

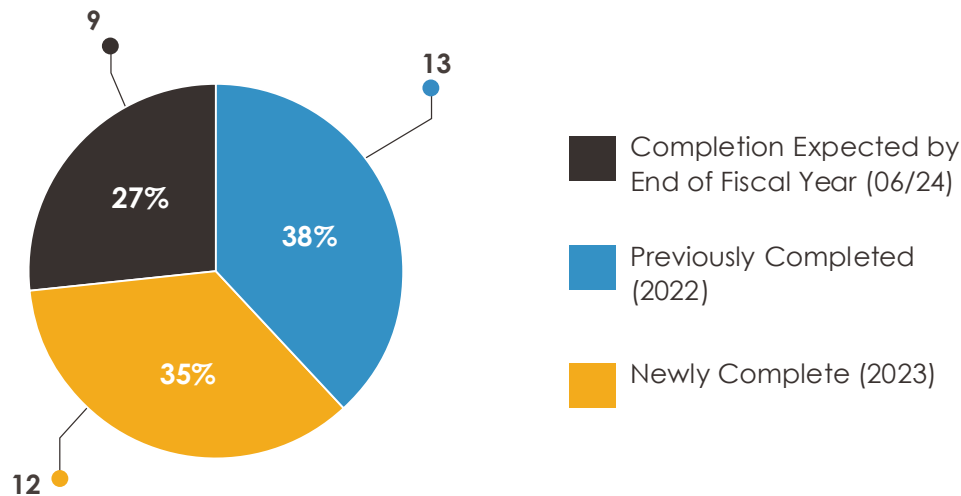
# CAPTI | 2023 Executive Summary

## Second Annual Climate Action Plan for Transportation Infrastructure (CAPTI) Progress Report



Two years since the introduction of CAPTI, there has been significant progress in completing the initial actions called for in the plan—all initial CAPTI actions are expected to complete by the end of the 2023/2024 fiscal year. This is significantly sooner than these actions were expected to be completed when CAPTI was adopted, with mid-term actions initially expected to take three to seven years, demonstrating the State's ability to quickly and effectively shift policy direction and approach to meet our climate, health, and equity goals. The success of this implementation, however, cannot be measured in completion of actions alone, but requires a look at how the outcomes of our investments have shifted due to the implementation of these actions.

Figure 11.  
CAPTI Actions by Completion Status



## Pollution Reduction

Preliminary findings of the Mineta Transportation Institute's (MTI) "Evaluating Benefits from Transportation Investments Aligned with the Climate Action Plan for Transportation Infrastructure" study indicate the state's approach is making measurable progress to reduce transportation related greenhouse gas emissions and related air quality and equity impacts. For programs where VMT increasing projects were eligible, the MTI study observed a five-fold reduction in projected VMT generation in the first cycle of funding since CAPTI adoption compared to the funding decisions made prior to the adoption

of CAPTI. Inversely, the number of investments that do not create more greenhouse gas emissions and other pollutants increased post-CAPTI adoption, and the number of investments that do not induce VMT also increased post-CAPTI adoption. These results are coupled with record levels of funding going to walking, biking, and transit modes of transportation and VMT-reducing projects. The Active Transportation Program, for example, received an increase of about \$50 million per year in federal funding and a one-time \$1.05 billion increase in state funding.

## Economy

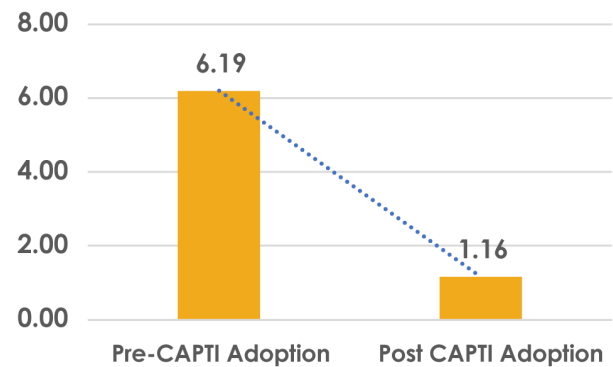
An economic analysis of state transportation investments under CAPTI found that job creation and job quality was maintained in the post-CAPTI adoption phase. Preliminary findings reported that large investments in transportation yielded large economic benefits, where overall job quality continues to be high, especially for non-college educated workers, creating inclusive high-road jobs throughout the state through California's transportation investment framework.

## Equity

Additionally, preliminary equity analysis from the MTI study indicates that increasing multi-modal, community-driven projects throughout all CAPTI funding programs also improved the transportation equity outcomes among disadvantaged communities. Key changes to programs included emphasizing engagement and technical assistance and adding pro-housing incentives to programs. CAPTI actions to establish a transportation interagency Equity Advisory Committee and develop and inform planning with a transportation equity index have been key in reinforcing process equity changes to transportation funding programs.

This CAPTI Annual Report shows encouraging trends towards advancing more sustainable, equitable, and healthy modes of transportation, as well as acceleration in the transition to zero-emission vehicle technology, 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 and bringing this work to fruition. Despite our progress, we know that these efforts alone will not result in the necessary reductions to meet the California Air Resources Board's 2022 Climate Change Scoping Plan VMT reduction targets needed to meet our state climate goals. CalSTA will continue to work with partners and stakeholders across all of our initiatives and programs to find opportunities for further urgent and necessary progress.

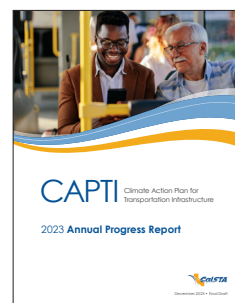
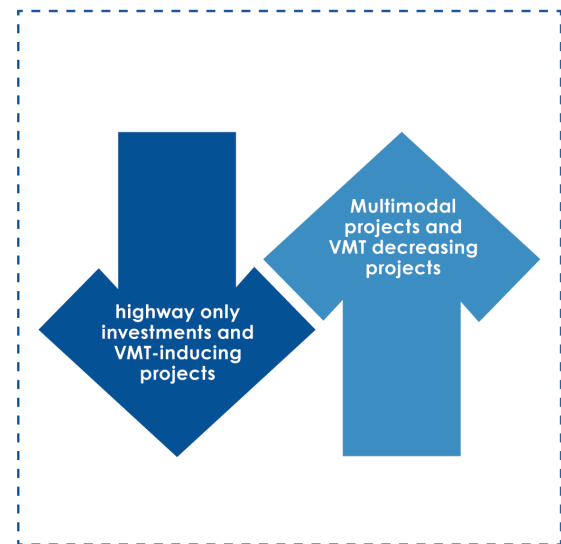
Figure i2. VMT Rating per Total Program Dollar Cost by Program Cycle by Time Period



Source: MTI, 2023

The VMT ratings were created for the purposes of this study based on best available research regarding VMT outcomes of certain project types, and are not directly based on project level reported VMT numbers, and therefore may not reflect project specific estimates as reported by applicants. For more information regarding the VMT ratings methodology used in the MTI CAPTI Report, please see Appendix E.

Figure i3. Program Trends under CAPTI



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