Santa Cruz County Regional Transportation Commission's

Interagency Technical Advisory Committee (ITAC)

AGENDA
Thursday, September 22, 2022
(NOTE: Date is one week later than typical meeting schedule.)
1:30 p.m.

TELECONFERENCE AND VIDEO CONFERENCE MEETING ONLY

Zoom meeting link:
https://us02web.zoom.us/s/87467167434
Meeting ID: 874 6716 7434
Alternately participants may dial-in: 1-669-900-9128
or iphone one-tap: +16699009128,,87467167434#

Due to precautions associated with COVID-19, and following current state law (AB361) regarding the Brown Act, the Committee meeting will be held by teleconference only. Members of the public can listen and participate in meetings over the phone and through the internet.

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1. Call to Order

2. Introductions

3. Oral communications

   The Committee will receive oral communications during this time on items not on today's agenda. Oral communications must be within the jurisdiction of the Committee and may be limited in time at the discretion of the Chair. Committee members will not take action or respond immediately to any oral communications, but may choose to follow up at a later time, either individually, or on a subsequent Committee agenda.

4. Additions, deletions, or other changes to consent and regular agendas

CONSENT AGENDA

All items appearing on the consent agenda are considered to be minor or non-controversial and will be acted upon in one motion if no member of the

Committee or public wishes an item be removed and discussed on the regular agenda. Members of the Committee may raise questions, seek clarification or add directions to Consent Agenda items without removing the item from the Consent Agenda as long as no other committee member objects to the change.

5. Approve Minutes of the June 16, 2022 ITAC meeting

6. Receive and provide input on Central Coast Zero Emission Vehicle Strategy (CCZEVS)

7. Receive Legislative Updates

8. Receive Federal Funding Updates

REGULAR AGENDA

9. Caltrans Asset Management and State Highway Operation and Protection Program (SHOPP)
   a. Staff Report
   b. Presentation from Caltrans District 5

10. Caltrans Strategic Investment Strategy (CSIS)
    a. Staff Report
    b. Attachments

11. Status of transportation projects, programs, studies and planning documents
    a. Verbal updates from ITAC members on projects

12. Caltrans Local Assistance updates
    a. Verbal updates from Malinda Gallaher, Caltrans District 5

13. Draft 2022 Coordinated Public Transit-Human Services Transportation Plan
    a. Memorandum, Miranda Taylor, AMBAG
    b. Draft Plan available 9/15/22: https://ambag.org/plans/monterey-bay-area-coordinated-public-transit-human-services-transportation-plan

14. Regional Early Action Planning Grants 2.0 Program
    a. Memorandum, Paul Hierling, AMBAG

15. Next Meeting – The next ITAC meeting is scheduled for 1:30pm on **October 20, 2022.** Meeting location (virtual or in-person) will be determined based on the latest health guidance and state law. ITAC meetings will be canceled if there are no action items to be brought before the committee.

Adjourn

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HOW TO REACH US: *Santa Cruz County Regional Transportation Commission*
1101 Pacific Avenue, Ste 250; *Santa Cruz, CA 95060; phone: (831) 460-3200*
email: info@sccrtc.org / website: www.sccrtc.org

AGENDAS ONLINE: *To receive email notification when the Committee meeting agenda packets are posted on our website, please fill out the e-subscription form on the website: https://sccrtc.org/about/esubscriptions/ or call (831) 460-3200.*

TELECONFERNCE MEETINGS: *This meeting is being held by teleconference in accordance with guidance for gatherings issued by the California Department of Public Health and local health authorities. There is no option to attend this meeting in-person. AB361 and other state actions allow local board and committee members and the public to participate and conduct meetings by teleconference and/or videoconference, in order to protect public health. Santa Cruz County Health Services Agency COVID resources are online at: www.santacruzhealth.org/coronavirus*

The RTC is committed to facilitating coordination among agencies and encourages members and interested parties to join the online meeting by clicking the meeting link provided above. If you are unable to participate by web or phone or if you need additional assistance to participate, please contact 831-460-3200 at least 3 days in advance of the meeting.

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Remote Meeting Public Comments: *Due to current circumstances, there may be limited opportunities to provide verbal comments during the meeting. Persons who wish to provide comments during oral communications or on an item on the agenda are encouraged to submit comments in writing to rmoriconi@sccrtc.org by 12:00 noon the day before the meeting. Members of the public participating by Zoom are instructed to be on mute during the proceedings and to speak only when public comment is allowed, after requesting and receiving recognition from the Chair.*

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Santa Cruz County Regional Transportation Commission
Interagency Technical Advisory Committee (ITAC)

DRAFT MINUTES

Thursday, June 16, 2022, 1:30 p.m.
Teleconference

Due to precautions associated with COVID-19 (coronavirus), the meeting was held by videoconference, consistent with state laws and orders allowing legislative bodies to hold Brown Act meetings via teleconference.

ITAC Members Present

Capitola Community Development & Public Works Proxy	Katie Herlihy
Santa Cruz Public Works and Planning Proxy	Nathan Nguyen
Scotts Valley Public Works	Chris Lamm
Watsonville Public Works	Murray Fontes
Watsonville Community Development	Justin Meek
County of Santa Cruz Public Works	Steve Wiesner
County of Santa Cruz Planning	Anais Schenk
Association of Monterey Bay Area Governments	Paul Hierling
Ecology Action- Transportation Program	Piet Canin
Santa Cruz Metropolitan Transit District	John Urgo
Santa Cruz Metropolitan Transit District	Wondimu Mengistu

RTC Staff Present
Grace Blakeslee, Stephanie Britt, Sarah Christensen, Rachel Moriconi, Amy Naranjo, Guy Preston

Others Present
Commission Alternate Lowell Hurst
Members of Public: Eric Child, Brian Peoples

Excused Absences: Kailash Mozumder, City of Capitola
Orchid Monroy-Ochoa, Caltrans planning

1. **Call to Order:** Vice Chair Chris Lamm called the meeting to order at 1:35 p.m.

2. **Introductions:** Introductions were made. All attendees participated by teleconference.

3. **Oral Communications:** None.

4. **Additions, deletions, or changes to consent and regular agendas:** None

CONSENT AGENDA

5. Approved Minutes of the April 21, 2022, ITAC meeting

Committee members present approved a motion (Fontes/Lamm) approving the consent agenda, *with Nguyen, Wiesner, Lamm, Fontes, and Canin voting "yes" by roll call vote. Members Herlihy and Mengistu abstained. Members Hierling, Meek, Schenk, and Urgo were not present during the vote.*

REGULAR AGENDA

6. Status of transportation projects, programs, studies, and planning documents

ITAC members provided updates on projects, programs, studies and planning efforts.

Santa Cruz - Nathan Nguyen reported that the Rail Trail Segment 7, phase 2 project contract was awarded, will likely start construction in mid-July and will take approximately one year. The city submitted ATP Cycle 6 applications for Rail Trail Segments 8 & 9 and the Delaware Multiuse trail project. They are still working on permits and fund allocations for the Murray Street Bridge project, with construction expected to start spring 2023.

County of Santa Cruz – Steve Wiesner reported that the County has many projects under construction this summer, including Measure D-funded roadway reconstruction countywide and about two dozen storm damage projects, mostly in mountain regions. The County is on schedule to bid the Soquel Drive rehab and buffered bike lane project this fall, after they finish right-of-way. The County's Emergency Routes Rehab Project is going to bid this month, with construction scheduled for late summer.

Watsonville Public Works - Murray Fontes reported that no projects are currently under construction. The California Transportation Commission (CTC) is expected to allocate funds this month for reconstruction of Freedom Blvd, which is scheduled to start construction in February 2023, after completion of a utility project. The city is finishing design this summer for citywide road maintenance projects, with construction scheduled for the fall.

City of Capitola – Katie Herlihy reported that Capitola Community Development has been working on a Coastal Development permit for RTC's Highway 1 auxiliary project between Bay/Porter, Park Ave and State Park Dr. The city has also been working on the regional bike share program. Agencies are finishing review of the contract, with launch expected this fall.

Chris Lamm shared updates provided by Kailash Mozumder that:

- Clares Street Traffic Calming Improvement Project is out to bid with bid opening scheduled for June 29th. The project includes CIR rehabilitation of the roadway, green bike lanes, updated ADA ped ramps and raised crossings with RRFB's.
- 2022 Measure D Resurfacing Project. Capitola is teaming with the County Public Works to construct on several roadways. The project includes asphalt rubber cape seal, slurry seal and base repairs on a number of city and county streets. Construction is starting this month and is expected to continue through August.
- A 5 Year Pavement Management Plan update was presented to City Council on 6/9.
- Capitola plans to pursue a federal Safe Streets for All (SS4A) Grant to prepare a safety plan.

Scotts Valley – Chris Lamm reported that the Bean Creek Road resurfacing project is currently in design and anticipate going to RTC committees for review in August. The city's annual budget and CIP was approved 6/15. The CIP includes Mt. Hermon Road Corridor improvements, which includes signal timing, bike and pedestrian improvements.

AMBAG - Paul Hierling reported that the AMBAG board approved the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/ SCS) on June 15. They will be starting work on the Caltrans planning grant-funded Central Coast Sustainable Freight Study. AMBAG will be soliciting input on REAP 2.0 in the next few weeks on how the grant will be structured. AMBAG's final application is due to the state late 2022. It is still to be determined what types of transportation projects will be eligible. Rachel Moriconi noted that AMBAG is also working on the 2023 Federal Transportation Improvement Program (FTIP).

Ecology Action – Piet Canin reported that Ecology Action is working on installing direct-install electric vehicle chargers at low-income apartment complexes. They are also working on a contract with PG&E to do EV consumer education program, including rebates for income-qualified people.

SCMTD – Wondimu Mengistu reported that METRO has submitted applications for FTA grants to replace four diesel and eight CNG buses. METRO is also seeking funds to purchase 20 Zero Emission Buses (ZEB) and a new alternative fuel station, which would replace the current diesel storage tank and for facility upgrades to accommodate new ZEBs. He thanked Watsonville, Ecology Action, RTC and other partners for supporting their applications.

SCCRTC - Rachel Moriconi shared:

- The Measure D Taxpayer Oversight Committee completed its FY2021 annual report. She appreciated agencies for their work on audits and expenditure reports.
- Caltrans advertised Hwy 1 41st Ave-Soquel Drive hybrid auxiliary lanes/bus-on-shoulder and Chanticleer Bike/Pedestrian bridge project on 6/6, with bid opening scheduled for late July and construction expected to start in late 2022 and take approximately 2 years.
- RTC rejected bids for the Pajaro River Railroad Bridge Rehabilitation; staff is looking at rebidding the project in the future.
- San Lorenzo Valley Schools Complex Circulation and Access Study is underway, with a public meeting held the prior week.
- RTC adopted the 2022 Unmet Paratransit and Transit Needs in May.
- RTC approved updated Measure D 5-year plans for Highway Corridors and Monterey Bay Sanctuary Scenic Trail Network (MBSST) to allow for bonding in order to leverage grants and accelerate construction of Segments 8-12.
- Staffing: RTC has a new planner, Matt Schroeder. Amy Naranjo is starting to work on programming.
- Amy Naranjo shared that the RTC adopted the 2045 Regional Transportation Plan (RTP) and Environmental Impact Report (EIR).
- Sarah Christensen reported that the Highway 1 Bay/Porter-State Park auxiliary lanes project is scheduled to be advertised in early 2023.

Justin Meek joined the meeting.

Watsonville Planning - Justin Meek shared that the draft Downtown Specific Plan is expected to be released later this month. It reimagines roadways downtown, including a road diet for Main Street. There is a public workshop on June 30.

Comments - Brian Peoples, Trail Now, appreciated work on the 2045 Regional Transportation Plan (RTP). He noted detailed mitigation plans in the RTP Environmental Impact Report (EIR) and urged the mitigation plans be used when developing projects. He also expressed support for the Lift Line Measure D 5-year plan, stating the importance of door-to-door paratransit service and that roadways need to be built up to accommodate that system.

County of Santa Cruz Planning – Anais Schenk reported that the Board of Supervisors is expected to approve a consultant contract to work on the SB743 vehicle miles traveled (VMT) mitigation program soon. The program will affect transportation and land use and provide options to buy into a mitigation program at a regional scale to provide funding towards VMT-reducing projects.

John Urgo joined the meeting.

7. County of Santa Cruz General Plan Sustainability Update

Anais Schenk, County Planning, presented information about the County of Santa Cruz General Plan and code modification updates. She noted significant updates are being made from the 1994 General Plan related to transportation and land use. The plan includes a new chapter on parking and circulation to make it easier to understand what the county requires for projects; includes design guidelines tied to land uses and street types; includes a new "layered network" for roadways, which takes into consideration different Complete Streets elements based on roadway location, width, user experiences, and other factors.

The plan more closely ties land use and transportation together, including an emphasis on 15-minute neighborhoods and improving the grid network. The plan also proposes some new roadways and classifies roads in urban service areas (layered network), with focus on different users (pedestrians, transit, bicycles, and/or automobiles) depending on the roadway. Level of Service (LOS) criteria were also adjusted to be more multimodal focused. The updates also include more Transportation Demand Management (TDM) policies and implementation strategies, exemptions and exceptions for parking reductions, with new parking policies for different land uses, strategies for publicly owned lots, and a new section on bicycle parking. The plan also includes "vision zero"/safety focus and new standards for roadways in new developments.

The plan also includes new standards for the Local Coastal Plan with maps of coastal access points; policies related to place making and context sensitive designs; the Portola Drive Streetscape Concepts plan; and more environmental justice components throughout the document. Study sessions are underway, with public outreach meetings on each major topic. They will be incorporating comments received from the public and updating the document, with hearings planned in the fall and the final EIR to be released later this year.

Piet Canin suggested more information be included about e-scooters and neighborhood routes for active transportation. Anais noted the recently approved Active Transportation Plan is incorporated by reference.

Brian Peoples, Trail Now, commented on the color-coded roads [layered network] and requested that the rail trail also be included in plan. He also asked if active transportation, transit, and vehicle modeling was done to see how traffic flows change with new corridors/roads added.

Anais suggested that **agencies may want to focus review on Appendix J and Figure 3.1**. She noted that Capitola could be most affected by

updates and the County had several meetings with Capitola staff around proposals, especially around the mall. She noted that some modeling was done and that information is available as attachments to the EIR and General Plan.

Lowell Hurst appreciated the additional information on beach access in South County and transportation justice. Others encouraged the County to continue to maintain rail in the general plan and to continue to build the rail trail. Anais noted there had also been a lot of discussions with the Parks Department on beach and open space access in South County, with mapping included to avoid loss of access points.

8. Santa Cruz County Regional Conservation Investment Strategy

Grace Blakeslee reported that the RTC released the draft Regional Conservation Investment Strategy (RCIS). The RCIS is a conservation planning tool for species, natural, and other resources. Key sections of the study include: Environmental setting – existing conditions of natural resources and Conservation Strategy – which identifies conservation elements and actions that would provide the most conservation benefit. The regional conservation strategy and associated conservation actions can inform compensatory mitigation, including advanced environmental mitigation efforts, for transportation and other major infrastructure projects in Santa Cruz County. She encouraged agencies to look at RCIS actions when they have mitigation needs. Once adopted, the RTC is eligible to enter into mitigation credit agreements (MCAs). She invited ITAC members to attend the June 29th public meeting to learn more about the strategy itself.

No questions or comments were raised by ITAC members. Brian Peoples commented that the 2045 RTP EIR identifies mitigations for infrastructure improvements, but that these can be difficult to follow. He stated that it is important for local agencies to implement and follow the mitigation plans. He expressed concerns about the potential environmental impacts of rail transit.

9. Funding and Grant Updates - Verbal updates and discussion

Rachel Moriconi reported on several transportation funding sources including:

a. Active Transportation Program Cycle 6 – applications were due June 15. Applications were submitted by the County of Santa Cruz, City of Santa Cruz, Watsonville, and University of California at Santa Cruz (UCSC) with Ecology Action.
b. FY 2022-23 SB1-Local Streets and Roads Proposed Project List Submittals due in CalSMART by July 1, 2022
c. Caltrans FY23/24 Sustainable Transportation Planning Grants – draft

application and guidelines July 2022; applications due October 2022

d. Reconnecting Communities Pilot (RCP) – call for projects Summer 2022
   i. Request to Caltrans for RCP support or co-lead due June 30, 2022
e. Safe Streets and Roads for All (SS4A) – applications due September 15, 2022
f. Highway Safety Improvement Program (HSIP) Cycle 11 – applications due September 15, 2022
g. Bridge Investment Program (BIP) – applications due 8/9 for large projects; 9/8 for bridges under $100M
h. RTC is working on closing out its books for FY21/22. Agencies should inform staff if you plan to invoice the RTC for TDA, RSTPX, Measure D or other funds for FY21/22 expenditures.
i. Billing, Project End Dates (PED) and Closeout: Several projects in Santa Cruz County have missed their originally estimated project end dates and have failed to submit invoices to Caltrans to keep their projects active, and/or have not submitted final invoices and closeout paperwork upon competition of their projects. In order to avoid losing (or having to repay) funds, she encouraged agencies to work with their accounting department and project managers to ensure these requirements are met. https://dot.ca.gov/programs/local-assistance/projects/projects-with-expiring-end-dates)
j. State Budget: The California Legislature met its June 15 constitutional deadline for passing a balanced State Budget. Both the Governor and Legislature have proposed significant increases in funding for transportation infrastructure, including funding for transit, freight, ports, active transportation, climate adaptation and other purposes
k. Theresia Rogerson and Arnold Shir at County Health Services/Community Traffic Safety Coalition (CTSC) are available to provide a public health perspective on grant applications.

10. **Next meeting.** The next meeting of the ITAC is scheduled for 1:30 p.m. on August 18, 2022. Meeting location (virtual or in-person) will be determined based on the latest health guidance and state law. There is no meeting in July. ITAC meetings may be cancelled if there are no action items to be considered by the committee.

Vice Chair Lamm adjourned the meeting at 2:56 p.m.

Minutes prepared by Rachel Moriconi

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AGENDA: September 22, 2022

TO: Interagency Technical Advisory Committee

FROM: RTC Staff

RE: Central Coast Zero Emission Vehicle Strategy (CCZEVS) Update

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RECOMMENDATION:

Staff recommends that the Interagency Technical Advisory Committee (ITAC) members provide input on the Central Coast Zero Emission Vehicle Strategy.

BACKGROUND

Regional agencies on the Central Coast are developing a Central Coast Zero Emission Vehicle Strategy (CCZEVS) which will identify alternative fuel needs for interregional trips in counties along the Central Coast. Funded by a Caltrans transportation planning grant, this effort is led by the Santa Barbara County Association of Governments (SBCAG), in partnership with the San Luis Obispo Council of Governments (SLOCOG) and Association of Monterey Bay Area Governments (AMBAG).

DISCUSSION

The Central Coast are developing a Central Coast Zero Emission Vehicle Strategy (CCZEVS) will identify electric vehicle (EV) charging infrastructure needs in Central Coast Counties (Santa Cruz, Monterey, San Benito, San Luis Obispo, Santa Barbara, and Ventura).

Key objectives of the CCZEVS

- Assess the existing EV infrastructure environment in the Central Coast – with a specific focus on unincorporated rural areas between cities that experience significant interregional travel;
- Identify key challenges, gaps, and barriers to EV travel for interregional travelers including long-distance commuters, regional transit providers, freight and other users, as determined through input solicited from key stakeholders;
- Identify where equity issues currently exist with access to EV charging and ensure infrastructure improvements and investments are equitable

and accessible to all users including traditionally underserved populations;
- Recommend infrastructure improvements and related investments, policies and implementation strategies to promote ZEV adoption through charging infrastructure investments based on analysis and stakeholder input.

Through development of this plan, Central Coast agencies will be better positioned to apply and/or compete for state and federal funding for electric vehicle infrastructure implementation. This includes establishing a nexus with the federal National Electric Vehicle Infrastructure (NEVI) program and California NEVI deployment plan. California is slated to receive about $383 million over the next five years; Caltrans is refining its' process for distributing NEVI formula funds. In addition, there is NEVI competitive grant funding that will be administered at the federal level through the Infrastructure Investment and Jobs Act (IIJA). Although there are other local/regional/state funding sources for electric charging infrastructure, the IIJA and NEVI funding are the most significant and therefore attractive to the Central Coast CCZEVS participating agencies.

Outreach

An important aspect of the CCZEVS is receiving public and stakeholder input. A project website www.centralcoastzevstrategy.com provides a portal for the public and stakeholders to learn more about the study and how to get involved and provide input.

Stakeholder meetings are planned to identify opportunities for collaboration, identify regulatory incentives and barriers, identify partnership avenues for creative funding opportunities, and to ultimately develop and deliver a successful program to support electromobility across all socio-economic segments.

To facilitate outreach efforts, the consultant team developed an **interactive**

mapping tool, which is available for anyone to provide their thoughts or ideas on locations on the Central Coast that would benefit from electric vehicle (EV) charging infrastructure. The tool works with a GoogleMap-like platform and allows the user to zoom in as close as desired to place a "pin' at a location of interest and provide a comment. This type of geo-reference feedback is essential for the development of the study and we. The tool will remain live until the end of November. **ITAC members and the public are encouraged to visit the project website and provide input using the interactive mapping tool.**

Status of CCZEVS

Development of the CCZEVS has been underway since February 2022. Key products that have been completed include:

- Developed dedicated Project Webpage that includes the following:
  - Project information and overview and purpose of the Plan.
  - Listing of upcoming meetings.
  - All presentations and materials produced for public meetings and workshops.
  - Fact sheets regarding the planning process (English and Spanish).
  - All drafts and materials produced for the Plan.
  - Library with all relevant documents.
  - Online surveys.
  - Social Pinpoint (interactive online comment capture).
  - Forms for comment/questions.
  - eNews sign-ups.
- Periodic meetings with the CCZEVS Advisory Committee to coordinate and receive guidance on the development of technical materials.
- Performed a virtual Stakeholder Meeting on April 26th.
- Performed a virtual Management Team Meeting on Funding on August 24h
- Completed draft Existing Conditions Report (available on project website)
- Completed draft Regional Transit Assessment (available on project website)

Next Steps

- Evaluation of Opportunities Report (Siting Suitable Future Locations for ZEV Infrastructure)
- Holding Focus Group Meetings with key stakeholders
- Draft and final CCEVS plan

The CCEVS is scheduled to be completed in the Spring of 2023.

SUMMARY

A Central Coast Zero Emission Vehicle Strategy (CCZEVS) is currently being developed to identify electric vehicle (EV) charging infrastructure needs in counties along the Central Coast (Santa Cruz, Monterey, San Benito, Santa Barbara, San Luis Obispo, and Ventura Counties). The focus of this effort is to identify charging infrastructure siting and technology needs to accommodate future travel demand, especially for interregional motorists, regional transit services and freight. This planning effort is also focused on addressing electromobility needs for intercity travel within the less developed and unincorporated areas of the Central Coast and needs of historically underserved populations, such as disadvantaged communities and residents of multi-family dwelling units. The project team is currently seeking input from travelers and agencies on the Central Coast. A project website www.centralcoastzevstrategy.com provides a portal for the public and stakeholders to learn more about the study and how to get involved and provide input

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AGENDA: September 22, 2022

TO: Interagency Technical Advisory Committee (ITAC)

FROM: Matt Schroeder, Transportation Planner

RE: Legislative Updates

RECOMMENDATIONS

This item is for information only.

BACKGROUND

The Regional Transportation Commission monitors state and federal legislative and administrative actions that could impact transportation funding or project implementation in Santa Cruz County. Legislative priorities are identified in the RTC's annual Legislative Platform.

DISCUSSION

State Budget

In June, Legislative leaders and the Governor reached a final agreement on transportation funding and approved the FY22/23 State Budget. The budget includes $10.8 billion in a one-time surplus transportation spending augmentation. $5.6 billion will be made available this year for a variety of transportation projects and programs, including public transit, active transportation, elimination of at-grade railroad crossings, and climate resilience/adaptation. The budget includes a goal to make $4 billion available for public transit capital improvements split between FY 2023-24 and FY 2024-25 through a population-based formula and $1.2 billion is earmarked for port-related infrastructure.

The budget deal also includes $4.2 billion for High-Speed Rail from the remaining Proposition 1A bond authorization for Central Valley sections and $39 billion over the next five years to expand zero-emission vehicles, climate resiliency and innovation, and the encouragement of lithium production in the state.

The State budget surplus represents a substantial one-time increase in transportation funding, which provides opportunities for RTC and local jurisdictions. However, a significant portion of the funds is designated for

specific projects and regions, which decreases the availability of funding to the region. A summary of the transportation elements of the adopted budget is included as Attachment 1.

State Legislation

The State Legislature's two-year 2021-2022 legislative session ended on August 31st. The Governor has until the end of September to sign or veto bills.

A few key bills that staff has been tracking this year that could impact local transportation projects or programs and/or special districts, like the RTC, are listed below. A more comprehensive list of relevant legislation is included as Attachment 2. During the meeting, RTC staff may provide additional verbal updates on any recent actions taken by the Governor.

- **AB 2438 (Friedman) – CAPTI.** This bill would require certain state transportation programs to include strategies from the Climate Action Plan for Transportation Infrastructure (CAPTI) in program guidelines. It would also require some state agencies to establish new accountability guidelines for select transportation funding programs. Several agencies in California have requested that the Governor veto the bill.
    - The bill was presented to the Governor on September 9.

- **SB 457 (Portantino) - Household Vehicle Reduction Tax Credit.** This bill would allow an income tax credit equal to $1,000 to every household that has zero registered vehicles for taxable years 2023 through 2028. The credit is subject to income limitations of $40,000 for single filers and $60,000 for joint filers. The RTC has registered its support for this bill.
    - The bill was presented to the Governor on September 9.

- **AB 2514 (Dahle) - Strategic Highway Safety Plan (SHSP) needs assessment for rural communities.** This bill would require the State Highway System Management Plan to include a comprehensive evaluation of the current state of transportation in underserved rural communities.
    - The bill was presented to the Governor on August 30.

- **SB 1121 (Gonzalez) - Statewide transportation needs assessment.** This bill would require the California Transportation Commission (CTC) to biennially develop a needs assessment of the cost to operate, maintain, and provide for the future growth and resiliency of the state and local transportation system.
    - The bill was presented to the Governor on September 6.

Brown Act/Remote Meetings: Several bills which sought to amend the Ralph M. Brown Act have not moved forward, however, AB 2449 (Rubio), which allows some flexibility regarding hybrid meetings and greater transparency, was approved and signed by the Governor. Other measures amending the Brown Act remain alive (e.g., SB 1100 and AB 2647), including AB 1944 (Lee), which would have allowed local agencies to use teleconferencing without identifying each teleconference location in the notice and agenda of the meeting, and without making each teleconference location accessible to the public under specified circumstances. Ultimately, AB1944 was pulled from the Senate Governance and Finance Committee hearing and was not put up for a vote.

State Administrative and Policy Actions

During 2022, staff has also been monitoring reports and various proposals from the California Air Resources Board (CARB), Strategic Growth Council (SGC), California State Transportation Agency (CalSTA), and Caltrans which could impact regional transportation planning and project prioritization and funding in Santa Cruz County, summarized in Attachment 3. Key concerns are that several proposals could circumvent local decision-making and force regional agencies, cities, and counties to prioritize projects based on state priorities rather than considering unique local needs and extensive local public input.

Federal Updates

IIJA Implementation: Federal agencies have released notices of funding opportunities (NOFO), rules, and guidelines for several funding programs identified in the Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Legislation (BIL). CalSTA has also been hosting meetings with stakeholders throughout 2022 on implementation of different elements of the IIJA in California. In June, the California Transportation Commission (CTC) agreed with stakeholders to continue past trends of splitting Federal Highway Administration (FHWA) funds 60% to the state and 40% to "locals" (including regional agencies). CalSTA has developed a webpage focused on IIJA implementation: https://calsta.ca.gov/subject-areas/infrastructure-investment-act.

Appropriations/FFY2023 Budget: While the House approved apportions and budget bills in July, including the Transportation-HUD bill, the Senate… is still trying to come to an agreement on the federal budget. The November mid-term elections are sometimes an incentive to get things done, but a Continuing Resolution (CR) is inevitable, and a more realistic time might be late November or December or even into the spring of 2023. The House Transportation Appropriations bill includes the RTC's request to Representative Anna Eshoo for $1.5 million for **complete streets in Boulder Creek**. Requests for funding for the **Monterey Bay Sanctuary**

Scenic Trail Network (MBSST) and Scotts Creek have made it into Senator Padilla's project request list to the Senate Appropriations Committee, but the Senate Appropriations Committee had not acted on any of the budget bills. Staff will continue to monitor the appropriations process and report back on the status of these appropriations (aka earmarks) once a final budget appropriations bill is negotiated and signed by the President.

Inflation Reduction Act (IRA, aka Reconciliation Bill) Includes Climate, Transportation Funds: The IRA, approved by Congress and signed into law by the President on August 16, includes several climate and transportation-related funding measures, with a series of proposed grants and tax credits aimed at boosting equity, alternative vehicle purchases, and environmental review processes for infrastructure projects. Entitled the "Inflation Reduction Act of 2022" the bill is expected to generate $739 billion over 10 years through a combination of corporate tax increases, increased enforcement by the Internal Revenue Service, and drug pricing reform measures.

For transportation, the IRA is primarily focused on developing cleaner fuels, reducing air pollution at ports, and adjusting EV tax credits. The primary transportation infrastructure commitment is approximately $2 billion for a new "Neighborhood Access and Equity Grants" program, which, like Reconnecting Communities, aims to mitigate the impacts past auto-centric infrastructure. The program will focus on improving active transportation infrastructure in disadvantaged communities and allocate half of the funds exclusively for projects within historically underserved communities.

Federal Climate Change Proposals: To combat the current climate emergency, over the last month, the President has also executed multiple executive orders to address the effects of climate change. These executive orders focus on expanding offshore wind opportunities in the American southeast, lowering the cooling cost for communities suffering from extreme heat, and increasing the funding for the Building Resilient Infrastructure and Communities (BRIC) program (BRIC) by $2.3 billion. These competitive funding opportunities will be available for states, local communities, Tribes, and territories to proactively reduce their vulnerability to heat waves, drought, wildfires, flood, hurricanes, and other hazards.

SUMMARY

The adopted State Budget and proposed federal budget include boosts of funding for transportation programs that could be used for local projects. Staff has also been monitoring several legislative and administrative proposals that could impact the RTC and local transportation projects and programs. This report provides a summary of these 2022 activities.

Attachments:

1. State Budget Summary
2. Transportation Legislation
3. Summary of Administrative and Regulatory Actions

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Attachment 1

Summary of State Budget – Transportation Elements - 2022

Governor Newsom and legislative leaders reached an agreement on a budget deal that includes a significant transportation infrastructure package. The budget includes $10.8 billion for one-time transportation infrastructure investments over 3-years. The transportation portion of the budget agreement is contained in three bills AB/SB 180, 178, and 198.

The budget also includes $39 billion over the next five years to expand zero-emission vehicles, climate resiliency and innovation, and the encouragement of lithium production in the state. The California High-Speed Rail Authority will receive the remaining $4.2 billion in bond proceeds authorized by Proposition 1A in 2008.

Transportation Infrastructure Augmentation
The extra budget funds for public transit, active transportation, port infrastructure, and transportation-related climate adaptation includes funds for the following programs that could benefit projects in Santa Cruz County:

- **Active Transportation**:
    - **Active Transportation Program (ATP)**: $1.05 Billion augmentation to ATP (bringing total to over $1.65 Billion). 60% of the funds are expected to be made available for the CTC's competitive ATP Cycle 6 (40% is distributed to only certain MPOs in the state). These General Funds are supplemental to $650 million in revenues initially estimated to be available for programming from a mix of state and federal ATP funds. The CTC received $3.1 billion in applications for $825 million available statewide and $170 million restricted to small urban and rural areas like Santa Cruz County. The CTC is expected to approve projects to receive Cycle 6 funds (available FY23/24-26/27) at its December 2022 meeting. Local applications for ATP funds include Segments 8-9 and Segments 10-11 of the Rail Trail, as well as bike and pedestrian projects and programs in Watsonville and at UCSC.
    - **Reconnecting Communities/Highways to Boulevards Pilot Program: $150 million.** The program provides funding for planning (25%) and implementation (75%) of projects, including the conversion or transformation of underutilized state highways into multimodal corridors that serve residents of underserved communities. The new state program restricts funds to projects that demonstrate a direct and meaningful benefit to an underserved community and that are adjacent to or directly located in an underserved community, which it requires Caltrans to define. AB/SB 198 notes the definition may include CalEnviroScreen definitions, as well as census tracts considered low-income. In addition to meeting other goals, the new state program is expected to serve as matching funds for the new federal Reconnecting

Communities Pilot Program authorized in the 2021 federal Bipartisan Infrastructure Law/Infrastructure Investment and Jobs Act (IIJA), a competitive program being administered by FHWA aimed at reconnecting communities divided by transportation infrastructure. RTC Staff has been meeting with Caltrans to evaluate if these programs might be options for bike and pedestrian bridges over Highway 1, the Highway 129 Corridor between Highway 1 and Highway 101, and sections of the Monterey Bay Sanctuary Scenic Trail Network (MBSST).

- **Transit and Intercity Rail Capital Program (TIRCP): Additional $7.7 Billion over 3 years**
    - The budget provides $7.7 billion in supplemental funds to the Transit and Intercity Rail Capital Program (TIRCP) over three years, including $3.6 billion in an amendment to the FY 2021-22 State Budget. TIRCP funds are available for rail and bus transit projects that reduce greenhouse gas emission.
        - As originally proposed by Governor Newsom, $1.8 billion in these funds are reserved for high priority projects in Southern California counties. (with no less than $900 million set-aside for an "Existing TIRCP Projects Leveraging Federal & Local Funds Reserve" and available for multi- year grants to support the delivery of capital projects that have previously received TIRCP grants that can demonstrate that a supplemental state grant would leverage or maintain an identified source of significant local or federal investment, including through the federal Capital Investment Grant Program, Expedited Project Delivery Program, or other such federal funding source.)
        - $300 million is reserved for rail realignment for high priority intercity rail corridors in the coastal zone at risk of sea-level rise, which appears designed to address a known at-risk rail segment on the Del Mar bluffs in San Diego County.
        - The remainder, $1.5 billion, or 41 percent, is available for the rest of the state, including the Monterey Bay area. Of this amount, a minimum of $900 million is reserved for multi-year grants to support the delivery of capital projects that have previously received grants from TIRCP and that can demonstrate that a supplemental state grant would leverage or maintain an identified source of significant local or federal investment, including through the federal Capital Investment Grant Program, Expedited Project Delivery Program, or other such federal funding source.
    - While METRO and RTC did not directly apply for competitive TIRCP funds earlier this year, TIRCP funding could be made available in the future for

transit and rail projects The Transportation Authority of Monterey County (TAMC) submitted a joint application with RTC for the Pajaro Junction Rail Station project earlier this year. While the Pajaro Station project (including Segment 20 Rail Trail) was not awarded funding this year, it could be a competitive candidate in future years as it moves closer towards construction. The 2022 round was highly competitive. CalSTA received $3.1 billion in applications for $825 million available statewide. TAMC also applied for a "SURF" busway project which was awarded $25 million to construct a 6-mile paved busway parallel to the existing Monterey Branch railway, linking Marina to Sand City and Seaside. The supplemental TIRCP funds might be an option for a secondary attempt on Pajaro and for future capital projects that can demonstrate near term greenhouse gas (GHG) reductions. Currently, RTC is targeting State Rail Assistance (SRA) – Emerging Corridor's program's next call for projects as the best opportunity to fund rail transit on the Santa Cruz Branch Rail Line (see separate staff report).

- **Future Year Transit Funding:** The Legislature's goal is to also provide $2 billion for the TIRCP program in both FY 2023-24 and FY 2024-25 for transit and intercity rail projects via formula allocations to regional transportation planning agencies (RTPA), rather than the competitive TIRCP program, with a minimum of $300,000 to each RTPA and the remainder distributed per Section 99313 in the Public Utilities Code, a population-based formula. Since this is a goal, it is uncertain whether these funds will materialize and exactly how much will be allocated to Santa Cruz County.
- **Major Transit Projects Development Reserve:** Of $3.6 billion total FY21/22 funds designated for TIRCP above, up to $150 million total (across both regions) is set aside for a "Major Projects Project Development Reserve" available for multiyear grants to support the delivery of capital projects and programs of projects that have entered or have applied to enter federal project development processes for at least a portion of the project or program of projects, and that expect to receive federal funding in the future once complete with project development. Contingent awards that provide the match necessary to leverage federal planning funds shall be encouraged. The California State Transportation Agency (CalSTA) will amend its program guidelines to establish an application review and prioritization process that is separate and apart from the prioritization of program funds not set aside under this provision. After set asides, only $450 million will be available for open competition in the northern region.

- **Climate Adaptation Programs**
  - **New Transportation Infrastructure Climate Adaptation Strategy competitive grant program:** General Funds to identify transportation-related climate vulnerabilities throughout the state and assist in

developing and implementing projects to adapt infrastructure given climate change impacts.
  - $50 million for climate adaptation planning, anticipated to be distributed through Caltrans planning grants;
  - $148 million for local projects to be distributed through a new California Transportation Commission-administered competitive grant program to provide funding to local agencies for the development and implementation of projects that are intended to adapt to the changing climate that increase climate resiliency at protect at-risk infrastructure, and is consistent with the Adaptation Planning guide, including meeting regional climate resiliency goals.
  - Also allocates $200 million from the Federal Trust Fund for adaptation projects on the state highway system.
  - AB 198 further provides that new federal PROTECT resilience program funds may also be directed to the local and state resilience programs.

- **Goods Movement/Ports** - $1.2 billion over two years through a new Port Infrastructure Program Administered by CalSTA. Projects eligible for funding include port-specific projects, including port electrification, goods movement capacity projects along railway corridors and high-priority grade separations.

- **Grade Separations** - $350 million to eliminate at-grade rail crossings. Of this, $100 million will be administered as a General Fund set-aside for High-Priority Grade Crossing Improvement and Separation Projects. Includes multi-year CalSTA grants to support the delivery of projects that maximize safety benefits and reduce or eliminate conflicts between road users and railroads, including those anticipated with future rail service growth. Projects may benefit existing or proposed rail passenger services. Contingent awards that provide the match necessary to leverage federal funds is encouraged.

Other Transportation Related Budget Impacts

Climate-Energy Package

Overall, the budget includes billions of dollars over the next five years to expand zero-emission vehicles, climate resiliency and innovation, and the encouragement of lithium projection in the state. This includes $19.3 billion in General Funds related to climate change and energy ($9.7 billion in the current year and FY 2022-23 and $9.6 billion in future years). Details are to be determined in future legislation, but includes:

- **ZEVs:** $6.1 billion over 4 years for investments that support the transition to zero emission vehicles and associated infrastructure. $1.5 billion is designated for one-time Proposition 98 General Fund available over five years, available for Zero-Emission School Buses to support greening diesel school bus fleets through programs that will be operated by the California Air Resources Board and the California Energy Commission.
- **Water:** $2.8 billion for investments that support drought and water resilience and response over the next four years

- **Wildfires:** $1.2 billion over two years for investments that support wildfire and forest resilience.

$4.2 Billion in High Speed Rail Funds, With Strings
The Governor's longstanding $4.2 billion budget request for the Central Valley segment (dating back to 2021) was approved, with several major adjustments to the High Speed Rail Authority's (HSRA) statutory direction and authority and several conditions for full release of the funds. Specifically, it provides that the Legislature's intent is for the HSRA to prioritize the completion of the Merced to Bakersfield segment. It also establishes the *Office of the Inspector General for High Speed Rail* to provide oversight and external audits of the Authority's practices.

Inflation Relief
On the inflation relief side, the budget includes up to $1050 direct payments to most households and waives the state portion of the sales tax on diesel fuel for 12-months. The budget includes language requiring that the General Fund backfill this transportation revenue so that funds designated for the Public Transportation Account and other transportation programs are not negatively impacted.

Housing & Homelessness
The final budget bills include significant resources for affordable housing and homeless housing, including the following that might be available for transportation projects. This includes $425 million over two years for the Infill Infrastructure Grant Program. Eligible improvements include development of parks or open space, water, sewer or other utility service improvements, streets, roads, parking structures, transit linkages, transit shelters, traffic mitigation features, site preparation or demolition, sidewalks, and streetscape improvements.

Home-to-School Transportation
To support school transportation programs, the Budget provides $637 million ongoing Proposition 98 General Fund to reimburse local educational agencies for up to 60 percent of their transportation costs in the prior year.

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Attachment 2

Transportation Legislation – 2022

Partial list of State transportation legislation monitored by RTC.

Bills that have either been chaptered or are awaiting action from the Governor, *(as of September 16, 2022)* include:

- **AB 1389 (Gómez Reyes) – Clean Transportation Program: project funding preferences.** This bill expands the types of projects for which the California Energy Commission (CEC) must prioritize funding from the Clean Transportation Program (CTP) to include projects that provide specified air quality benefits, including: 1) Eligible projects in areas designated as "nonattainment" areas pursuant to the federal Clean Air Act. 2) Projects that advance the CARB mobile source emissions strategy.
    - **Signed by Governor September 16.**

- **AB 1902 (Aguiar-Curry) – Resource conservation districts.** This bill would update the enabling act for resource conservation districts (RCDs) to, among other things, explicitly authorize RCDs to promote and implement programs, projects, practices, and activities on public and private natural, working, and urban lands to support the achievement of California's climate, conservation, and natural resources goals and objectives.
    - The bill was presented to the Governor on August 29.

- **AB 1909 (Friedman) – Vehicles: bicycle omnibus bill.**
    - 1) Eliminates the statewide ban of class 3 electric bicycles on a bicycle path or trail, bikeway, bicycle lane, equestrian trail, or hiking or recreational trail. 2) Eliminates local authority to ban electric bicycles on bike paths. 3) Authorizes the Department of Parks and Recreation to prohibit the operation of electric bicycles or any class of electric bicycles on any bicycle path or trail within the department's jurisdiction. 4) Allows bicyclists to follow leading pedestrian intervals at intersections. 5) Specifies that a peace officer cannot stop a pedestrian for a violation of provisions of this bill unless a reasonably careful person would realize there is a danger of collision with a moving vehicle or other device moving exclusively by human power. 6) Requires motor vehicle operators, when overtaking or passing a bicycle in the same direction, to move over a lane of traffic when possible. 7) Eliminates local authority to require bicycle registration. 8) Includes chaptering out language with AB 2147 (Ting)
    - The Class 3 e-bike is equipped with a speedometer, and only assists until the bike reaches 28 mph — an excellent choice for commuters. The most popular bikes fit into Class 1 or Class 3 because riders still want to pedal.
        - **Signed by Governor September 16.**

- **AB 2622 (Mullin) – Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.** Extends the sunset date on the state General Fund-only (3.9375%) sales and use tax exemption for any zero-emission technology transit bus vehicles sold to a city, county, city and county, transportation and transit district, or other public agency that provides transit services to the public that is eligible for HVIP from January 1, 2024, to January 1, 2026.

- **Signed by Governor September 16.**

- **AB 2953 (Salas) – Streets and highways: Recycled materials.** This bill would require a local agency that has jurisdiction over a street or highway, to the extent feasible and cost effective, to use advanced technologies and material recycling techniques that reduce the cost of maintaining and rehabilitating streets and highways and that exhibit reduced levels of greenhouse gas emissions through material choice and construction method. Further, the bill would require a local agency that has jurisdiction over a street or highway, beginning January 1, 2024, apply standard specifications that allow for the use of recycled materials in streets and highways to the extent feasible and cost effective.
    - The bill was presented to the Governor on September 06.

- **SB 852 (Dodd) – Climate resiliency district: Formation: Funding mechanisms.** Authorizes a city, county, special district, or a combination of any of those entities to form a "climate resilience district" for the purposes of raising and allocating funding for eligible projects and the operating expenses of projects that address sea level rise, extreme heat, extreme cold, the risk of wildfire, drought, and the risk of flooding. Authorizes climate resilience districts to receive property tax increment and other forms of revenue from participating local entities on a voluntary, "opt-in" basis.
    - **Signed by Governor and Chaptered September 09.**

- **SB 1226 (Durazo) – Joint powers agreements: zero emission transportation systems of facility.** Expands the potential universe of entities a public agency could enter into a joint powers agreement with for the purposes of the development, construction, and operation of zero-emission transportation systems or facilities that lower greenhouse gases, reduce vehicle congestion and vehicles miles traveled, and improve public transit connections. This bill allows a private, non-profit corporation that provides services for zero-emission transportation to enter into a joint powers agreement with a public agency to facilitate the development, construction, and operation of zero-emission transportation systems or facilities.
    - Presented to the Governor on August 30.

- **SB 1230 (Limȯn) – Zero-emission and near-zero-emission vehicle incentive programs: requirements.** This bill makes specified changes to the Clean Cars 4 All (CC4A) Program to expand the pool of eligible applicants. It also applies new, uniform requirements to clean vehicle incentive programs in the state, as specified. Assembly Amendments make CC4A require any hybrids receiving incentive funding to be capable of plug-in charging as of January 1, 2025, specify goals for the California Air Resources Board (ARB) to implement with CC4A, and address chaptering issues with SB 1382 (Gonzalez).
    - **Signed by Governor September 16.**

- **SB 1251 (L. Gonzalez) – Governor's Office of Business and Economic Development: Zero-Emission Vehicle Market Development Office: Zero-Emission Vehicle Equity Advocate.** This bill builds on a series of actions taken by Governor Newsom and previously Governor Brown to ensure a timely phase in of zero-emission vehicle usage both by state entities and the public. This formalizes the existence of the zero-emission vehicle (ZEV) division of the Governor's Office of Business and Economic Development (GOBiz) as the ZEV Market Development Office

in statute, as specified; and, establishes the ZEV Equity Advocate, within the office, until January 1, 2028, as specified. Assembly Amendments delete the establishment of a new Office of the ZEV Advocate, and instead formalize the existence of the ZEV division within GO-Biz as the ZEV Market Development Office, as specified, and establish the ZEV Equity Advocate.
    - **Signed by Governor September 16.**

- **SB 1291 (Archuleta) – Hydrogen-fueling stations: administrative approval.** This bill aims to make construction of new hydrogen-fueling facilities easier. Requires a city or county to administratively approve an application for a hydrogen-fueling station through the issuance of a building permit or similar nondiscretionary permit.
    - **Signed by Governor September 16.**

Brown Act/Open Meetings Legislation

- **AB 2449 (Rubio) – Open meetings: Local agencies: Teleconference.** This bill would provide that an agency would be allowed to teleconference without observing some of the typical requirements (that each teleconference location be identified in the notice and agenda and that each teleconference location be accessible to the public) if at least a quorum of the members participates in-person from a singular, physical location identified on the agenda and situated within the boundaries of the territory over which the local agency exercises jurisdiction that is open to the public.
    - **Signed by the Governor and Chaptered September 13.**

- **AB 2647 (Levine) – Local government: open meetings.** This bill would allow local agencies that maintain a website to post agendas on their website instead of those public locations. Local agencies would be required to also place their web addresses on their meeting agendas. Along with posting the materials on the agency's website, agencies would also be required to post the materials at the physical location as soon as possible following their release on the agency's website.
    - Presented to the Governor on August 29.

- **SB 1100 (Cortese) - Public meetings and orderly conduct.** This bill will allow the presiding member of a local legislative body to remove an individual for disrupting a local agency's meeting. The bill defines "disrupting" for this purpose and outlines the procedure that must be followed before an individual may be removed.
    - **Signed by the Governor and Chaptered on August 22.**

- **AB 2917 (Fong) - Disability access: Internet websites, parking lots, and exterior paths of travel.** Requires disability claims brought on the basis of a non-compliant website to follow the procedures established in current law related to non-compliant facilities, consistent with efforts to halt similar "pay me now or pay me more" demand letters.
    - Presented to the Governor on September 13.

- **SB 1439 (Glazer) - Campaign contributions: Agency officers.** Expands a prohibition on financial contributions to officers of local agencies; local agency officers would be prohibited from receiving contributions above a certain amount before/after participating in a decision related to "a proceeding involving a license, permit, or other entitlement for use pending before the agency." "License, permit, or other entitlement for use" means all business, professional, trade, and land use licenses and permits and all other entitlements for use, including all entitlements for

land use, all contracts (other than competitively bid, labor, or personal employment contracts), and all franchises. Agency officers would have an opportunity to cure the violation by returning the contribution (or the portion of the contribution in excess of $250) within 14 days of accepting, soliciting, or directing the contribution, provided that the officer committed the offense unknowingly/unwillingly.
    - Presented to the Governor on September 13.

Bills that are no longer moving forward, but might be back next session in modified forms include:

- **AB 2237 (Friedman) – RTIP and Sustainable Communities Strategy.** This bill could limit the projects and programs funded by regional transportation agencies to focus on projects that reduce greenhouse gas emissions. The bill would have also constrained expenditure of funds collected from any local transportation tax measure passed on or after January 1, 2023.

- **AB 1778 (Garcia) - Impact of state funded highway projects on disadvantaged communities.** This bill would have prohibited Caltrans from using any state funds or personnel time for highway expansion projects if any census tract within or bordering the project site has a percentile score beneath the 50th percentile score using the California Healthy Places Index (HPI).

- **AB 2419 (Bryan) - Equitable distribution of IIJA funds.** This bill would have required at least 40% of federal Infrastructure Investment and Jobs Acts (IIJA) funds received by the state to be allocated to projects with direct benefits to disadvantaged communities and an additional 10% to be allocated for projects that provide benefits to low-income communities. It would also have established an Advisory Committee to provide a recommendation for projects to fund under these requirements.

- **SB 1410 (Cabellero) - Alternative metrics used for analyzing transportation impacts.** This bill would have required the Office of Planning and Research (OPR) to establish a grant program for local jurisdictions to implement guidelines related to the criteria and alternative metrics used for analyzing transportation impacts and requires OPR to conduct and submit a study on those guidelines to the Legislature.

- **AB 1001 (C. Garcia) – Mitigation measures for air quality impacts.** This bill would have included broad and concerning environmental justice-related provisions within CEQA. This bill was subsequently amended but would still require all public agencies to give consideration to the principles of environmental justice, as set forth in subdivision (e) of Section 65040.12 of the Government Code, by ensuring the fair treatment and meaningful involvement of people of all races, cultures, incomes, and national origins.

- **AB 1640 (Ward) – Regional climate networks.** This bill would authorize eligible entities, including special districts, to establish and participate in a "regional climate network," which may develop a regional climate adaptation and resilience action plan, as specified.

- **<u>Vetoed</u>: AB 1951 (Grayson et al.) – Expansion of the Partial Sales and Use Tax (SUT) Exemption for Manufacturing and Research and Development**

(MR&D). The RTC and many cities, counties, transit, and other agencies in the state requested that the Governor Veto this bill which would expand the existing MR&D exemption by making it a total exemption, thus significantly reducing the local revenues necessary for providing essential public services, improving goods movement, and addressing climate change through improved transportation options. By exempting the local share of sales tax for manufacturing companies that buy equipment, this bill would have placed a disproportionate burden of absorbing those cuts directly on local governments, particularly counties and regional agencies that depend on sales tax revenues.

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Attachment 3

2022 Administrative and Regulatory Activities

Updated September 2022

With assistance from CalCOG, staff has been monitoring several state proposals, reports, and regulatory activities that could impact regional transportation planning and project prioritization. Below is a short summary from CalCOG of different efforts—much of which are intertwined with one-another. They are also informing the discussion in the Legislature on bills like AB 2237. These include:

- **Strategic Growth Council (SGC) Assembly Bill (AB) 285 Report.** At the end of February, SGC delivered the AB 285 Report to the legislature. Then at the June SGC meeting, SGC staff presented the outcomes of their outreach and proposed next steps that will be turned into a final report. Throughout this process, CALCOG staff has provided a comment letter, engaged extensively with SGC staff, and participated in several workshops. The final report addresses CALCOG's primary concerns including the need for the state to align its goals, understand the limitations of the TIP, the state needing to be more transparent about the role that pricing will play in achieving climate goals, and the need to do a "gap" analysis of the CTP 2050. We have also emphasized the value of a strong local-regional-state partnership in achieving these goals. The final AB 285 report was published at the end of August.

- **Air Resources Board (ARB) Draft 2022 Scoping Plan**. In June, ARB released the draft 2022 Scoping Plan for public comment. The Scoping Plan is updated periodically and is a comprehensive plan for how ARB will achieve state goals. This is the first Scoping Plan to discuss achieving carbon neutrality by 2045. CALCOG participated in many public workshops throughout the last year as the plan was being developed. The proposed new VMT reduction targets are 25% VMT/capita reduction by 2030 and 30% VMT/per capita reduction by 2045, both from a 2019 base year. Additional state action(s) will be needed to support achieving these targets. CALCOG expects to continue to engage with ARB staff on this work throughout the next year (even post-plan adoption) because it directly relates to the greenhouse gas reduction (GHG) targets that ARB sets for regional Sustainable Communities Strategies.

- **USDOT Equity Baseline Survey for MPOs**. USDOT is doing a survey of MPOs and State DOTs regarding practices for incorporating equity and meaningful public involvement in transportation planning and decisions-making. All MPOs are encouraged to complete this survey.

- **Air Resources Board Draft Senate Bill (SB) 150 Report.** In June, ARB also released the draft SB 150 Report, which is a report assessing implementation of SB 375. ARB and CALCOG engaged early on the development of this report through several meetings. ARB staff have been very responsive to our early concerns and recommendations and as a result we think the draft report does a good job of highlighting the issues in a fair way that illustrates we all (even the state) have an important role to play in implementing SB 375. CALCOG provided the attached comment letter and will continue to engage with ARB staff throughout the year on this report because of the connection to the Scoping Plan and regional GHG target setting.

- **Caltrans California Transportation Plan (CTP) 2050 Implementation Progress Report**. In February, Caltrans released the first ever CTP 2050 Implementation Progress Report. This report focused on the work done to date to implement the CTP 2050. We engaged with Caltrans staff on the draft report and provided comments and suggestions on how to improve the repot. Again, our primary suggestion is to provide a transparent fiscal and policy gap analysis of the CTP 2050 so that its clear what assumptions are being made (and would be necessary to implement) in order to achieve the ambitious goals of the CTP. Many of our suggestions were taking and Caltrans is currently looking into what it would take to provide this type of gap analysis of the CTP.

Staff is also reviewing several other Caltrans planning documents, including:

- **Caltrans Complete Streets Action Plan:**
  In December 2021, Caltrans adopted a policy creating an agency-wide priority to encourage and increase sustainable transportation mode share across the state. To achieve this goal, Caltrans recently released its draft Complete Streets Action Plan. Included in this action plan are a set of tasks which aim to facilitate California's shift to a more sustainable transportation system.

  Task 1.7 of the plan, which is scheduled to be completed by the end of 2022, is to "evaluate active transportation needs for development of District 5 SHOPP projects". Specifically, task 1.7 will "Conduct an additional assessment of…data that was developed in the District CAT plan. The plan identified needs but did not suggest approaches to address the identified needs. This activity will provide the next step toward implementation of the plan and will include an analysis to refine LBNs priorities at a higher level of precision compared to the current data prioritization structure. This could inform decision-making

in identifying potential complete streets standalone SHOPP projects."

Task 5.9 is to "Convene the Central Coast Coalition on DP-37." The purpose of task 5.9 is to "Host a workshop to provide a single and uniform forum for discussing DP-37 and next steps for implementing the policy. The workshop would provide a space to address frequently asked questions and concerns about DP-37 for District 5 partners."

AGENDA: September 22, 2022

TO: Interagency Technical Advisory Committee

FROM: Amy Naranjo, Transportation Planner

RE: Federal Funding Updates

RECOMMENDATION:

Staff recommends that the Interagency Technical Advisory Committee (ITAC) receive funding updates.

DISCUSSION

Inflation Reduction Act (IRA)

The IRA is the legislative partner of the IIJA and aims to increase federal involvement in the energy industry. For transportation, the IRA is primarily focused on developing cleaner fuels, reducing air pollution at ports, and adjusting EV tax credits. The program focuses on improving active transportation infrastructure in disadvantaged communities and allocates half ($1 billion) for projects within historically underserved communities.

The IRA makes investments in low-income individuals and disadvantaged communities to promote:

1. Legacy pollution reduction
2. Affordable and accessible clean energy for disadvantaged communities
3. Better quality of life and good jobs

The IRA includes several new grant programs that address air pollution, greenhouse gas emissions, and other legacy pollution:

1. The Environmental and Climate Justice Block Grants, funded at $3 billion, invest in community led projects in disadvantaged communities and community capacity building centers to address disproportionate environmental and public health harms related to pollution and climate change.
2. The Neighborhood Access and Equity Grants, funded at $3 billion, support neighborhood equity, safety, and affordable transportation access with competitive grants to reconnect communities divided by

existing infrastructure barriers, mitigate negative impacts of transportation facilities or construction projects on disadvantaged or underserved communities, and support equitable transportation planning and community engagement activities.

3. Grants to Reduce Air Pollution at Ports, funded at $3 billion, support the purchase and installation of zero-emission equipment and technology at ports, as well as the development of port climate action plans, with a focus on ports in nonattainment areas.

Attachment 1 includes a more information about environmental justice elements with the IRA.

Infrastructure Investment Jobs Act (IIJA)

Through the Infrastructure Investment and Jobs Act (IIJA), California will receive federal infrastructure funding based on formula and competitive grants. Formula is guaranteed funding based on statutory formulas, whereas competitive grants are awarded to states or projects through a competitive selection process. A data dashboard is available on the Rebuilding California (SB 1) website and includes total IIJA transportation funding to California by federal agency, formula based IIJA funds by category, project map, and much more.

Approximately $116 billion of the $200 billion allocated to competitive grant programs is for improving multimodal transportation systems.

Approximately $50 billion is aimed at repairing existing conditions. The bulk of that ($43 billion) is directed towards the new **Bridge Investment Program**, a program to repair, rehabilitate, replace, or protect bridges.

Approximately $12 billion of the competitive grant programs are for projects that focus on improving safety. Of that money, $6 billion is focused on the new **Safe Streets and Roads for All** grant program.

There is $1 billion for the new **Reconnecting Communities** program focused on undoing previous transportation infrastructure projects that divided communities by prioritizing automobiles.

Most relevant federal programs:

- **RAISE** – Rebuilding American Infrastructure with Sustainability and Equity (previously BUILD
- **SS4A** - Safe Streets and Roads for All
- **HSIP** – Highway Safety Improvement Program supports projects that improve the safety of road infrastructure by correcting hazardous road

locations or making road improvements; Apportioned to states by formula.

COMPETITIVE GRANT PROGRAM	DESCRIPTION
Rebuilding American Infrastructure with Sustainability and Equity (RAISE)	Provides grants for surface transportation infrastructure projects that will have a significant local or regional impact (aka Local and Regional Project Assistance).
Nationally Significant Multimodal Freight and Highway Projects (INFRA)	Provides grants for multimodal freight and highway projects of national or regional significance.
National Infrastructure Project Assistance Program (MEGA)	Provides grants to surface transportation infrastructure that are too large or complex for traditional funding programs that will have a significant national or regional impact.
Rural Surface Transportation Grant Program	Provides grants for projects to improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life.
Safe Streets and Roads for All	Provides grants to support local initiatives to prevent transportation-related death and serious injury on roads and streets (commonly referred to as "Vision Zero" or "Toward Zero Deaths" initiatives).
Bridge Investment Program	Provides grants for projects to improve the condition of bridges and culverts and the safety, efficiency, and reliability of the movement of people and freight over bridges.

COMPETITIVE GRANT PROGRAM	DESCRIPTION
Reconnecting Communities Pilot Program — Planning Grants	Provides grants for feasibility studies and other planning activities for projects to restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.
Reconnecting Communities Pilot Program — Capital Construction Grants	Provides grants for projects to restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.
Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Discretionary Grants	Provides grants for activities that enable communities to address vulnerabilities to current and future weather events, natural disasters, and changing conditions, including sea level rise, and plan transportation improvements and emergency response strategies to address those vulnerabilities.
National Electric Vehicle Infrastructure (NEVI) Set-aside Discretionary Grant	10 percent set-aside each fiscal year to provide grants to provide additional assistance to strategically deploy EV charging infrastructure.
Charging and Fueling Infrastructure Grants Program (Community Charging)	Provides grants for projects to develop electric vehicle charging and hydrogen, propane, and natural gas fueling infrastructure access along alternative fuel corridors throughout the country, including in rural areas, low- and moderate-income neighborhoods, and communities with a low ratio of private parking spaces to households or a high ratio of multiunit dwellings to single family homes.

COMPETITIVE GRANT PROGRAM	DESCRIPTION
Charging and Fueling Infrastructure Grants Program (Corridor Charging)	Deploys publicly accessible EV charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure along designated Alternative Fuel Corridors.
Nationally Significant Federal Lands and Tribal Projects (NSFLTP) Program	Provides grants to Tribes and Federal land management agencies to complete projects that will provide substantial benefits to their communities or parklands.
Congestion Relief Program	Provides grants to advance innovative, integrated, and multimodal solutions to reduce congestion and the related economic and environmental costs in the most congested metropolitan areas with an urbanized area population of at least 1 million.
Wildlife Crossings Safety Pilot Program	Provides grants to support projects that seek to reduce the number of wildlife-vehicle collisions, and in carrying out that purpose, improve habitat connectivity for terrestrial and aquatic species.
National Culvert Removal, Replacement, and Restoration Grants	Provides grants to fund projects for the replacement, removal, and repair of culvert or weirs that would meaningfully improve or restore fish passage for anadromous fish.
Advanced Transportation Technologies and Innovative Mobility Deployment (also known as Advanced Transportation Technology and Innovation (ATTAIN) Program)	Provides grants to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment.
Accelerated Innovation Deployment (AID) Demonstration Program	Provides grants to support the pilot/demonstration of innovations on projects, in areas such as planning, financing, operations, pavements, structures, materials, environment, and construction.

COMPETITIVE GRANT PROGRAM	DESCRIPTION
Strategic Innovation for Revenue Collection	Provides funds to test the feasibility of a road usage fee and other user-based alternative revenue mechanisms to help maintain the long-term solvency of the Highway Trust Fund.

Additional Resources:

- IIJA Notice of Funding Opportunity (NOFO) Tracker
- Federal Grants.gov
- California Grants Portal

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Attachment 1

Environmental Justice in the Inflation Reduction Act

The *Inflation Reduction Act of 2022* (IRA) works to advance environmental justice (EJ) by building on regular engagement with EJ leaders from across the country to identify environmental justice priorities in the *Build Back Better Act*, and now the IRA.

The IRA makes investments in low-income individuals and disadvantaged communities to promote:

1. **Legacy pollution reduction**
2. **Affordable and accessible clean energy for disadvantaged communities**
3. **Better quality of life and good jobs**

Legacy Pollution Reduction

The IRA also includes several new grant programs that address air pollution, greenhouse gas emissions, and other legacy pollution:

- The **Environmental and Climate Justice Block Grants**, funded at $3 billion, invest in community led projects in disadvantaged communities and community capacity building centers to address disproportionate environmental and public health harms related to pollution and climate change.
- The **Neighborhood Access and Equity Grants**, funded at $3 billion, support neighborhood equity, safety, and affordable transportation access with competitive grants to reconnect communities divided by existing infrastructure barriers, mitigate negative impacts of transportation facilities or construction projects on disadvantaged or underserved communities, and support equitable transportation planning and community engagement activities.
- **Grants to Reduce Air Pollution at Ports**, funded at $3 billion, support the purchase and installation of zero-emission equipment and technology at ports, as well as the development of port climate action plans, with a focus on ports in nonattainment areas.
- The IRA addresses legacy toxic pollution by **reinstating the Superfund tax**, raising over $11 billion. This ensures that Superfund cleanups will have a guaranteed stream of funding for years to come, reducing the pollution in our communities that is disproportionately felt by low-income and disadvantaged communities.
- A new program at the Environmental Protect Agency, the **Clean Heavy-Duty Vehicles** program funded at $1 billion, will cover the incremental cost of zero-emission school buses, garbage trucks and transit buses with a specific focus on vehicles serving communities located in nonattainment areas.
- $60 million for the **Diesel Emissions Reduction Act** grants will address diesel emissions from goods movement facilities – like airports, railyards, and distribution centers – and from vehicles servicing those facilities.
- $236 million for **Air Pollution Monitoring**, through air quality monitoring that will particularly benefit disadvantaged communities exposed to areas with persistent air pollution.
- $50 million to **Address Air Pollution at Schools** by monitoring and reducing air pollution at public schools in low-income and disadvantaged communities.

- $87 million for the **Low Emissions Electricity Program** to support low-income and disadvantaged communities, and offer technical assistance to industry, as well as state and local governments, as they work to reduce greenhouse gas emissions.
- $25 million for **Enforcement Technology and Public Information** program will upgrade the Environmental Protect Agency's Integrated Compliance Information System and for states and Indian Tribes to make similar upgrades.

The IRA also includes over $750 million for implementation of the **National Environmental Protection Act (NEPA)** across the Federal Government, so that executive agencies have the resources to properly review proposed infrastructure projects. Additionally, the IRA includes funding for the **Office of Management and Budget Oversigh**t and the **Governmental Accountability Office Oversight**, each funded at $25 million, to provide transparency on how the larger package is enacted and allow the public to ensure it delivers on EJ priorities.

Affordable and Accessible Clean Energy for Disadvantaged Communities

The largest single investments across the climate title of IRA is in the **Greenhouse Gas Reduction Fund**, a clean energy and sustainability accelerator funded at $27 billion with at least 60 percent of those funds focused on disadvantaged communities. The funding is provided to non-federal governments, as well as state or regional green banks, and is allocated across three buckets:

- $7 billion for zero-emission technology deployment – including rooftop and community solar –in low-income and disadvantaged communities.
- $8 billion for a general fund making broad investments in reducing greenhouse gas emissions and promoting environmental justice, exclusively allocated to low-income and disadvantaged communities.
- $11.97 billion for a similar general fund but available to all Americans and communities.

In the same vein, the IRA creates a new grant program for **Improving Energy Efficiency or Water Efficiency or Climate Resilience of Affordable Housing**, funded at $1 billion, that helps cover the cost of energy efficiency upgrades – including electrification of systems and appliances – as well as installation of renewable energy, and improvements to property resiliency.

In addition, two new home energy rebate programs help low- and moderate-income households increase their efficiency: the **Home Energy Performance-Based, Whole House Rebates and Training Grants**, and the **High-Efficiency Electric Home Rebate Program**. Funded at $9 billion equally split across the two programs, these investments provide single-family and multifamily energy efficiency retrofits and electrification.

The IRA also includes a tax credit for low- and moderate-income individuals to **make Used Clean Vehicles affordable.** This credit can be taken as a point-of-sale rebate making used electric and hydrogen cars increasingly affordable for low- and moderate-income households by reducing the price by up to $4,000.

Better Quality of Life and Good Jobs

The IRA also makes investments to improve the quality of life and bring good jobs to disadvantaged communities through targeted grant programs like:

- $1.5 billion to plant trees, establish **community and urban forests**, and expand green spaces in cities, which combats climate change and provides significant community benefits by increasing recreation opportunities, cooling cities, lowering electric bills, and reducing heat-related death and illness.
- $50 million for investments in **Urban Parks** through competitive grants to localities for acquisition of land or interests in land, or for development of recreation facilities to create or significantly enhance access to parks or outdoor recreation in urban areas.
- $397.5 million for programs aimed at building **resilience** across **Tribal governments** and **communities** by providing support to transition electrified homes to renewable energy sources and provide **renewable energy to homes without electricity**; address drinking water shortages and provide financial assistance for **drought relief**; maintain and operate hatcheries; and fund Tribal **climate resilience and adaptation** programs.
- $550 million to ensure disadvantaged communities have the resources needed to plan, design, and construct **water supply projects**, particularly in communities and households that do not currently have reliable domestic water supplies.

The IRA makes major reforms to the existing tax code to promote clean electricity deployment, so that future investments bring clean energy and good jobs to disadvantaged communities. Within the **Investment Tax Credit and Production Tax Credits** for renewable energy, there is a new bonus 10% credits for projects built within legacy energy communities. This helps ensure cheap, reliable, clean energy resources are available, and that the economic benefit of these investments will be felt by all Americans.

This is further bolstered by the **Increase in Energy Credit for Solar and Wind Facilities Placed In Service In Connection With Low-Income Communities** which creates a further bonus credit within the Investment Tax Credit that provides either a 10% bonus credit for projects installed in a low-income community or on Indian land, or 20% bonus for projects that are a part of an eligible low-income building or low-income economic benefit project. A low-income economic benefit project is defined as a projected where at least 50% of the financial benefits need to flow to households with less than 200% poverty line income or less than 80% an area's gross median income. Specifically earmarked for solar, solar plus storage, and wind projects, the credit is limited to 1.8-gigawatts per year, although any unused portions of the allocation can be rolled over into the following year.

The **Extension of the Advanced Energy Project Credit**, also known as the 48C tax credit, supports industrial manufacturing retrofits to make these facilities more efficient and to incentivize the domestic manufacturing of clean technologies. This $10 billion credit includes a $4 billion set-aside to build new clean technology manufacturing facilities in legacy coal communities.

AGENDA: September 22, 2022

TO: Interagency Technical Advisory Committee

FROM: Rachel Moriconi, Transportation Planner

RE: Caltrans Asset Management and State Highway Operation and Protection Program (SHOPP)

RECOMMENDATION:

Staff recommends that the Interagency Technical Advisory Committee (ITAC):

1. Receive presentation from Caltrans District 5 staff and provide input on state highway asset management and the Biannual State Highway Operation and Protection Program (SHOPP) Package (Attachments 1 & 2); and
2. Inform Caltrans of any projects on state highways that local agencies have identified as priorities for local-lead project initiation documents (PID) over the next three years.

BACKGROUND

The California Department of Transportation (Caltrans) is responsible for planning, maintenance and operation of the State Highway System (SHS) and some interregional rail systems. Caltrans identifies major safety and maintenance projects in the State Highway Operation and Protection Program (SHOPP). Caltrans District 5 typically provides biannual updates on the SHOPP to ITAC.

In general, the purpose of the SHOPP is to provide funding "to preserve and protect the state highway system." SHOPP programming categories include: traffic safety/collision reduction, roadway rehabilitation, roadside rehabilitation, and mobility/operational improvements. Projects identified by Caltrans district offices compete statewide and are selected for funding based on need, rather than on geographical distribution. Caltrans District 5 regularly consults with local agencies on planned projects. Caltrans periodically shares information on programmed SHOPP projects with the Safe on 17/Traffic Operations System Oversight Committee, Interagency Technical Advisory Committee, and local jurisdictions.

DISCUSSION

The California Department of Transportation (Caltrans) manages the SHOPP program that includes monitoring the condition and operational performance of the highways through periodic inspections, traffic studies, and system analysis. Steve Kirkish and Jimmy Ochoa from Caltrans District 5 will provide an update to the ITAC on Caltrans' Asset Management and the State Highway Operation and Protection Program (SHOPP) 10-year and 3-year workplans (Attachment 1). **Staff recommends that the ITAC review and provide input on Caltrans asset management program and planned SHOPP projects.** Caltrans Biannual SHOPP Package, which includes information on current and planned SHOPP projects, is included as Attachment 2. As discussed at prior meetings, local entities should inform Caltrans early in the project development process of potential opportunities for coordination with local agency projects and integration of complete streets elements where appropriate and feasible.

Caltrans Transportation Asset Management Plan is online at: https://dot.ca.gov/programs/asset-management and http://projectbook.dot.ca.gov/

The SHOPP map webviewer, which includes information on SHOPP projects in their various stages of development, including broad categories, project costs, and notes on currently programmed projects and 10-Year Book projects, is available online: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=97ceb019d16a4445acb3ae92cfaf8ca8

Non-SHOPP Highway Projects and Local-Lead PIDs

As part of the biannual update, Caltrans is also seeking information on any non-SHOPP projects on State Highways that local agencies plan to pursue or implement. Discussion of proposed scope, funding scenarios, delivery timeframes, potential impacts to the State Highway System, and coordination responsibilities can help determine partnering opportunities and well as determine if the project will require traditional Non- SHOPP PID oversight or can be processed through Caltrans Permits Office. **Agencies should inform Caltrans of any projects on state highways that they plan to pursue, implement, or fund in the next one to ten years.** For major projects on the state highway system, a Project Initiation Document (PID), such as a project study report (PSR) may be required prior to beginning environmental review and preliminary design work. For Caltrans to add projects into the Non-SHOPP PID workplan it needs to be in the Regional Transportation Plan (RTP), be in Caltrans's 3-yr workplan, and have an executed cooperative agreement.

SUMMARY

Major capital projects aimed at improving safety, operation, and maintenance of the state highway system are included in the State Highway Operation and Protection Program (SHOPP). Caltrans staff will present and solicit input from the ITAC on SHOPP projects and requests that ITAC members provide information on planned non-SHOPP projects on the state highway system.

Attachments

1. Presentation: Asset Management and the Project Book
2. Biannual letter and project lists from Caltrans District 5 on State Highway Operation and Protection Program (SHOPP) projects in Santa Cruz County and Non-SHOPP Caltrans oversight projects

References:

- Caltrans Asset Management and 10-Year SHOPP website: https://dot.ca.gov/programs/asset-management
- 2022 SHOPP: https://dot.ca.gov/programs/financial-programming/state-highway-operation-protection-program-shopp-minor-program-shopp
- District 5 SHOPP webviewer: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=97ceb019d16a4445acb3ae92cfaf8ca8
- Headquarters SHOPP Webviewer: http://projectbook.dot.ca.gov/
- Caltrans GIS Data: https://gisdata-caltrans.opendata.arcgis.com/
- Poste mile lookup: https://postmile.dot.ca.gov/PMQT/PostmileQueryTool.html

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Asset Management and the Project Book

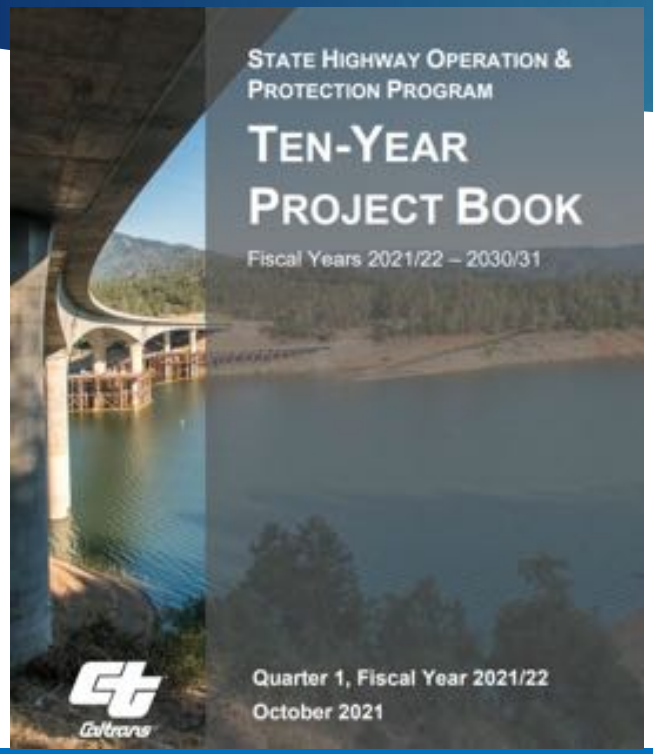
SCOTT KIRKISH

D5 ASSET MANAGEMENT

SCCRTC TAC MEETING

SEPTEMBER 15, 2022

Ten-Year Plan / Project Book



District	MPO/RTPA	County	Number of Projects	Sum of Project Cost ($K)
5	Monterey (AMBAG)	Monterey	41	$852,090
		San Benito	5	$66,322
		Santa Cruz	29	$391,788
	San Luis Obispo (SLOCOG)	San Luis Obispo	28	$491,220
	Santa Barbara (SBCAG)	Santa Barbara	51	$994,450
Total D5			154	$2,795,870

https://dot.ca.gov/programs/asset-management

projectbook.dot.ca.gov

SHOPP ID	District	County	Route	Begin Mile	End Mile	Activity	Planning or Post planning?	Advertised Year	Project Cost ($K)	SB 1 Priority
9294	5	Santa Cruz	1	31.9	35.7	Drainage	Post-Planning	2021/22	$12,970	Yes
22942	5	Santa Cruz	1	31.9	35.7	Drainage	Post-Planning	2022/23	$110	Yes
19943	5	Santa Cruz	1	R0.0	8.7	Drainage	Planning	2028/29		Yes
19158	5	Santa Cruz	1	R0.0	R7.9	Drainage	Post-Planning	2023/24	$15,554	Yes
22890	5	Santa Cruz	1	R5.0	8.2	Reactive Safety	Planning	2024/25		
19959	5	Santa Cruz	9	0.048	7.5	Pavement	Post-Planning	2026/27	$25,057	Yes

Upcoming SHOPP Projects

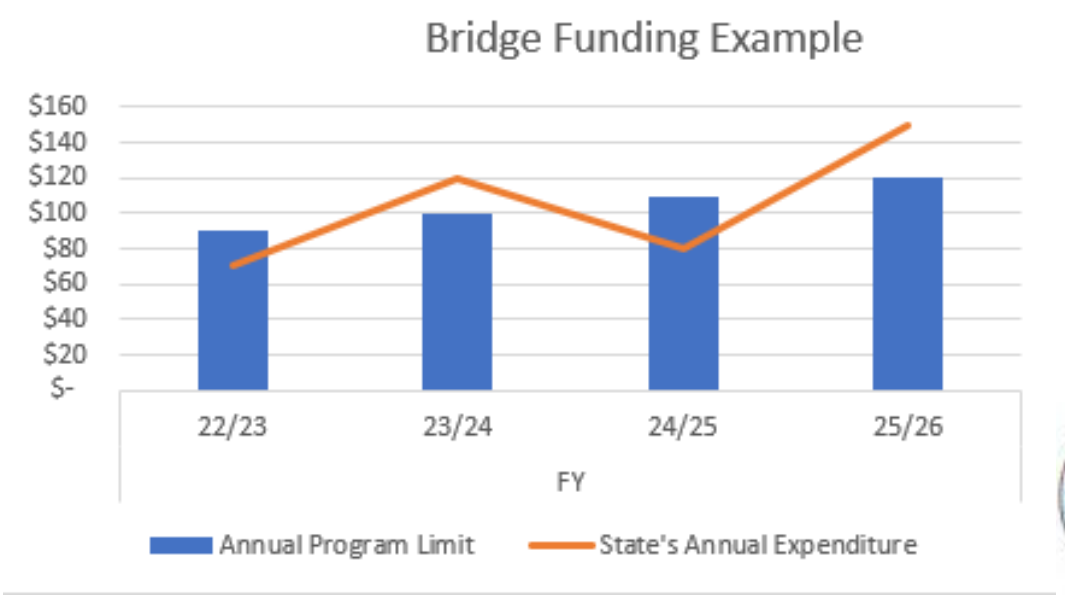
- 2024 SHOPP Project List
  - SCR-001-PM 2.683/7.947 LTS Connectivity $20M RTL – 28/29
  - SCR-001-PM R5.0/8.2 Reactive Safety $8M RTL – 25/26
  - SCR-152-PM 0.56/9.998 Reactive Safety $7M RTL – 25/26
  - SCR-001-PM 17.46/17.66 Reactive Safety $3M RTL – 26/27
  - SCR-001-PM 9.8/10.0 Drainage $18M RTL – 30/31
  - SCR-152-PM T0.31/4.14 Pavement $62M RTL – 30/31

- 2026 SHOPP Project List
  - SCR-017-PM 0/12.553 Proactive Safety $6M RTL – 28/29
  - SCR-129-PM 0.56/9.998 Pavement $17M RTL – 28/29

Infrastructure Investment and Jobs Act

- You know what it is but how does if affect projects in my area?
  - Spending is tied to specific years in specific categories. "Use It or Lose It" provisions prevent rollover in funding.
  - In the example State spends $420M for bridges over 4 years but will only be eligible for IIJA funding of $370M at 88.53% reimbursement rate = $327.6M

	FY			
	22/23	23/24	24/25	25/26
Annual Program Limit	$ 90	$ 100	$ 110	$ 120
State's Annual Expenditure	$ 70	$ 120	$ 80	$ 150



Infrastructure Investment and Jobs Act

- Knowing that IIJA can't be carried over until construction is ready, how and where is Caltrans' planning to spend the money?
  - Converting existing bridge projects funded by other programs
  - New Stormwater Permit requirements
  - Starting new Climate Resiliency and Wildlife Crossing projects
  - Cost increases due to inflation
  - Increasing project scope for Safety and Complete Streets elements that do **NOT** affect Environmental Clearance
  - Targeted safety improvements for specific tunnels and bridges

DEPARTMENT OF TRANSPORTATION
CALTRANS DISTRICT 5
50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
FAX (805) 549-3329
TTY 711
www.dot.ca.gov/dist05/

Making Conservation a California Way of Life.

August 30, 2022

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

Dear Mr. Preston:

UPDATE OF THE STATE HIGHWAY OPERATION AND PROTECTION PROGRAM (SHOPP) FOR DISTRICT 5

The California Department of Transportation (Caltrans) District 5 has included with this letter the status of SHOPP programming and project initiation documents (PID) under development in Santa Cruz County.

Caltrans is responsible for maintaining and operating approximately 50,000 lane-miles of the state highway system, the backbone of California's transportation infrastructure. This includes monitoring the condition and operational performance of the highways through periodic inspections, traffic studies, and system analysis. The SHOPP is primarily funded through the State Highway Account supporting the State's priority for preserving the existing infrastructure.

The projects listed include programmed projects in and near construction, projects programmed for construction in future years, projects funded by the Minor program (less than $1.25M), Long-Lead projects with committed but not yet programmed funding, the 2024 SHOPP PID candidate projects proposed for programming on July 1, 2024, and future PID projects identified in the 10-Year Plan. The final page in the attachment includes a list of Non-SHOPP projects that are captured in the 3-year workplan.

Please provide any updates as well as identify any new regionally or locally funded projects that Caltrans should be aware. Discussion of proposed scope, funding scenarios, delivery timeframes, potential impacts to the State Highway System, and coordination responsibilities can help determine partnering opportunities and well as determine if the project will require traditional Non-

SHOPP PID oversight or can be processed through our Permits Office. As a reminder, for Caltrans to add projects into the Non-SHOPP PID workplan it needs to be in your Regional Transportation Plan (RTP), be in Caltrans's 3-yr workplan, and have an executed cooperative agreement. For all Non-SHOPP questions please contact Garin Schneider at (805) 503-5025 or email Garin.Schneider@dot.ca.gov.

District 5 SHOPP Webviewer Tool

The District 5 SHOPP Webviewer tool is available to view current and future SHOPP projects from the approved SHOPP 10 Year Book that is within your region.

Visit

https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=97ceb019d16a4445acb3ae92cfaf8ca8

Please share this information with your member agencies and encourage them to contact the appropriate project manager for specific project information. For more information on the attachments and to schedule a presentation of this material for an upcoming Technical Advisory Committee meeting, please contact Darron Hill, Office Chief of Programming and Asset Management at (805) 503-9374 or email Darron.Hill@dot.ca.gov.

Sincerely,

Richard Rosales
Deputy District Director Program/Project Management and Asset Management

Attachments
1. County project listing

Enclosure
cc. Richard Rosales, Scott Eades, Brandy Rider, Darron Hill, David Silberberger, Garin Schneider, Kelly McClendon, Orchid Monroy-Ochoa, John Olejnik, Lindsay Leichtfuss, Aaron Henkel, Berkeley Lindt, Doug Hessing, Heidi Borders, Nicholas Heisdorf, Terry Thompson, Meg Henry, and Paul Guirguis

Caltrans District 5
Bi-Annual Project List
Communication Booklet

Santa Cruz County

August 2022

2021 Ten Year Plan Edition

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06 Programmed Long Lead Projects

07 Project Initiation Document Development: SHOPP Cycle 2024

08 Proposed Future Projects: 2021-Ten Year Plan

09 Project Initiation Document Development: Oversight Projects

09 Project Initiation Document Development: Proposed Oversight Projects

Caltrans District 5 Bi-Annual Project List for **Santa Cruz County**

Projects In Construction or Near Construction Phase

Project IDs	Project Location County_Route _Postmile	Project Description	Project Name	Project Details	Construction Cost ($1,000)	Project Manager
PI: 0522000017 AMT: 23333 EA: 05-1H482 PPNO: 2736X	SCR_1_13.3/13.3	In Capitola, at Soquel Creek Bridge No. 36-0013. Biological monitoring for parent project EA 1H480. (201.119)	Soquel Creek Biological Monitoring	Implementing Agency: Caltrans Project Phase: Construction only Target RTL Date: 10/3/2022 Contract Acceptance Date: 11/17/2032	$40 Con Sup	Heidi Borders 916-995-4933 heidi.borders@dot.ca.gov
PI: 0522000010 AMT: 22942 EA: 05-0J201 PPNO: 1967X	SCR_1_31.9/35.7	Near Davenport, from 1.4 miles north of Swanton Road to 0.6 mile south of Waddell Creek. Environmental mitigation biological monitoring for project EA 0J200. (201.151)	Davenport Culvert Replacement Biological Monitoring	Implementing Agency: Caltrans Project Phase: Construction only Target RTL Date: 8/10/2022 Contract Acceptance Date: 3/26/2029	$100 Con Sup	Heidi Borders 916-995-4933 heidi.borders@dot.ca.gov
PI: 0518000126 AMT: 19496 EA: 05-1K130 PPNO: 2876	SCR_9_19.97/19.97	In Santa Cruz County near Boulder Creek about 1.1 mile south of Junction 236/9. Construct Soldier Tieback Retaining Wall. (201.131)	PM 19.97 Hairpin Tieback Route 9	Implementing Agency: Caltrans Project Phase: Construction Actual RTL Date: 1/5/2021 Contract Acceptance Date: 8/23/2023	$3,766	Doug Hessing 805-835-6568 doug.hessing@dot.ca.gov
PI: 0516000079 AMT: 16590 EA: 05-1H480 PPNO: 2736	SCR_1_13.3/13.3	In Capitola, at Soquel Creek Bridge No. 36-0013. Place Rock Slope Protection (RSP) to protect bridge foundation. (201.119)	Soquel Creek Scour Protection	Implementing Agency: Caltrans Project Phase: Construction Actual RTL Date: 11/10/2021 Contract Acceptance Date: 3/15/2023	$1,291 Award	Heidi Borders 916-995-4933 heidi.borders@dot.ca.gov
PI: 0519000115 AMT: 21589 EA: 05-1M330 PPNO: 3008	SCR_1_28.9/29.5 SCR_9_1/27.09 SCR_17_0.03/11.57 SCR_129_L0.03/5.1	In Santa Cruz and San Benito Counties, on Routes 9, 1, 17, 25, 129 and 156 at various locations. Install both centerline and edge line rumble strips and re-stripe with thermoplastic stripe. (201.010) (Project in SCr and SBt Counties on various routes)	Santa Cruz & San Benito Rumble Strip & Striping Safety	Implementing Agency: Caltrans Project Phase: Construction Actual RTL Date: 12/17/2021 Contract Acceptance Date: 7/22/2024	$2,311 Award	Terry Thompson 805-503-5013 terry.thompson@dot.ca.gov
PI: 0521000018 AMT: 23486 EA: 05-1N440 PPNO: 3044	SCR_1_10.2/18.06	In various counties on various routes. Unsheltered encampments. EFA Contract in Santa Cruz and Monterey Counties (201.130)	Unsheltered Encampments North	Implementing Agency: Caltrans Project Phase: Construction Actual RTL Date: 2/15/2022 Contract Acceptance Date: 6/20/2023	$8,000	Berkeley Lindt 805-549-3315 berkeley.lindt@dot.ca.gov
PI: 0514000131 AMT: 14033 EA: 05-1G260 PPNO: 2593	SCR_17_9.1/9.9	Near Scotts Valley, from 0.4 mile south of Laurel Road to 0.5 mile north of Laurel Road. Construct wildlife undercrossing. (201.240) Local contributions to fund construction capital.	Wildlife Habitat Connectivity	Implementing Agency: Caltrans Project Phase: Construction Actual RTL Date: 2/8/2021 Contract Acceptance Date: 1/17/2024	$2,000 Con Sup Vote	Aaron Henkel 805-835-6366 aaron.henkel@dot.ca.gov
PI: 0514000145 AMT: 20896 EA: 05-0Q601 PPNO: 1989Y	SCR_17_0.7/1.4	In Santa Cruz, from 0.7 mile north of Route 1/17 Separation to Beulah Park Undercrossing. Landscape mitigation for 0Q600. (201.335)	Hwy 17 Storm Water Mitigation Landscape Split	Implementing Agency: Caltrans Project Phase: Construction Actual RTL Date: 3/29/2019 Contract Acceptance Date: 4/13/2023	$427 Award	Doug Hessing 805-835-6568 doug.hessing@dot.ca.gov

Caltrans District 5 Bi-Annual Project List for **Santa Cruz County**

Projects In Construction or Near Construction Phase

Project IDs	Project Location County_Route _Postmile	Project Description	Project Name	Project Details	Construction Cost ($1,000)	Project Manager
PI: 0516000020 AMT: 17059 EA: 05-1H060 PPNO: 2636	SCR_17_0.191/0.191	In and near Santa Cruz, from 0.1 mile south of Route 1/17 Separation to 0.4 mile south of Pasatiempo Overcrossing; also on Route 17 (PM 0.0/0.3). Realign southbound Route 17 connector to southbound Route 1. (201.010)	Pasatiempo II	Implementing Agency: Caltrans Project Phase: Construction Actual RTL Date: 6/18/2020 Contract Acceptance Date: 8/1/2022	$5,833 Award	Heidi Borders 916-995-4933 heidi.borders@dot.ca.gov
PI: 0514000075 AMT: 13588 EA: 05-1F920 PPNO: 2569	SCR_9_0.046/7.53	In and near the city of Santa Cruz, from Route 1 to north of Fall Creek Drive. Stormwater improvements. (201.335)	SCR 9 South Drainage and Erosion Control Improvements	Implementing Agency: Caltrans Project Phase: Construction Actual RTL Date: 6/23/2020 Contract Acceptance Date: 9/15/2022	$2,381 Award	Doug Hessing 805-835-6568 doug.hessing@dot.ca.gov
PI: 0518000115 AMT: 19495 EA: 05-1K060 PPNO: 2847	SCR_9_10.8/10.8	In Santa Cruz County near Brookdale, south of Western Avenue. Construct side hill viaduct extension with cutoff retaining wall, restore roadway and facilities, and install permanent erosion control. (201.131)	Extend Viaduct Wall	Implementing Agency: Caltrans Project Phase: Construction Actual RTL Date: 6/28/2021 Contract Acceptance Date: 2/8/2023	$1,978 Award	Doug Hessing 805-835-6568 doug.hessing@dot.ca.gov
PI: 0520000046 AMT: 22625 EA: 05-1M650 PPNO: 3024	SCR_1_17/37.45	In Santa Cruz County, on Routes 1, 9 and 236 at various locations. Remove fire debris, burned trees, replace guardrail, drainage systems, timber wall lagging, and signs. (201.130)	CZU August Lightning Complex Fire Restoration	Implementing Agency: Caltrans Project Phase: Construction Actual RTL Date: 8/12/2020 Contract Acceptance Date: 8/1/2022	$13,000	Berkeley Lindt 805-549-3315 berkeley.lindt@dot.ca.gov
PI: 0518000117 AMT: 20869 EA: 05-1K070 PPNO: 2852	SCR_17_8.2/8.2	In Santa Cruz County near Scotts Valley at 0.5 miles south of Sugarloaf Road. Stabilize eroded cut slope at Jarvis Slide. (201.131)	Jarvis Slide Rock Fence	Implementing Agency: Caltrans Project Phase: PS&E/RW Actual RTL Date: 4/27/2022 Contract Acceptance Date:10/24/2023	$3,213 Vote	Nicholas Heisdorf 805-835-6558 nicholas.heisdorf@dot.ca.gov
PI: 0518000125 AMT: 19493 EA: 05-1K120 PPNO: 2874	SCR_9_1/4	In and near the city of Santa Cruz, at north of Vernon Street; also at south of Glengarry road (PM 4.0). Construct sidehill viaducts, restore roadway and facilities, provide erosion control. (201.131)	PM 1.0 and 4.0 Viaduct	Implementing Agency: Caltrans Project Phase: PS&E/RW Actual RTL Date: 6/24/2022 Contract Acceptance Date: 8/22/2025	$11,635	Doug Hessing 805-835-6568 doug.hessing@dot.ca.gov
PI: 0514000039 AMT: 15672 EA: 05-1F620 PPNO: 2530	SCR_152_1.9/R2.0	Near Watsonville, from 0.1 mile east of Beverly Drive to Holohan Road/College Road. Construct accessible pathway, concrete barrier, retaining wall, curb, gutter and sidewalk to meet Americans with Disabilities Act (ADA) standards. (G13 Contingency) (201.361)	Corralitos Creek ADA	Implementing Agency: Caltrans Project Phase: PS&E/RW Actual RTL Date: 6/27/2022 Contract Acceptance Date: 1/2/2024	$1,528	Nicholas Heisdorf 805-835-6558 nicholas.heisdorf@dot.ca.gov
PI: 0512000069 AMT: 9294 EA: 05-0J200 PPNO: 1967	SCR_1_31.9/35.7	On Route 1 in Santa Cruz County near Davenport and south of Waddell Creek from PM 31.9 to 35.7. Replace culverts. (201.151)	Davenport Culvert Replacement	SB-1 Funded Implementing Agency: Caltrans Project Phase: Construction Actual RTL Date: 7/26/2021 Contract Acceptance Date: 3/25/2024	$6,695 Award	Heidi Borders 916-995-4933 heidi.borders@dot.ca.gov

Caltrans District 5 Bi-Annual Project List for **Santa Cruz County**

Minor A and Minor B Projects

Project IDs	Project Location County_Route _Postmile	Project Description	Project Name	Project Details	Construction Cost ($1,000)	Project Manager
PI: 0520000105 AMT: MB001294 EA: 05-1N030	SCR_1_14.9/14.9 SCR_9_6.5/6.5 SCR_152_1.35/1.35	In Various Counties on Various Routes at Various Locations. Various electrical repairs. EFA Contract (Project in MON, SBt, SCR, SLO and SB counties)	D5 Electrical Repairs	Implementing Agency: Caltrans Project Phase: Construction Actual RTL Date: 5/13/2021 Contract Acceptance Date: 8/31/2022	$333	Berkeley Lindt 805-549-3315 berkeley.lindt@dot.ca.gov
PI: 0521000094 AMT: MB000888 EA: 05-1N770	SCR_1_17.064/17.064 SCR_17_0.005/0.005	In various counties on various routes. Left exit signs. EFA Contract in Santa Cruz and Santa Barbara Counties	Left Exit Signs	Implementing Agency: Caltrans Project Phase: Construction Actual RTL Date: 9/20/2021 Contract Acceptance Date: 8/31/2022	$245	Berkeley Lindt 805-549-3315 berkeley.lindt@dot.ca.gov
PI: 0522000031 AMT: MB001512 EA: 05-1P330	SCR_1_R1.0/R1.0	In various counties on various routes Drainage work. EFA Contract in Santa Cruz and Monterey Counties	MON/SCr Drainage Work	Implementing Agency: Caltrans Project Phase: Construction Actual RTL Date: 1/11/2022 Contract Acceptance Date: 8/31/2022	$388	Berkeley Lindt 805-549-3315 berkeley.lindt@dot.ca.gov
PI: 0521000154 AMT: MB001356 EA: 05-1N980	SCR_1_R4.11/13.92	In various counties on various routes at various locations. Replace cameras. Replace batteries. Install census stations. This was a bid job that was advertised twice but failed to receive the minimum number of bids both times. EFA Contract (Project in MON, SBt, SCR, SLO and SB counties)	CTV/MVOS/Census stations	Implementing Agency: Caltrans Project Phase: Construction Actual RTL Date: 6/17/2021 Contract Acceptance Date: 10/31/2022	$270	Berkeley Lindt 805-549-3315 berkeley.lindt@dot.ca.gov
PI: 0522000033 AMT: MB001484 EA: 05-1P350	SCR_9_13.98/13.98	In Santa Cruz County on various routes. Drainage work. EFA Contract in Santa Cruz and Monterey Counties	SCr Drainage Repair	Implementing Agency: Caltrans Project Phase: Construction Actual RTL Date: 12/27/2022 Contract Acceptance Date: 10/31/2022	$333	Berkeley Lindt 805-549-3315 berkeley.lindt@dot.ca.gov
PI: 0522000016 AMT: MA001321 EA: 05-1P280	SCR_1_17.02/17.02	In Santa Cruz County, in Santa Cruz, at Route 1 NB / 17 Separation (Br No. 36-0069R) Replace Damaged Bridge Girder	Separation Girder Replacement	Implementing Agency: Caltrans Project Phase: PA&ED Target RTL Date: 6/16/2023 Contract Acceptance Date: 5/22/2024	$1,250	Terry Thompson 805-503-5013 terry.thompson@dot.ca.gov
PI: 0522000004 AMT: MA001361 EA: 05-1P240	SCR_236_4.27/4.27	In Santa Cruz County, near Boulder Creek at Boulder Creek Bridge (Br No. 36-0006) Place Scour Protection	Scour Mitigation (Br No. 36-0006)	Implementing Agency: Caltrans Project Phase: PA&ED Target RTL Date: 12/4/2024 Contract Acceptance Date: 8/26/2025	$1,250	Terry Thompson 805-503-5013 terry.thompson@dot.ca.gov

Caltrans District 5 Bi-Annual Project List for **Santa Cruz County**

Projects Programmed in the Year: 2021-2022

Project IDs	Project Location County_Route _Postmile	Project Description	Project Name	Project Details	Construction Cost ($1,000)	Project Manager
PI: 0516000078 AMT: 15835 EA: 05-1H470 PPNO: 2655	SCR_9_13.6/15.5	Near Boulder Creek, at San Lorenzo River Bridge No. 36-0052 (PM 13.61) and Kings Creek Bridge No. 36-0054 (PM 15.49). Replace bridges to maintain standards of safety and reliability. (201.110)	San Lorenzo River Bridge & Kings Creek Bridge Replacement	SB-1 Funded Implementing Agency: Caltrans Project Phase: PS&E/RW Target RTL Date: 12/1/2023 Contract Acceptance Date: 11/14/2025	$17,765	Doug Hessing 805-835-6568 doug.hessing@dot.ca.gov

Projects Programmed in the Year: 2022-2023

Project IDs	Project Location County_Route _Postmile	Project Description	Project Name	Project Details	Construction Cost ($1,000)	Project Manager
PI: 0520000055 AMT: 22182 EA: 05-1M730 PPNO: 3025	SCR_17_3.2/3.7	In Santa Cruz County near Santa Cruz at various locations from 0.2 miles south of Scotts Valley Overcrossing to 1.6 miles south of Summit Road Separation. Grind pavement and place Hot Mix Asphalt (HMA), apply High Friction Surface Treatment (HFST), and contrasting surface treatment. (201.010)	Route 17 High Friction Surface Treatement	Implementing Agency: Caltrans Project Phase: PS&E/RW Target RTL Date: 7/29/2022 Contract Acceptance Date: 7/25/2023	$6,923	Heidi Borders 916-995-4933 heidi.borders@dot.ca.gov
PI: 0519000153 AMT: 21770 EA: 05-1M450 PPNO: 3017	SCR_236_5.4/5.4	In Santa Cruz County, on Route 236, near Boulder Creek, at 0.6 mile south of Lodge Road. Construct retaining wall to stabilize slope, widen shoulder, repair pavement, improve drainage systems and install erosion control. (201.131)	Heartwood Hill Embankment Restoration	Implementing Agency: Caltrans Project Phase: PS&E/RW Target RTL Date: 8/15/2022 Contract Acceptance Date: 12/27/2024	$2,521	Doug Hessing 805-835-6568 doug.hessing@dot.ca.gov
PI: 0516000005 AMT: 13752 EA: 05-1G950 PPNO: 2627	SCR_9_8.5/25.5	Near Ben Lomond, from Holiday Lane to 4.7 miles north of the northern junction of Routes 236/9. Replace failed culverts systems and construct energy dissipaters. (201.335)	SCr 9 Upper Drainage and Erosion Control Improvements	Implementing Agency: Caltrans Project Phase: PS&E/RW Target RTL Date: 4/7/2023 Contract Acceptance Date: 3/18/2026	$7,234	Nicholas Heisdorf 805-835-6558 nicholas.heisdorf@dot.ca.gov
PI: 0521000112 AMT: 23330 EA: 05-1H481 PPNO: 2736Y	SCR_1_13.3/13.3	In Capitola, at Soquel Creek Bridge No. 36-0013. Landscape and plant establishment for parent project EA 1H480. (201.119)	Soquel Creek Landscape Planting	Implementing Agency: Caltrans Project Phase: PS&E Target RTL Date: 9/21/2022 Contract Acceptance Date: 9/3/2026	$300	Heidi Borders 916-995-4933 heidi.borders@dot.ca.gov

Caltrans District 5 Bi-Annual Project List for **Santa Cruz County**

Projects Programmed in the Year: 2023-2024

Project IDs	Project Location County_Route _Postmile	Project Description	Project Name	Project Details	Construction Cost ($1,000)	Project Manager
PI: 0518000078 AMT: 19155 EA: 05-1J830 PPNO: 2775	SCR_129_L0.0/0.56	In and near Watsonville, from Route 1 to east of Blackburn Street. Rehabilitate pavement and lighting, replace sign panels, and install Transportation Management System (TMS) elements. Construct new sidewalk, curb ramps, high visibility crosswalks, flashing beacons, and Class 2 and Class 3 bike lanes as complete streets elements. (201.121)	129 Paving, Sign Panels, Lighting, TMS Improvement	SB-1 Funded Implementing Agency: Caltrans Project Phase: PS&E/RW Target RTL Date: 5/1/2024 Contract Acceptance Date: 11/7/2025	$8,440	Nicholas Heisdorf 805-835-6558 nicholas.heisdorf@dot.ca.gov
PI: 0518000093 AMT: 19159 EA: 05-1J960 PPNO: 2843	SCR_1_8.2/26	In and near the cities of Capitola and Santa Cruz, from north of Larkin Valley Road Undercrossing to Laguna Road; also in Monterey County (PM R101.53). Rehabilitate drainage systems, enhance highway worker safety, replace lighting and install Transportation Management System (TMS) elements. (201.151)	SCr 1 Roadside Safety	SB-1 Funded Implementing Agency: Caltrans Project Phase: PA&ED Target RTL Date: 6/12/2024 Contract Acceptance Date: 1/26/2026	$12,389	Heidi Borders 916-995-4933 heidi.borders@dot.ca.gov
PI: 0519000136 AMT: 21693 EA: 05-1M400 PPNO: 3012	SCR_9_6.3/7.2	In Santa Cruz County, on Route 9, near Felton, from Kirby Street to north of Fall Creek Drive. Construct pedestrian and bicycle facilities to improve safety. (201.010)	SR9 Felton Pedestrian Safety Improvements	Implementing Agency: Caltrans Project Phase: PA&ED Target RTL Date: 5/13/2024 Contract Acceptance Date: 2/3/2027	$4,591	Doug Hessing 805-835-6568 doug.hessing@dot.ca.gov

Caltrans District 5 Bi-Annual Project List for **Santa Cruz County**

Projects Programmed in the Year: 2025-2026

Project IDs	Project Location County_Route _Postmile	Project Description	Project Name	Project Details	Construction Cost ($1,000)	Project Manager
PI: 0521000173 AMT: 23331 EA: 05-1H471 PPNO: 2655Y	SCR_9_0.046/0.046	Near Boulder Creek, at San Lorenzo River Bridge No. 36-0052 and Kings Creek Bridge No. 36-0054 (PM 15.49). Landscape mitigation and biological monitoring for parent project EA 1H470. (201.110)	San Lorenzo River Bridge & Kings Creek Bridge Replacement Landscape Mitigation and Biological Monitoring	Implementing Agency: Caltrans Project Phase: PS&E/RW Target RTL Date: 7/16/2025 Contract Acceptance Date: 6/17/2026	$1,400	Doug Hessing 805-835-6568 doug.hessing@dot.ca.gov
PI: 0519000067 AMT: 19952 EA: 05-1M110 PPNO: 2725	SCR_1_17.5/20.2	In and near the city of Santa Cruz, from south of River Street (Route 9) to north of Western Drive. Rehabilitate pavement, reconstruct guardrail, replace sign panels, upgrade facilities to Americans with Disabilities Act (ADA) standards, and update crosswalks and repair Class 2 bike lanes. (201.121)	Santa Cruz Route 1 CAPM	SB-1 Funded Implementing Agency: Caltrans Project Phase: PA&ED Target RTL Date: 9/19/2025 Contract Acceptance Date: 4/7/2027	$8,892	Nicholas Heisdorf 805-835-6558 nicholas.heisdorf@dot.ca.gov
PI: 0519000037 AMT: 19935 EA: 05-1K900 PPNO: 2880	SCR_9_18.897/27.094	Near Boulder Creek and Saratoga, from south of Saratoga Toll Road to Route 35. Rehabilitate pavement and drainage systems, and reconstruct guardrail. (201.121)	Upper SCr 9 CAPM	SB-1 Funded Implementing Agency: Caltrans Project Phase: PA&ED Target RTL Date: 1/15/2026 Contract Acceptance Date: 7/3/2028	$7,529	Doug Hessing 805-835-6568 doug.hessing@dot.ca.gov

Programmed Long Lead Projects

Project IDs	Project Location County_Route _Postmile	Project Description	Project Name	Project Details	Construction Cost ($1,000)	Project Manager
PI: 0518000233 AMT: 19156 EA: 05-1K670 PPNO: 2921	SCR_17_0/12.5	In and near the cities of Santa Cruz and Scotts Valley, from Route 1 to Santa Clara County line at various locations. Construct and install stormwater quality Best Management Practices (BMPs) and rehabilitate drainage systems. (201.335) (Long Lead Project)	Hwy 17 Drainage Improvements	Long Lead Project Project Phase: PA&ED Target RTL Date:11/16/2026 Contract Acceptance Date:7/12/2029	$4,632	Nicholas Heisdorf 805-835-6558 nicholas.heisdorf@dot.ca.gov
PI: 0519000036 AMT: 19939 EA: 05-1K890 PPNO: 2879	SCR_9_0.046/7.5	In and near the city of Santa Cruz, Felton and Brackney, from Route 1 to south of El Solyo Heights Drive. Rehabilitate pavement and drainage systems, upgrade Transportation Management System (TMS) elements, reconstruct guardrail, replace sign panels, upgrade facilities to Americans with Disabilities Act (ADA) standards, and construct sidewalks and Class 2 bike lanes. (Long Lead project)(201.121)	South SCr 9 CAPM	SB-1 Funded Long Lead Project Project Phase: PA&ED Target RTL Date:11/16/2026 Contract Acceptance Date:7/13/2029	$14,724	Doug Hessing 805-835-6568 doug.hessing@dot.ca.gov

Caltrans District 5 Bi-Annual Project List for **Santa Cruz County**

Project Initiation Document Development: SHOPP Cycle 2024

Project IDs	Project Location County_Route _Postmile	Project Description	Project Name	Project Details	Construction Cost ($1,000)	Project Manager
PI: 0519000170 AMT: 19943 EA: 05-1M530 PPNO: 3019	SCR_001_2.683/7.947	Improve inlet/outlet of Drainage System at PM 5.11 and restore wildlife connectivity for sensitive species affected by adjacent projects.	Santa Cruz Long-toed Salamander Connectivity & Drainage Project	Implementing Agency: Caltrans Project Phase: K-Phase Target RTL Date: 6/30/2025	$1,100	Meg Henry 805-801-5160 meg.henry@dot.ca.gov
PI: 0521000181 AMT: 22890 EA: 05-1P180 PPNO: 3074	SCR_001_R5/8.2	Widen existing paved inside shoulder to improve vehicle drift recovery	Inside Shoulder Widening	Implementing Agency: Caltrans Project Phase: K-Phase Target RTL Date: 7/1/2024	$3,500	Terry Thompson 805-503-5013 terry.thompson@dot.ca.gov
PI: 0522000105 AMT: 23573 EA: 05-1P770	SCR_129_0.56/9.99	This project will satisfy mitigation needs of multiple transportation projects that are anticipated to impact wetland and non-wetland waters as well as CRLF, CTS, and Tidewater Goby.	Advanced Mitigation	Implementing Agency: Caltrans Project Phase: K-Phase Target RTL Date: 3/1/2024	$3,558	Meg Henry 805-801-5160 meg.henry@dot.ca.gov
PI: 0522000174 AMT: 20027 EA: 05-1Q150 PPNO: 3105	SCR_152_T2.45/T2.929	Construct curb extension (an extension of a road diet strategy), and high visibility ladder style crosswalk, to enhance pedestrian safety.	Downtown Watsonville Safety Project	Implementing Agency: Caltrans Project Phase: K-Phase Target RTL Date: 7/1/2025	$4,100	Heidi Borders 916-995-4933 heidi.borders@dot.ca.gov
PI: 0522000188 AMT: 20003 EA: 05-1Q250 PPNO: 3106	SCR_001_17.46/17.66	Construct continuous lightings to enhance motorist and pedestrian safety.	SR1/SR9 Junction Lighting Project	Implementing Agency: Caltrans Project Phase: K-Phase Target RTL Date: 7/1/2025	$1,300	Terry Thompson 805-503-5013 terry.thompson@dot.ca.gov
PI: 0521000139 AMT: 22780 EA: 05-1N900 PPNO: 3066	SCR_001_9.8/10	Abandon/Remove Culvert, Construct Retaining Wall/Bridge	Valencia Creek Improvement Project	Long Lead Project Implementing Agency: Caltrans Project Phase: K-Phase Target RTL Date: 7/1/2030	$5,448	Nicholas Heisdorf 805-835-6558 nicholas.heisdorf@dot.ca.gov
PI: 0521000170 AMT: 22734 EA: 05-1P110 PPNO: 3070	SCR_152_T0.31/4.14	Preserve 8.252 lane miles of flexible Class 2 pavement and 9.218 miles of flexible Class 3 pavement using 3R strategy from T0.310 to R2.0 and CAPM strategy from R2.0 to 4.14, rehabilitate/replace drainage structure, replace culverts, rehabilitate traffic signals, upgrade curb ramps, reconstruct guardrail, replace sign panels, and complete streets.	TBD	Long Lead Project Implementing Agency: Caltrans Project Phase: K-Phase Target RTL Date: 7/1/2030	$25,134	Heidi Borders 916-995-4933 heidi.borders@dot.ca.gov

Proposed Future Projects: 2021-Ten Year Plan

Project IDs	Project Location County_Route _Postmile	Project Description	Project Name	Project Details	Construction Cost ($1,000)	Project Manager
PI: 0522000137 AMT: 23388 EA: 05-1Q010 PPNO: 3096	SCR_17_0/12.553	Proposed future project will address SR17 Median Barrier Project in Santa Cruz on State Route 17 from the interchange of 1/17 to the Santa Cruz/Santa Clara County Line	Future Santa Cruz County Proactive Safety Project	Implementing Agency: Caltrans Project Phase: Pre-PID Pre-PID Target RTL Date: 7/1/2028	$1,200	TBD
AMT: 20029	SCR_129_0.56/9.998	Proposed future project will address Pavement in Santa Cruz County on Route 129 From Salsipuedes Creek Bridge to Santa Cruz/San Benito County Line.	Future Santa Cruz County Pavement Project	Implementing Agency: Caltrans Project Phase: Pre-PID Pre-PID Target RTL Date: 7/1/2028	$11,859	TBD

Caltrans District 5 Bi-Annual Project List for **Santa Cruz County**

Project Initiation Document Development: Oversite Projects

Project IDs	Project Location County_Route _Postmile	Project Description	Project Name	Project Details	Construction Cost ($1,000)	Project Manager
PI: 0520000048 EA: 05-1M720 RTP ID: CT-34	SCR_001_31.55/31.55	Replace the existing Scott Creek Bridge with an 800 foot bridge that addresses the needs of the proposed restoration of the Scott Creek Lagoon.	Scotts Creek Coastal Resiliency Project	Implementing Agency: SCCRTC Project Phase: K-Phase Project Status: Active	$26,000	Brandy Rider 805-503-9628 brandy.rider@dot.ca.gov
PI: 0520000015 EA: 05-1M550	SCR_009_4/15.422	Construct operational improvements and complete streets elements, from Henry Cowell Redwood State Park to northerly junction of SR 9/236.	San Lorenzo Valley Complete Streets Corridor Implementation	Implementing Agency: SCCRTC Project Phase: K-Phase Project Status: Active	$7,500	Doug Hessing 805-835-6568 doug.hessing@dot.ca.gov

Project Initiation Document Development: Proposed Oversight Projects

Project IDs	Project Location County_Route _Postmile	Project Description	Project Name	Project Details	Construction Cost ($1,000)	Project Manager
RTP ID: SC-P130, SC-P81	SCR_1_13.19/13.19	SR1 Mission Street intersection upgrades at Chestnut to Western Drive.	SR 1 Mission Street Operational Upgrades	Implementing Agency: County of Santa Cruz Project Phase: CO-OP Not Executed Project Status: Proposed PID For Year 2023/2024	TBD	TBD
RTP ID: CO-P106	SCR_1_TBD SCR_129_TBD SCR_152_TBD	Pajaro River flood control and bridge improvements at SR 1, 129 and 152	Pajaro River Food control Project	Implementing Agency: County of Santa Cruz Project Phase: CO-OP Not Executed Project Status: Proposed PID For Year 2022/2023	TBD	TBD
RTP ID: WAT-27A	SCR_152_T2.503/T2.503	SR 152 Main Street/Freedom Boulevard operational improvements	SR 152 Mainstreet Roundabout	Implementing Agency: City of Watsonville Project Phase: CO-OP Not Executed Project Status: Proposed PID For Year 2024/2025	TBD	TBD

AGENDA: September 22, 2022

TO: Interagency Technical Advisory Committee

FROM: Amy Naranjo and Rachel Moriconi, Transportation Planners

RE: Caltrans Strategic Investment Strategy (CSIS)

RECOMMENDATION:

Staff recommends that the Interagency Technical Advisory Committee (ITAC) review and provide feedback on the Caltrans Strategic Investment Strategy (CSIS).

BACKGROUND

In 2021 the California State Transportation Agency (CalSTA) prepared the Climate Action Plan for Transportation Infrastructure (CAPTI). CAPTI includes strategies for state agencies to implement to reduce greenhouse gas emissions from transportation.

DISCUSSION

Caltrans is seeking input on its draft Interim Caltrans Strategic Investment Strategy (CSIS), which Caltrans is using to evaluate and prioritize projects for funding, including State Highway Operation and Protection Program (SHOPP) and other projects for state and federal funding sources. CSIS is a strategic action item identified as CAPTI Strategy (S) 4.1, which directs Caltrans to develop and implement a new, data- and performance-driven approach to align Caltrans project nominations with the CAPTI Investment Framework.

The CSIS is meant to be a transparent decision-making framework that guides statewide transportation investments from planning to programming and project delivery. By linking State policies and goals from various statewide guiding documents (CTP 2050, CAPTI, Caltrans Strategic Plan) with transportation needs from Caltrans six modal plans, Caltrans anticipates leveraging federal and state discretionary funding, using standardized methodologies and protocols to evaluate, prioritize, and nominate projects for competitive fund programs.

The CSIS clarifies how projects will be evaluated when Caltrans considers projects for funding. It also includes the scoring rubrics Caltrans will use when considering state-sponsored nominations for some competitive funding sources, including SB1

Solutions for Congested Corridors (SCCP), federal INFRA, RAISE, and other grants. While the draft Interim CSIS is a qualitative approach to satisfy S4.1, Caltrans is also working to develop a data- and performance-driven CSIS, which will kick off mid-2023. The Final CSIS will be developed with stakeholder and public engagement to ensure the data and performance-driven method within the Final CSIS is equitably established to satisfy the diversity in the state of California.

Scoring criteria being used in the CSIS include CAPTI Guiding Principles and Program-Specific scoring criteria, which is specific to each fund program and intended to evaluate the competitiveness of the project for that program (Attachments 1 and 2). For comparison purposes, criteria used by RTC in past funding cycles is included as Attachment 3.

ITAC members are encouraged to review the draft CSIS, provide input on evaluation criteria, and submit any comments to CSIS@dot.ca.gov no later than November 14, 2022.

SUMMARY

The ITAC is encouraged to review and provide feedback on the draft Caltrans Strategic Investment Strategy (CSIS), which Caltrans will be using to evaluate and prioritize multimodal projects on the state highway system for funding opportunities.

Attachments

1. CSIS Scoring Criteria: CAPTI Guiding Principles/Framework
2. CSIS Scoring Criteria Questions
3. RTC 2022 RTIP Evaluation Criteria

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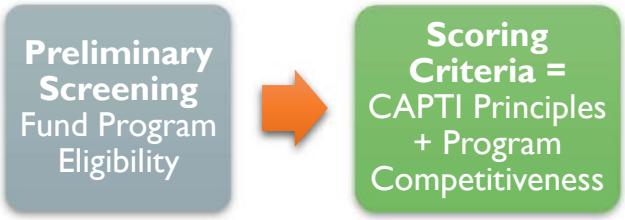
6.2.1 Preliminary Screening and General Scoring

Figure 6.2.1 Preliminary Screening



As the initial step in the scoring process, Investment Planning conducts preliminary screening (Appendix E) of all projects to ensure the projects meet program eligibility before proceeding to the next step.

Projects that pass Preliminary Screening advance to Project Scoring, where projects are evaluated and scored by the committee based on a set of Scoring Criteria (Appendix F) and an associated Scoring Rubric that defines the basis for each score (Appendix G). The scoring criteria consists of the following two key components:

- **CAPTI Guiding Principles:** All projects are evaluated and scored based on CAPTI. Table 6.2.2 indicates which fund programs align with each CAPTI guiding principle.

- **Program-Specific:** This scoring criteria is specific to the fund program and intended to evaluate the competitiveness of the project for that program. This is not applicable for State-Sponsored Non-SHOPP PID program.

It is important to note that while the scoring criteria will satisfy both CAPTI and program-specific, the criteria languages may differ slightly among the different fund programs.

Table 6.2.2 – CAPTI Applicability for Fund Programs

CAPTI Framework	Funding Programs					
	ATP	INFRA	ITIP	RAISE	SCCP	TCEP
Types of Transportation Investments						
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** infrastructure		✓	✓	✓	✓	✓
How to Invest in Clean Transportation						
Strengthening our commitment to social and racial **equity** by reducing public health harms and maximizing benefits to disproportionately impacted **disadvantaged communities**	✓	✓	✓	✓	✓	✓
Making **safety** improvements to reduce fatalities and severe injuries of all users towards zero	✓	✓	✓	✓	✓	✓
Assessing physical **climate** risk		✓	✓	✓	✓	✓
Promoting projects that do not significantly increase **passenger vehicle travel**	✓	✓	✓	✓	✓	✓
Promoting compact **infill development** while protecting residents and businesses from displacement	✓	✓	✓	✓	✓	✓
Developing a **zero-emission freight** transportation system		✓	✓	✓	✓	✓
Protecting **natural and working land**		✓	✓	✓	✓	✓

CSIS Scoring Criteria Questions

Attachment 2

1. **Safety:** Does the project reduce fatalities and severe injuries for all users in alignment with the Safe Systems approach?
2. **VMT:** How does the project impact vehicle miles-traveled (VMT)?
3. **Mode Shift:** Does the project demonstrate potential for mode shift, including to rail, transit, or active transportation?
4. **Public Engagement:** Does the project include and document a meaningful public engagement process, including to underrepresented groups, low-income, environmental justice communities, and/or their Community-Based Organizations?
5. **Benefits to DAC:** Does the project incorporate local community needs that provides benefits to a Disadvantaged Community (DAC)?
6. **Climate Resiliency:** Does the Project improve climate adaptation and resiliency by addressing one or more climate risk(s)?
7. **Natural & Working Lands:** Does the project minimize the impact on natural resources and ecosystems?
8. **Infill Development:** Does the project promote infill development and transportation-efficient land use patterns while protecting residents and businesses from displacement?
9. **ZE Infrastructure:** Does the project include and/or improve access to zero emission vehicle charging or fueling infrastructure?
10. **Leveraging Funds:** Does the project leverage partner funds?

Attachment 3

Evaluation Criteria for RTC 2021 Consolidated Call for Projects

State and federal regulations require state departments of transportation (Caltrans), regions (RTC and AMBAG), and transit agencies to establish and advance projects that meet performance targets. A performance-based approach to transportation planning and programming aims to ensure the most efficient investment of transportation funds, support improved decision-making and increase accountability and transparency. These include measures identified in the *Regional Transportation Plan (RTP)*, *Metropolitan Transportation Plan (MTP), California Transportation Asset Management Plan (TAMP),* federal MAP-21 and FAST Act, State Transportation Improvement Program (STIP) Guidelines, and other state and local plans.

The following summarizes federal, state, and regional performance measures, goals, and/or targets being used to evaluate projects for the RTC's 2021 Consolidated Call for Projects for STBG/RSTPX, STIP, HIP, and CRRSAA funds. It also includes examples of the types of information that could be included in the application to demonstrate how a project is addressing each. Some projects may address only one or two of these, and are not required to address all of them.

1. **Safety:** Reduce transportation related fatalities and injuries and maximize safety for all transportation users (reduce collisions; eliminate hazards)
   - History of collisions in area and description of how proposed safety measure will reduce collisions or address potential hazards
   - Demonstrated countermeasure to reduce collisions, especially fatalities or injuries
   - Reduce speeding; reduce the potential for conflict between bicyclists, pedestrians and vehicles; and/or improve safety, especially for more vulnerable users and transportation disadvantaged (low income, seniors, people living with disabilities, minorities, youth)
   - Reduce major mechanical failures for transit vehicles
   - Address perceived safety or security issues to encourage increased transit ridership, biking, or walking (e.g. add lighting at bus stops)
   - Fill gaps in bicycle or pedestrian network in an area
   - Eliminate hazards, such as trees in roadways, dips in roads; improve drainage
   - Improve access to/for emergency services and emergency evacuation routes

2. **System Preservation/Infrastructure Condition:** Maintain and improve the condition of existing transportation facilities and assets.

- Number of transportation infrastructure maintained, including roadway pavement, bridges, sidewalks, bicycle facilities, transit vehicles and facilities, etc. (e.g., miles of roadways, number of bridges or buses, etc.)
- Increase percentage of facilities in good condition
- Reduce percentage of facilities in poor condition
- Reduce percentage of transit vehicles that have met or exceeded their useful life benchmark
- Extend useful life of a transportation facility or program
- Maintain facilities in a state of good repair
- Sustainable pavement practices

3. **System Performance:** Improve the efficiency of the surface transportation system; improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, support regional economic development; reduce congestion; enhance the performance of the transportation system while protecting and enhancing the natural environment.
   - Reduce emissions, air pollution, greenhouse gas emissions, and/or fuel consumption
   - Reduce number of miles driven (vehicle miles traveled): Reduce number or distance of trips; reduce percent of single-occupancy vehicle travel; shift automobile travel to alternative modes and increase the percentage of trips made using active transportation options, including bicycling, walking, transit or carpool; reduce need for travel
   - Improve reliability and efficiency of the multimodal transportation system: reduce variability in travel times, especially during peak travel periods day-to-day and for transit
   - Reduce delay, especially during peak-hours; reduce annual hours of excessive delay per capita
   - Reduce transit travel times
   - Link multiple jurisdictions – e.g., arterials linking cities and unincorporated towns/population centers
   - Improve freight and goods movement efficiency: Increase freight throughput on existing facilities or services

4. **Access for all**: Expand multi-modal travel options/choices, especially to and within key destinations for all users
   - Address transportation needs of people with limited mobility
   - Increase walking (add new sidewalks, crosswalks, minimize obstacles)
   - Increase bicycling (add bicycle lanes/paths, fill gaps in network, add bicycle box at intersection)
   - Increase public transit access or quality of transit rider experience
   - Fills gap in complete streets network and increase network connectivity by closing gaps in the bike, sidewalk, and transit networks. Indicate if there are no alternate routes.
   - Provide education and encouragement

5. **Health and Equity:** Enhance healthy, safe access to key destinations for transportation-disadvantaged populations.
   - Improve public health: Target health issues such as obesity, physical inactivity, asthma or other health issues
   - Reduce disparities in safety and access for people who are transportation disadvantaged due to age, income, disability, language or minority status.
   - Information showing project serves transportation disadvantaged populations and avoids substantial burdens on a disadvantaged community: project location, destinations served, demographic information showing project serves low income.[1]

Additional Considerations in Project Evaluation:

A. **RTP Consistency:** If projects are included in the 2040 or Draft 2045 Regional Transportation Plan (RTP) Project List, which implements the SB375-mandated Sustainable Communities Strategy (SCS)
   - RTP project number

B. **Consistency with Complete Streets** guidelines and policies, including the Monterey Bay Area Completes Streets Guidebook and/or the California Complete Streets Act (AB1358-2008)
   - Consideration of possible complete streets components appropriate for different street types
   - Integration of complete streets elements into road projects

C. **Consistency with other plans, such as:**
   - Active Transportation Plan, Complete Streets Plan, Bike Plans
   - Transit asset management, Public Transportation Agency Safety Plan (PTASP) and other transit plans
   - General Plans
   - Capital Improvement Programs
   - Unmet Transit Needs
   - Vision Zero/zero traffic fatalities plans
   - Unified Corridor Investment Study (UCS)
   - Local Roadway Safety Plan

[1] Sources for identifying priority population and disadvantaged communities may include, but are not limited to:
- *Santa Cruz County 2040 Regional Transportation Plan (RTP)* definition: Census tracts where greater than 65% of the total population is non-white; census tracts where greater than 65% of households are low income; OR census tracts where greater than 20% of households are in poverty.
- CalEnviroScreen: https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-30
- SB-535/AB-1550 maps: https://webmaps.arb.ca.gov/PriorityPopulations/ (click "OK" on ARB website to view map)
- Median Household Income: https://data.census.gov/cedsci/?intcmp=aff_cedsci_banner
- National School Lunch Program eligibility – at least 75% of public-school students in the project area are eligible to receive free or reduced-price meals: http://www.cde.ca.gov/ds/sd/sd/filessp.asp
- California Healthy Places Index score under 50: https://healthyplacesindex.org/map/

D. **Public engagement:** Provide early and ongoing opportunities for meaningful public participation for all users
   - Information on how the project was identified a priority
   - Outreach that has already occurred
   - Participation from diverse members of the public and transportation disadvantaged communities in project planning
   - Outreach will occur during project planning and/or implementation (e.g., outreach to stakeholder groups, advisory committees, other jurisdictions/agencies, transit, environmental groups, seniors, etc.; surveys, open houses)

E. **Scale of Benefits:** Number of people benefiting from project. Number of anticipated users of a facility, service or program (e.g., number of cars, transit riders, bicyclists and/or pedestrians). Data to support these estimates may include:
   - Current use of facilities/services (e.g., traffic volumes, transit ridership, bicycle and pedestrian counts if available, etc.)
   - Work plan for a program and targeted number of people to use program
   - Destinations served by a project (e.g., employment centers, transit center, retail/commercial area, visitor destination)
   - Modeling information for future use, if available

F. **Potential Risks:** Minimize risk to project implementation.
   - **Funding:** Demonstrate project would be fully funded and identify other funding that has been secured; identify funding available if there are unanticipated cost increases; are there financing options to advance
   - **Schedule:** What are the potential risks to the project schedule? How confident are you in the schedule?
   - **Deliverability:** Ability of agency to complete project; performance on past grants; timing of other projects (ability to consolidate/piggy back, even if one project might otherwise be constructed several years later) - Ex. timed utility upgrades, new development, etc.
   - **Environmental Risks:** Describe risks associated with current and future environmental conditions such as climate change, extreme weather, and seismic activity
   - **Other:** Possible financial, operational/asset risks, strategic/organizational compliance, political, other risks

MEMORANDUM

TO:	**SCCRTC Interagency Technical Advisory Committee**
RECOMMENDED BY:	**Miranda Taylor, Planner, AMBAG**
SUBJECT:	**Draft 2022 Coordinated Public Transit-Human Services Transportation Plan**
MEETING DATE:	**September 22, 2022**

RECOMMENDATION:

AMBAG Staff will provide an overview on the Draft 2022 Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan). SCCRTC ITAC members are asked to provide input and comments on the Draft 2022 Coordinated Plan.

BACKGROUND:

AMBAG is required to develop a Coordinated Plan for the tri-county region. Under the Fixing America's Surface Transportation Act (FAST Act) legislation, this plan must be completed and used in developing grant applications for the Federal Transit Administration (FTA) Transportation for Elderly Persons and Persons with Disabilities (Section 5310) grant program. The plan identifies local transportation needs of individuals with disabilities, older adults, and persons with low incomes, and facilitates applications for the FTA Section 5310 grant program.

The Section 5310 program provides formula funding to assist private, non-profit groups and transit operators in meeting the transportation needs of the elderly and persons with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. The funds are apportioned based on each State's share of population for these groups of people and are awarded to projects through a statewide competitive selection process. Funds may be used for capital or operating expenses. The Coordinated Plan, as required by the 2015 FAST Act, must include the following elements:

- An assessment of available services and current transportation providers (public, private, and non-profit);

- An assessment of transportation needs for seniors and persons with disabilities. This assessment can be based on the experiences and perceptions of the planning partners or on more sophisticated data collection efforts, and gaps in service;
- Strategies, activities, and/or projects to address the identified gaps between current services and needs, as well as opportunities to achieve efficiencies in service delivery; and
- Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities.

DISCUSSION:

The purpose of the Coordinated Plan is to create a plan to improve regional transit for individuals that are elderly, disabled, and/or low-income. This is accomplished through identifying where the transit system can better meet these individual's needs, and then identifying projects and strategies which will help alleviate these shortcomings. The plan also includes a current list of transit services that serve the elderly, disabled, and low-income populations.

The projects and strategies identified in this plan are made eligible for federal funding through the FTA Section 5310 grant program. In the past, this funding source has been used by transit agencies to replace or purchase new paratransit vehicles, as well as for operating expenses.

The Draft 2022 Coordinated Plan is composed of four main chapters, each of which are summarized briefly below.

Chapter 1: Introduction

The introduction provides background on the purpose of the plan, an overview of the federal legislation regarding the requirements of the plan and associated funding sources.

Chapter 2: Transportation Service Providers

This section provides a summary of available public, private and non-profit transportation services throughout the region and within each county.

Chapter 3: Transportation Needs

This section defines transportation disadvantaged people and special needs transportation. This section also examines and lists demographic and economic factors relating to transportation in the region.

Chapter 4: Unmet Needs Assessment

This chapter lists the identified unmet needs for the elderly, disabled, and low income in the tri-county area. Identification of these needs came largely from outreach with stakeholders throughout the region gathered by AMBAG and Regional Transportation Planning Agency (RTPA) staff.

NEXT STEPS:

The Draft 2022 Coordinated Plan will be presented at various meetings throughout the region, including the RTPA's Technical Advisory Committees and other transportation related committees. The Draft 2022 Coordinated Plan is available on the AMBAG website: https://ambag.org/plans/monterey-bay-area-coordinated-public-transit-human-services-transportation-plan. The public comment period will close on October 17, 2022. All comments should be sent to Miranda Taylor, AMBAG, 24580 Silver Cloud Court, Monterey, CA 93940 or via email at mtaylor@ambag.org. Staff will incorporate comments received into the Final 2022 Coordinated Plan which is scheduled to be approved by the AMBAG Board of Directors at its November 9, 2022 meeting.

- **September 15 - October 17, 2022:** 30-Day Public Comment Period
- **September 22, 2022:** SCCRTC Interagency Technical Advisory Committee
- **September 28, 2022:** MST Mobility Advisory Committee
- **October 6, 2022:** TAMC Technical Advisory Committee
- **October 6, 2022:** SBtCOG Technical Advisory Committee
- **October 11, 2022:** SCCRTC Elderly & Disabled Technical Advisory Committee
- **October 2022:** Prepare the Final 2022 Coordinated Plan
- **November 9, 2022:** AMBAG Board of Directors will be asked to adopt the Final 2022 Coordinated Plan

COORDINATION:

The development of the Draft 2022 Coordinated Public Transit-Human Services Transportation Plan has been coordinated with Monterey-Salinas Transit (MST), the Council of San Benito County Governments (SBtCOG), the Santa Cruz County Regional Transportation Commission (SCCRTC),the Santa Cruz Metropolitan Transit District (METRO), the Transportation Agency for Monterey County (TAMC), local non-profits and elderly and disability advocates, as well as the Planning Directors Forum which includes the local jurisdictions and other transportation partners.

MEMORANDUM

TO:	**RTC Interagency Technical Advisory Committee**
FROM:	**Paul Hierling, Senior Planner**
SUBJECT:	**Regional Early Action Planning Grants 2.0 Program**
MEETING DATE:	**September 22, 2022**
RECOMMENDATION:	**DISCUSSION**

AMBAG Staff will provide an update on the Regional Early Action Program (REAP) 2.0 Program. TAC members are asked to provide input for the development of AMBAG's REAP 2.0 program framework.

BACKGROUND/ DISCUSSION:

Regional Early Action Planning Grants of 2021 (REAP 2.0) build on the success of 2019's REAP program but expands the focus by integrating housing and climate goals, and allowing for broader planning and implementation investments, including infrastructure investments that support future housing development. REAP 2.0 is explicitly intended to meet multiple objectives – infill development, housing for all incomes, Vehicle Miles Traveled (VMT) reduction, and affirmatively furthering fair housing (AFFH) in ways that lead to transformative outcomes and accelerate the implementation of regional and local plans to achieve these goals.

The REAP 2.0 Program provides funds to regional governments to accelerate housing production and facilitate compliance with the 6th Cycle of the housing element, including regional housing need allocations. In addition, REAP 2.0 is specifically designed to provide Metropolitan Planning Organizations (MPO) and other Eligible Entities with tools and resources to help implement and advance plans, primarily including Sustainable Communities Strategies (SCS) as part of Regional Transportation Plans to pursue greenhouse gas emission reduction targets through land use and transportation changes. The REAP 2.0 objectives are:

- Accelerating Infill Development that Facilitates Housing Supply, Choice, and Affordability
- Affirmatively Furthering Fair Housing
- Reducing Vehicle Miles Traveled

The REAP 2.0 Program was originally funded with $500 million from the Coronavirus State and Local Fiscal Recovery Funds of 2021 (SLFRF) and $100 million from the State General Fund. The REAP 2.0 Program will be administered by the California Department of Housing and Community Development (HCD) (Department), in collaboration with the Governor's Office of Planning and Research (OPR), the Strategic Growth Council (SGC), and the California Air Resources Board (CARB).

Most of the funds (85 percent) will be allocated directly to the MPOs. The remaining funds are split into a set aside for non-MPO regions for smaller counties and Tribal Entities, as well as a Higher Impact Transformative Allocation for all Eligible Entities. AMBAG's formula share of the MPO funding is $10,133,742.41.

HCD released the draft guidelines for the REAP 2.0 for public review and comment on March 24, 2022. AMBAG submitted comments on April 15. The final guidelines and the notice of funding availability (NOFA) was released on July 27, 2022 (https://www.hcd.ca.gov/docs/grants-and-funding/mpo-reap-2-0-final-guidelines.pdf). AMBAG has begun to conduct outreach to develop priorities, proposed uses, funding amounts and the appropriate blend of planning and implementation, and various other program components. This work will be conducted through a series of meetings and coordination efforts outlined below.

Through the 2022 State budget process, the federal CARES Act funding was swapped for state general funds. This resolved a major concern that many regions had with draft guidelines because the federal funds were extremely restricted with reduced eligible uses.

In early June 2022, AMBAG submitted an advanced application to HCD for funding to deploy an outreach and engagement strategy and develop programs to disperse these funds throughout the region in support of transformative planning that promotes the core program objectives of REAP 2.0: Implementation of AMBAG's Sustainable Communities Strategy and reduction of VMT, accelerating infill housing development, and AFFH.

As AMBAG develops a REAP 2.0 program framework, our full funding application will be driven by the State's final program guidelines and a stakeholder engagement process. Throughout 2022, AMBAG will be conducting outreach to a broad array of stakeholders

to identify programs and partners and develop the full REAP 2.0 application, due to the State by December 2022.

Outreach Activities

AMBAG proposes extensive outreach activities to gather input and feedback on the development of the regional REAP 2.0 Program. In early July 2022, AMBAG released a public opinion survey asking for feedback on how AMBAG should structure its regional REAP 2.0 program. A more extensive survey targeting potential eligible applicants was released in early August 2022 to provide additional input on what the priorities should be and what the needs are for AMBAG's REAP 2.0 program.

Listening sessions and/or workshops will be scheduled for Fall 2022 to gather additional feedback once priorities have been identified from the surveys and as framework options are developed.

In addition, AMBAG will work with the local jurisdictions and our local/regional transportation partners through the Planning Directors Forum and Technical Advisory Committees to gather input and to help develop framework options for REAP 2.0 funding.

Ultimately, the AMBAG Board of Directors will be asked to approve a proposed framework for the REAP 2.0 program and direct staff to submit the final application to HCD at its November 2022 meeting.

Timeline

- Summer 2022 – HCD releases final guidelines and notice of funding availability
- Summer/Fall 2022 – Outreach activities and development of REAP 2.0 program framework
- December 31, 2022 – Deadline to submit application for REAP 2.0 Program funds and include a budget, amounts retained by the regional agency and any sub-allocations, and an education and outreach strategy
- Spring/Summer 2023 – Develop AMBAG's regional competitive grant program including criteria, application, etc.
- Summer/early Fall 2023 – Applications due for AMBAG's competitive grant program
- Late 2023/early 2024 – AMBAG awards regional competitive grants and enters into funding agreements with grant applicants
- June 30, 2024 – Deadline for REAP 2.0 recipient to encumber funds
- June 30, 2026 – Deadline for REAP 2.0 funds to be expended

Next Steps

AMBAG will host two virtual information/listening sessions to share an overview of the REAP 2.0 program in later September and early October 2022. Attendees will learn about the program development timeline and upcoming opportunities to provide input on the program. During the virtual sessions, AMBAG staff will present our approach for developing the REAP 2.0 Program. Following the presentation, participants will be encouraged to submit comments to provide feedback on the development of AMBAG's REAP 2.0 Program.

Date: Monday, September 26, 2022
Time: 1:30pm-2:30pm
Zoom Webinar
Link: **https://us06web.zoom.us/j/83109858731?pwd=MzdZeGtjejVmSW5EaSt4cnM1djB6dz09**
Passcode: 477826

Date: Thursday, October 13, 2022
Time: 2:00pm-3:00pm
Zoom Webinar
Link: **https://us06web.zoom.us/j/89371440680?pwd=TlJvTGZJT3MxRzBjRjFDaytmcFZLdz09**
Passcode: 613721

AMBAG will continue to develop the AMBAG regional REAP 2.0 Program framework and conduct stakeholder outreach. In fall 2022, the AMBAG Board will be asked to review and approve the proposed program framework. AMBAG is scheduled to submit the final application to HCD in December 2022.