



July 30, 2020

Guy Preston, Executive Director  
Santa Cruz County Regional Transportation Commission  
1523 Pacific Ave  
Santa Cruz, CA 95060

Re: Shifting funding to Slow Streets

Dear Mr. Preston,

I'm writing to express support for Item 6 on your August 6th Commission agenda, which proposes to shift funds previously allocated to Bike Santa Cruz County for Open Streets events to a Slow Streets program.

The Bike Santa Cruz County (BSCC) Board of Directors strongly supports the shift in funds from Open Streets to Slow Streets, as it will better allow Bike Santa Cruz County to meet the needs of our community during the COVID-19 crisis. With uncertainty around when large, in-person community gatherings like Open Streets will be deemed safe by county public health officials, and community demand for safer, more usable public spaces, Slow Streets must be prioritized.

The Slow Streets movement is a global response to the COVID-19 pandemic, which addresses public health concerns by designating specific streets as 'Slow Streets' to create more public spaces for residents to safely exercise and travel in their community while adhering to physical distancing guidelines. Locally, Slow Streets addresses the Santa Cruz County Health Officer's recommendations for reducing the spread of COVID-19, while allowing for increased physical space needed to comfortably walk, jog, pedal or roll in one's own neighborhood, thus reducing the need to travel to an exercise destination.

Should you wish to discuss this matter any further, please do not hesitate to contact Gina Cole, Executive Director, at (831) 425-0665 or via email at [director@bikesantacruzcounty.org](mailto:director@bikesantacruzcounty.org).

Respectfully submitted,

Kristen Lee  
Board Chair, on behalf of the Board of Directors  
Bike Santa Cruz County  
[director@bikesantacruzcounty.org](mailto:director@bikesantacruzcounty.org)  
(310) 990-0014

**AGENDA:** August 6, 2020

**TO:** Regional Transportation Commission  
**FROM:** Guy Preston, Executive Director  
**RE:** Director's Report

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**THIS ITEM IS FOR INFORMATION ONLY**

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**Update on Emergency Bridge Repair Project**

The structural bridge work has been completed on the emergency construction contract, and the bridge can now be used to carry construction equipment and materials to the 2017 Storm Damage Sites 1 and 2, which is under construction and on-schedule to be completed during this construction season.

As the bridge project has been classified as an emergency, I have been executing contracts in accordance with my authority. In accordance with that authority, I have amended the contract with Rail Surveyors and Engineers (RSE), who is performing construction management, to prepare a grading plan to address drainage at the bridge for an additional \$12,500 in compensation. As this contract was an emergency, the original plans were prepared without a survey. The Contractor and Resident Engineer have agreed to temporarily stop the grading work, in order to engineer a drainage plan. The plan is expected to result in savings on the cost of grading and drainage work.

**The State Transportation Agency's Strategy for Implementation of the Governor's Executive Order on Climate Change**

On September 20, 2019, Governor Newsom issued Executive Order N-19-19 aimed at reducing greenhouse gas emissions in the state. Specifically related to transportation, the Executive Order directed the California State Transportation Agency (CalSTA) to "*leverage the more than \$5 billion in annual state transportation spending for construction, operations, and maintenance to help reverse the trend of increased fuel consumption and reduce greenhouse gas emission associated with the transportation sector.*" The full text of the Executive Order is attached to this report.

In response to the Executive Order, CalSTA convened a State Agency Working Group to develop a draft "Action Plan" that outlines ten (10) strategies and actions for state agencies that have a role in planning, funding, and delivering transportation projects. The working group includes representatives from the

California Transportation Commission (CTC), Caltrans, the California Air Resources Board (CARB), Department of Finance, the Governor's Office of Business and Economic Development (GoBiz), Strategic Growth Council, Governor's Office of Planning and Research, and the Department of Housing and Community Development. The most current version of this action plan is also attached to this report.

The Action Plan provides opportunities to advance several of the RTC's priorities, including integration of complete streets into Caltrans SHOPP projects, especially in the San Lorenzo Valley and Watsonville areas; reducing speed limits; and, implementation of multi-modal projects, such as bike, pedestrian, and transit projects that will help reduce vehicle miles traveled.

CalSTA has met with community-based advocacy organizations, the Self-Help Counties Coalition, Regional Transportation Planning Agency (RTPA) group, and the Rural Counties Task Force. The Central Coast Coalition also had the opportunity to meet with CalSTA to discuss the plan. Although the Coalition expressed some concerns with how the plan could affect funding for some transportation projects, the Coalition presented how its goals are very much aligned with those of the State. The Coalition emphasized the importance of taking a multi-modal approach to transportation solutions.

I specifically called out several of RTC's multi-modal projects, including RTC's hybrid Bus-on-Shoulder / Aux Lane projects with active transportation overcrossings of Highway 1, complete streets on Soquel Drive, the Monterey Bay Sanctuary Scenic Trail (MBSST), and our on-going Transit Corridor Alternative's Analysis (TCAA). A summary of our meeting and presentation is provided in the attached letter to CalSTA thanking them for the meeting.

CalSTA continues to seek feedback into their plan to address the Governor's Executive Order. The draft plan is expected to be released for public review this fall and finalized by spring 2021.

Although RTC is in an excellent position to leverage funding based on its multi-modal approach to solving transportation solutions, staff will continue to monitor the completion of the action plan such that it maximizes our funding capabilities.

**Attachments:**

1. Governor's Executive Order N-19-19 on Climate Change
2. CalSTA's Strategies on EO N-19-19 on Climate Change
3. Central Coast Coalition's letter to CalSTA on EO N-19-19 Climate Change

EXECUTIVE DEPARTMENT  
STATE OF CALIFORNIA

EXECUTIVE ORDER N-19-19

**WHEREAS** California is proof that a bold climate agenda is good for the economy, for workers, for health and for our future, as evidenced by our state having achieved record economic growth while reaching some of the strongest climate goals in the world; and

**WHEREAS** in the face of inaction on climate change from the federal government, California is a global leader in climate change mitigation efforts through bold climate goals and actions, as well as leadership in the US Climate Alliance and Under2 Coalition, using the state's power as the fifth largest economy in the world to drive positive action; and

**WHEREAS** California has ambitious and essential climate goals to transition to a healthier, more sustainable and more inclusive economy, including: reducing greenhouse gas emissions 40 percent below 1990 levels by 2030; providing 100 percent of the state's electricity from clean energy sources by 2045; reducing methane emissions and hydrofluorocarbon gases by 40 percent; and adding five million zero-emission vehicles to California's roads by 2030; and

**WHEREAS** California has made substantial, measurable progress on many of the goals enumerated above, but in recent years, direct tailpipe emission from cars, ships, diesel trains, airplanes, and other transportation sources have remained a stubborn driver of greenhouse gas emissions, totaling 40.1 percent of all greenhouse gas emissions statewide; and

**WHEREAS** the California Air Resources Board has a fifty-year history of leading the globe in addressing harmful pollution through innovative air pollution control standards, including the nation's first NOx emissions standards for motor vehicles; and

**WHEREAS** California's renewable energy targets have spurred innovation and private investment in new technologies with California leading the nation in clean technology patents and bringing in more than 50 percent of all clean energy investment in the nation; and

**WHEREAS** the state has made significant progress in lowering greenhouse gas emissions and mitigating climate risk in California's own state government operations and public schools; and

**WHEREAS** achieving California's climate goals will require concerted commitment and partnership by government, the private sector, and California residents.

**NOW, THEREFORE, I, GAVIN NEWSOM**, Governor of the State of California, by virtue of the power and authority vested in me by the Constitution and the statutes of the State of California, do hereby issue the following Order to become effective immediately to require that every aspect of state government redouble its efforts to reduce greenhouse gas emissions and mitigate the impacts of climate change while building a sustainable, inclusive economy.

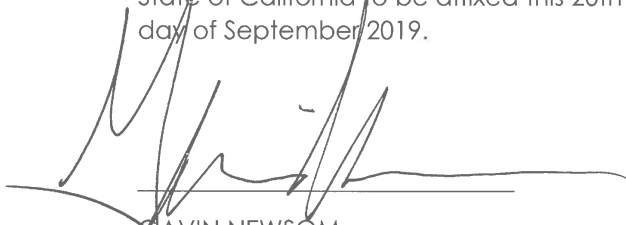
1. To leverage the state's \$700 billion investment portfolio to advance California's climate leadership, protect taxpayers, and support the creation of high-road jobs, the Department of Finance shall create a Climate Investment Framework.
  - a. The Framework shall include a proactive investment strategy for the state's pension funds that reflects the increased risks to the economy and physical environment due to climate change.
  - b. The Framework shall provide the timeline and criteria to shift investments to companies and industry sectors that have greater growth potential based on their focus of reducing carbon emissions and adapting to the impacts of climate change, including but not limited to investments in carbon-neutral, carbon-negative, climate resilient, and clean energy technologies.
  - c. The Framework shall align with the fiduciary responsibilities of the California Public Employees' Retirement System, California State Teachers' Retirement System and the University of California Retirement Program.
  - d. The Department of Finance shall consult with the Governor's Office of Planning and Research, and the California Department of Human Resources on the Framework.
2. The State Transportation Agency shall leverage the more than \$5 billion in annual state transportation spending for construction, operations, and maintenance to help reverse the trend of increased fuel consumption and reduce greenhouse gas emissions associated with the transportation sector. To accomplish this, the State Transportation Agency, in consultation with the Department of Finance, shall:
  - a. Align the state's climate goals with transportation spending on planning, programming and mitigation to achieve the objectives of the state's Climate Change Scoping Plan, where feasible,
  - b. Reduce vehicle miles traveled by strategically directing discretionary transportation investments in support of housing production near available jobs and in accordance with the state's smart growth principles, as defined in Government Code section 65041.1, and taking public health into account,

- c. Reduce congestion through innovative strategies designed to encourage people to shift from cars to other modes of transportation,
  - d. Fund transportation options that contribute to the overall health of Californians and reduce greenhouse gas emissions, such as transit, walking, biking and other active modes, and
  - e. Mitigate increases in transportation costs for lower income Californians.
3. The Department of General Services shall leverage its management and ownership of the state's 19 million square feet in managed buildings, 51,000 vehicles and other physical assets and goods to minimize state government's carbon footprint. To accomplish this, the Department of General Services shall:
- a. Maximize reduction of greenhouse gas emissions, including harmful diesel emissions, from the state fleet,
  - b. Develop and implement sustainable purchasing policies across state agencies that prioritize the purchase of environmentally preferable goods such as more sustainable food and recycled materials, consistent with state climate policies,
  - c. Reduce greenhouse gas emissions and mitigate climate risk from the state's owned and future-leased buildings,
  - d. Manage energy demand to maximize benefits to the grid, and
  - e. Promote zero-emission vehicle purchasing in state and local government fleets.
4. To accelerate progress towards California's goal of five million zero emissions vehicles sales by 2030, the California Air Resources Board shall:
- a. Develop new criteria for clean vehicle incentive programs to encourage manufacturers to produce clean, affordable cars,
  - b. Propose new strategies to increase demand in the primary and secondary markets for zero emissions vehicles, and
  - c. Consider strengthening existing or adopting new regulations to achieve the necessary greenhouse gas reductions from within the transportation sector.

**IT IS FURTHER ORDERED** that as soon as hereafter possible, this Order shall be filed with the Office of the Secretary of State and that widespread publicity and notice shall be given to this Order.

This Order is not intended to, and does not, create any rights or benefits, substantive or procedural, enforceable at law or in equity, against the State of California, its departments, agencies, or other entities, its officers or employees, or any other person.

**IN WITNESS WHEREOF** I have hereunto set my hand and caused the Great Seal of the State of California to be affixed this 20th day of September 2019.



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GAVIN NEWSOM  
Governor of California

**ATTEST:**

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ALEX PADILLA  
Secretary of State

## Draft Investment Strategies

07/21/20

1. **Reduce public health harms and maximize benefits to disproportionately impacted** disadvantaged communities, low-income communities, and communities of color, in urbanized and rural regions and involve these communities early in decision-making. Investments should also avoid placing new or exacerbating existing substantial burdens on communities, even if unintentional.
2. **Make safety improvements to reduce fatalities and severe injuries of all users towards zero** on our roadways and transit systems by focusing on context-appropriate speeds, prioritizing vulnerable user safety to support mode shift, and ultimately implementing a safe systems approach.
3. **Assess physical climate risk** as standard practice for transportation infrastructure projects to enable informed decision making, especially in communities that are most vulnerable to climate risks.
4. **Promote projects that do not increase passenger vehicle travel**, particularly in urbanized settings where other mobility options can be provided. Projects should aim to reduce vehicle miles traveled (VMT) and not induce significant VMT growth. When addressing congestion, consider alternatives to highway capacity expansion, such as providing multimodal options in the corridor, employing demand management strategies (i.e. pricing), and using technology to optimize operations.
5. **Build towards an integrated, statewide rail and transit network**, centered around the existing California State Rail Plan that leverages the California Integrated Travel Program to provide seamless, affordable, multimodal interregional travel options to all.
6. **Promote compact infill development while protecting residents and businesses from displacement** by supporting transportation projects that support housing for low income residents near job centers, provide walkable communities, and address affordability to reduce the housing-transportation cost burden and reduce auto trips.
7. **Progress towards developing a zero-emission freight transportation system** that avoids and mitigates environmental justice impacts, reduces criteria and toxic air pollutants, improves freight's economic competitiveness and efficiency, and integrates multi-modal design and planning into infrastructure development on freight corridors.
8. **Incorporate safe and accessible bicycle and pedestrian infrastructure** on portions of the State Highway System that intersect active transportation networks, provide accessibility for transit users, or serve as small town or rural main streets, particularly in low income and disadvantaged communities across the state.
9. **Include investments in light, medium, and heavy-duty zero-emission-vehicle (ZEV) infrastructure** or supportive infrastructure as part of larger transportation projects. Support the innovation in and development of the ZEV market and help ensure ZEVs are accessible to all, particularly to those in more rural or remote communities.
10. **Protect natural and working lands** from conversion to more intensified uses by supporting local and regional conservation planning that focuses development where it already exists to help retain carbon sequestration benefits.



July 20, 2020

Darwin Moosavi, Deputy Secretary  
 California State Transportation Agency  
 915 Capitol Mall, Suite 350B  
 Sacramento, CA 95814

Dear Mr. Moosavi:

The Central Coast Coalition would like to thank you for meeting with the Coalition on July 15<sup>th</sup> to provide input on CalSTA’s process for developing the Transportation Action Plan “Discussion Draft.” We hope that our presentation demonstrated that the Coalition strives to maintain our partnership with the state to address the Governor’s Executive Order on Climate Change (EO N-19-19) reducing greenhouse gas emissions through investments in multimodal transportation options. The combination of local transportation priorities and funding with investments by the State and Federal governments serve as strong examples of how regional and local agencies work together with the State to meet the goals included in the Executive Order. We believe it is essential to consider the unique context of a region’s demographic and geographic factors when identifying strategies for reducing greenhouse emissions.

As outlined in our presentation, the Central Coast region strives to meet the goals outlined in the Transportation Action Plan “Discussion Draft” as follows:

<b>Transportation Action Plan Goals</b>	<b>How the Central Coast Coalition Addresses the Goals:</b>
<b>Safety</b>	The Central Coast Coalition is committed to providing a safe and secure transportation system. Caltrans District 5 has partnered with Central Coast RTPAs and community organizations to integrate critical bike and pedestrian safety components into SHOPP projects.
<b>Climate</b>	Each Central Coast Coalition member prioritizes climate stewardship and resilience with our Regional Transportation Plans/Sustainable Communities Strategy. Transportation projects in each county will continue to protect natural resources while promoting environmental enhancements.
<b>Equity</b>	The Central Coast Coalition has a strong focus on providing equitable multimodal forms of transportation for our constituents as well as avoiding disproportionately adverse impacts to all sectors of the population. Central Coast Coalition member agencies have ensured equitable levels of funding and transportation services to all areas, users, communities, and socioeconomic groups.

<b><i>Accessibility</i></b>	The Central Coast Coalition has always prioritized multimodal projects that improve access to destinations for all users. Coalition members have worked with CalSTA to enhance rail options by retiming existing service and expanding routes to make the train travel an attractive option.
<b><i>Quality of Life &amp; Public Health</i></b>	The Central Coast Coalition has supported livable community concepts and efforts that reflect our unique community values while integrating land use and transportation planning. The Coalition collaborated on the development of the U.S. 101 Central Coast California Freight study which outlined strategies aimed at reducing environmental, social, health, and economic impacts from goods movement operations in order to improve quality of life throughout the region.
<b><i>Environment</i></b>	The Central Coast Coalition will continue to seek multimodal sustainable transportation solutions which integrate highways and local roads with rail corridors, bus transit, active transportation, and goods movement in a manner that addresses the Governor’s Executive Order on Climate Change. <b>We support streamlining of the environmental review process for projects that are inherently beneficial for the environment, specifically transit and active transportation projects.</b> Coalition priority projects seeking SB1 Cycle 2 funding all incorporate multimodal improvements.
<b><i>Economy</i></b>	The Central Coast plays a vital role in freight movement, especially agriculture products and needs to be recognized as an important freight corridor. In hopes of modernizing infrastructure to facilitate economic growth and operations, future investments on U.S. 101 and east and west arterials, such as Highways 17, 41, 46, 152, 156 and 166, will continue to play a vital role in the state and national economy.
<b><i>Infrastructure</i></b>	The Central Coast Coalition has worked hard to raise local sales taxes to generate funding in order to help deliver priority high quality resilient transportation projects. This is part of our commitment to maintain a strong partnership with the state to make improvements with a national, state and local benefit.

The Central Coast has great pride and characteristics unique to our small urban/rural communities. We are grateful for the opportunity to update the California State Transportation Agency on our efforts and engage the Agency in a thoughtful and productive discussion.

Thanks again for your interest in learning more about the Central Coast, our Coalition and the unique challenges we face to improve and maintain transportation infrastructure in our region. We look forward to working with CalSTA on the development of the Transportation Action Plan and providing additional input in the future.

If you have any questions, please contact Sarkes Khachek, SBCAG Director of Programming, at 209.402.4445 or [skhachek@sbcag.org](mailto:skhachek@sbcag.org).

Sincerely,



Marjie Kirn, Executive Director  
Santa Barbara County Association of  
Governments



Pete Rodgers, Executive Director  
San Luis Obispo Council of Governments



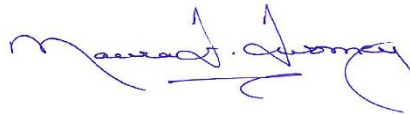
Debra L. Hale, Executive Director  
Transportation Agency for Monterey County



Guy Preston, Executive Director  
Santa Cruz County Regional Transportation  
Commission



Mary Gilbert, Executive Director  
San Benito Council of Governments



Maura Twomey, Executive Director  
Association of Monterey Bay Area Governments

cc:

David Kim, Secretary, California State Transportation Agency  
Elissa Konove, Deputy Secretary, California State Transportation Agency  
Mitch Weiss, Executive Director, California Transportation Commission  
Tanisha Taylor, Chief Deputy Director, California Transportation Commission  
Garth Hopkins, Deputy Director, California Transportation Commission  
Toks Omishakin, Director, Caltrans  
Jeanie Ward Waller, Deputy Director for Planning and Modal Programs, Caltrans  
Tim Gubbins, District Director, Caltrans District 5