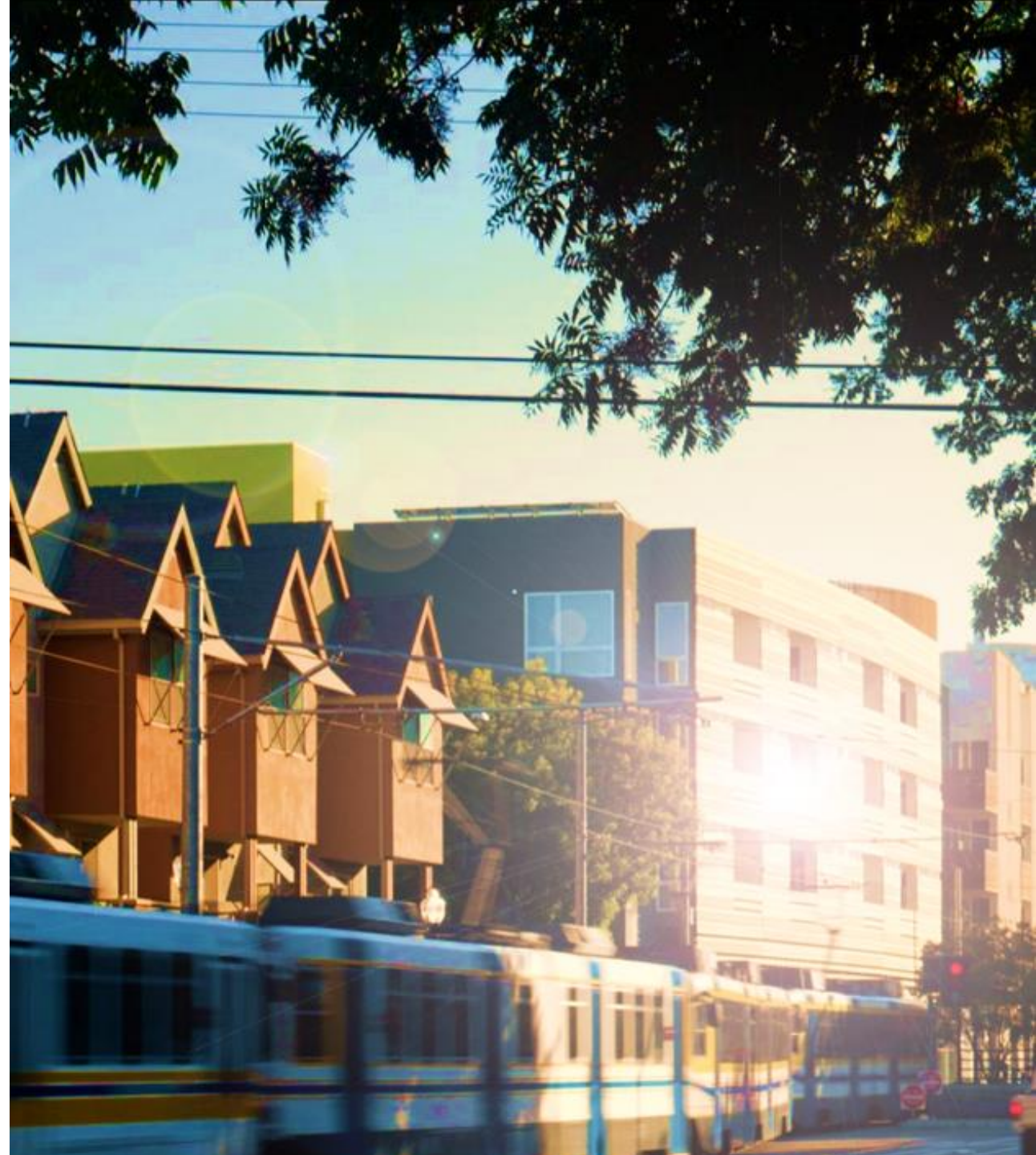


Topic #1: Transforming the future State Highway System

- How do we ensure equitable implementation of roadway pricing strategies?
- What role can the state play in prioritizing transit on the State Highway System?
- How do we strengthen our efforts to support zero emission freight?
- What additional planning or guidance is needed to ensure we are adapting to Climate Change impacts?

Topic #2: Reducing and mitigating GHG emissions

- How can we evolve legacy projects in the pipeline to better meet climate goals while balancing the need to keep our funding commitments and promises to voters?
- How do we support projects exploring mitigation options? What role can the state play to better facilitate mitigation?



Topic #3: Transparency, accountability, and embedding process equity

- How do we improve our community engagement practices?
- What information is helpful to stakeholders and where are the current gaps in obtaining that information?
- How do we better measure our success as we continue to implement CAPTI?



Timeline

- **July 1, 2024:** Gathering input from EAC CAPTI Subcommittee to inform CAPTI Action Plan update
- **Tent. September 2024-**Public Workshop of Draft Actions
- **Tent. Late October 2024:** release Draft CAPTI Action Plan update
- **November 7th Joint CARB-CTC-HCD Meeting 2024:** presentation on draft document

