

# Caltrans Planning Update

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SCCRTC ITAC MEETING

APRIL 20<sup>TH</sup>, 2023



# Agenda

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1. Objective
2. Statewide Activities
  - California Freight Mobility Plan 2023
  - Caltrans System Investment Strategy (CSIS)
  - 2023 California State Rail Plan
  - Complete Streets' Journey
3. District Activities
  - AMBAG Freight Study
  - SR-17 Resiliency and Adaptation Plan
  - First/Last Mile Transit Connectivity and Mode Shift Study
4. Questions and/or Discussion

# Objective

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1. To **highlight Caltrans' planning activities** recently and/or currently occurring at both the Statewide and the District level.
2. To provide **notice of activities that may interest or impact** agencies and jurisdictions within Santa Cruz County.
3. To **highlight** potential **opportunities for providing input** on current or upcoming activities.

# Statewide Activities

12 Caltrans Districts

1. California Freight Mobility Plan 2023
  - Coming soon
2. Caltrans System Investment Strategy (CSIS)
3. 2023 California State Rail Plan
  - Open for public comment by **May 10<sup>th</sup>**
4. Complete Streets
  - Director Policy (DP)-37
  - Complete Streets Action Plan 2022-23
    - Complete Streets Progress Report (March 2023)
  - District 5 Caltrans Active Transportation (CAT) Plan (2021)
  - Design Information Bulletin (DIB)-94
    - Open for public comment by **May 10<sup>th</sup>**



# California Freight Mobility Plan 2023

- Required every 4 years
- Complies with CA State Assembly Bill 14, Lowenthal, and the Federal Infrastructure Investment and Jobs Act (IIJA) *to receive funding from the National Highway Freight Program*
- CA Freight Advisory Committee (CFAC)
  - The primary TAC in development of the Plan
  - Meets 2-4 times per year to help develop the plan.
  - Membership requirements and application may be found at:

[Here](#)

***“The CFMP is a comprehensive plan that governs the immediate and long-range planning activities and capital investments by the state with respect to freight movement.”***



# California Freight Mobility Plan 2023

- The Plan is being drafted now
- The public review period is anticipated to be: **April 25 to May 12**

- **Website:**

<https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/strategic-freight-planning>

- **Contact for Questions:**

Sheridan Nansen,  
[sheridan.nansen@dot.ca.gov](mailto:sheridan.nansen@dot.ca.gov)



# Caltrans System Investment Strategy (CSIS)

## What is the CSIS?

- Guidance on Caltrans investment prioritization process
- Scoring Criteria to guide prioritization

## When was the CSIS developed?

- CSIS 1.0 (Interim CSIS) - Complete
- CSIS 2.0 - Public Review June, 2023
- Future iterations planned based on partner feedback



# CSIS Overview

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- The CSIS presents a transparent decision-making framework that guides statewide transportation investments from planning to programming and project delivery.
- CSIS guides how Caltrans nominates the best projects that includes multimodal transportation options to expand mode choices and reduce transportation related emissions.

## **CAPTI S4.1**

Develop and Implement the CSIS to Align Caltrans Project Nominations with the CAPTI Investment Framework.





### CSIS Scoring Criteria Overview:

- Mode Shift
- VMT
- Public Engagement
- Disadvantaged Communities
- Safety
- Zero-Emission Infrastructure
- Climate Adaption and Resiliency
- Natural Resources and Ecosystems
- Infill Development
- Leverage Funds
- Freight Movement

# CSIS Prioritization Process

# RAIL PLAN

California State  
Rail Plan



## California State Rail Plan

Comments due via email by **May 10<sup>th</sup>**

Email for Comments & Questions: [RailPlan@dot.ca.gov](mailto:RailPlan@dot.ca.gov)

Website: <https://dot.ca.gov/programs/rail-and-mass-transportation/california-state-rail-plan>





# 2023 California State Rail Plan

Draft released March 10th

- **Reaffirms the statewide vision**
  - Integrated statewide rail and transit network
  - Seamless transfers
  - Provides capacity for robust growth in passenger and freight rail
- **Advises priorities for state investment**
  - Near term (5 year), Mid term (10 year) and Long term (2050) capital projects
  - Phased implementation of improvements
  - Addresses climate change and resiliency
- **Devises implementation strategies**
  - Highlights transition to zero emission operations by 2050
  - Contactless, open-loop payments

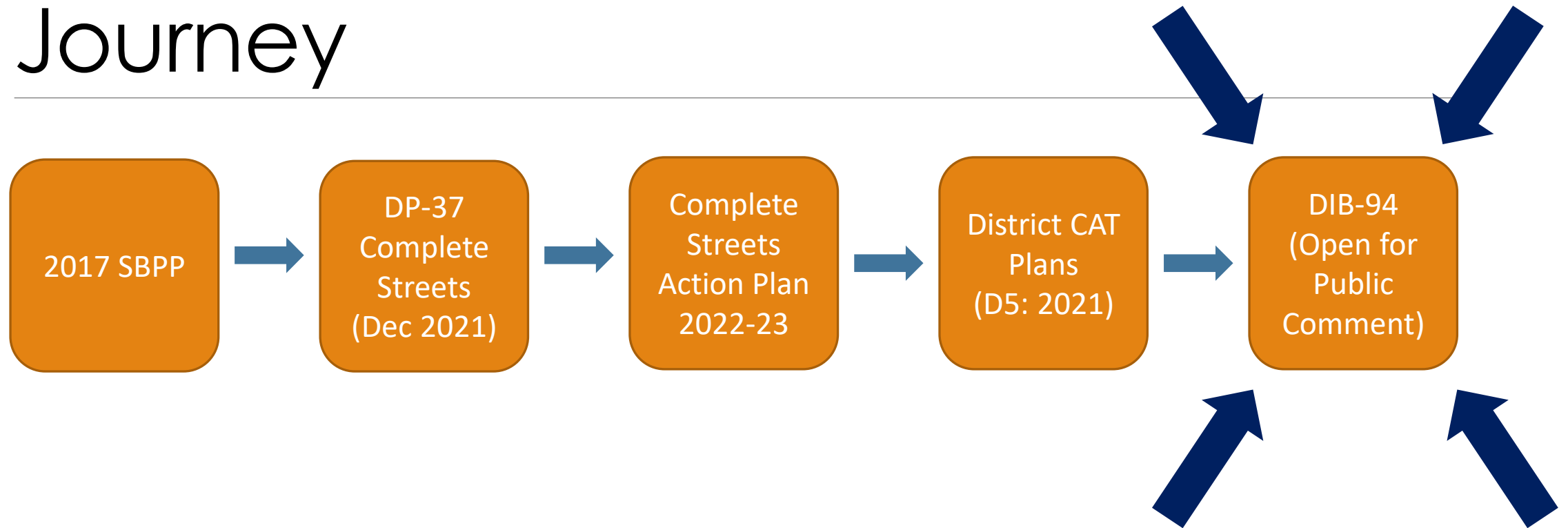




# Complete Streets Journey

2021 - Present

# Journey



# Journey: Big Step in Policy

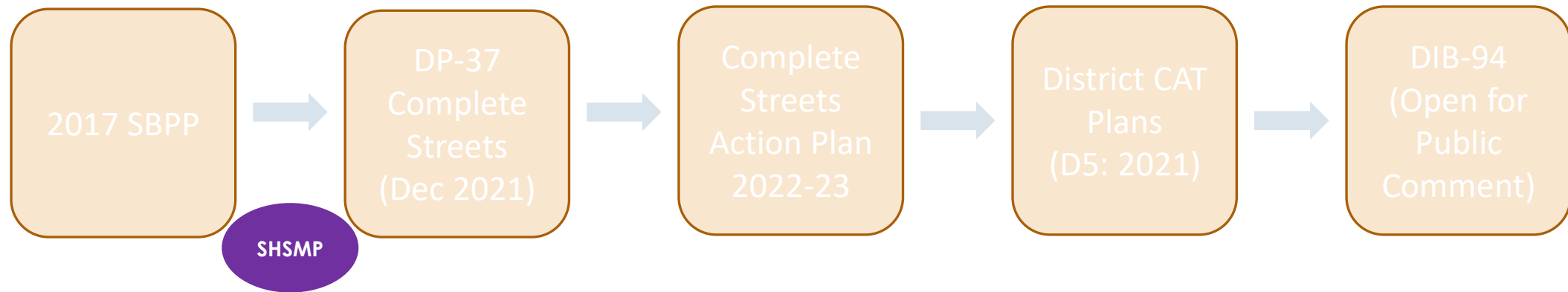


## 2017 State Bicycle & Pedestrian Plan (SBPP): Toward an Active California

- California's first statewide policy-plan to support those walking and bicycling through 4 objectives, 15 strategies, and 60 implementation actions.
- This Plan formalized a baseline approach, but it did not provide funding.
- **Progress Reports:**
  - To promote transparency and movement towards Caltrans' goals, the SBPP released a Progress Report in March 2023
  - The Report may be found [HERE](#).



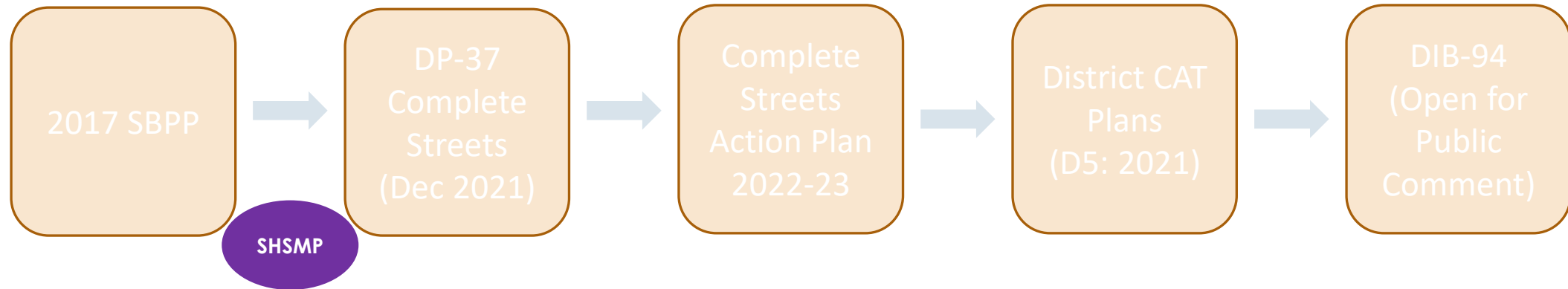
# Journey: Primary Funding Mech.



## State Highway System Management Plan (SHSMP):

- Developed every 2 years
- Is developed by the Caltrans' Executive Team to provide a transparent system of data-based funding across the State.
- Considers existing "need" & available funds -> Defines asset categories & associated "performance" goals for each category for each District -> Apportions Caltrans' funds to meet those goals = "SHOPP funds" (not a magic pot of money)

# Journey: Connecting CS to SHOPP



## 2021 State Highway System Management Plan (SHSMP):

- Prior to 2021's SHSMP, creativity was required to implement CS using SHOPP funds as SHOPP funds were associated with other assets (e.g. Pavement, culverts, bridges)
- During these years, Districts relied heavily on partners to fund CS in SHOPP projects
- Following earlier pilots and efforts, the 2021 SHSMP added 2 new asset categories for CS (performance metrics (e.g. linear feet of Xwalk, Sidewalk, Bike Lanes) & dedicated funds)
- The CS categories & associated funds linked SHOPP projects & Complete Streets efforts
- There are always more identified need than funds

# Journey: Shift truly begins



## Director's Policy (DP)-37:

- With CS having measurable outcomes/performance, & SHOPP now providing funds to meet those performance metrics, guidance was needed for implementing CS in SHOPP projects.
- DP-37 recognizes the role that Complete Streets have on the SHS & directs all Caltrans' funded or overseen projects to provide CS elements unless an exception is documented and approved.
- Provides a formal process for identifying CS opportunities & documenting when CS facilities are not included. i.e. The Complete Streets Decision Document (CSDD).
- Applies to projects who's PIDs were approved **after: February 11, 2021**
- A copy of DP-37 may be found [HERE](#).

# Journey

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## **Complete Streets Action Plan 2022-23:**

- Provides a roadmap of actions and a system of tracking to measure Caltrans' progress towards including Complete Streets within the State Highway System per DP-37.
- The Action Plan may be found [HERE](#).

# Journey

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## District 5 Caltrans Active Transportation (CAT) Plan:

- Following the 2017 Statewide Bicycle and Pedestrian Plan, Caltrans initiated an effort to **identify** Bicycle and Pedestrian needs along the State Highway System and to **sort** those needs by “Tier”
- The District CAT Plans are **NOT** a project list
- The District 5 CAT Plan may be found [HERE](#).

# Journey

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## **Design Information Bulletin (DIB)-94:** [Found Here](#)

- Statewide guidance for Complete Streets design
- Where DIB-94 is applied, the standards in the DIB will supersede the Highway Design Manual.
- **DIB-94 is now available for Public Comment via an Excel “Comment Matrix” (found [HERE](#)) to be emailed in to [Complete.Streets@dot.ca.gov](mailto:Complete.Streets@dot.ca.gov).**



# District 5 Activities

5 Counties

3 MPOs

- AMBAG
- SLOCOG
- SBCAG

3 RTPAs

- SCCRTC
- SBCOG
- TAMC



1. What happens when Plans are complete?
2. Current and Recent Activities

# District 5 Activities

5 Counties

3 MPOs

- AMBAG
- SLOCOG
- SBCAG

3 RTPAs

- SCCRTC
- SBCOG
- TAMC

## 1. What happens when Plans are complete?

- Development of a Caltrans Project
  - Assets for funding categories are identified based on their condition
  - Planning creates a Transportation Planning Scoping Information Sheet (TPSIS) which looks at the assets under consideration and the context surrounding those assets.
    - The context provided by the TPSIS showcases opportunity to add relevant scope by identifying other needs within the proposed area of focus. (This is where Planning Documents come in)
  - Project Initiation: Enter the PID Phase
    - During the PID phase, the Design Team works to fine tune the scope, cost, and schedule of the project.

During the TPSIS development and the PID phase, relevant Planning documents are reviewed, including both local and Caltrans plans.

Completed Plans can also help meet qualifications requirements for certain State and Federal funds.

Completed Plans can help identify areas for further study (SR-17 Access Management Plan -> SR-17 Resiliency and Adaptation Plan)

# Transit Planning + Corridor Plans



AMBAG Freight Study  
***In Development***



State Route 17 Resiliency and Adaptation Plan  
***In Development***



First/Last Mile Transit Connectivity and Mode Shift Study  
***Planned and Funded***

# AMBAG Freight Study

- **Objective:**

The Study will function as the long range freight strategy for the Central Coast Region. The Central Coast includes three Metropolitan Planning Organization (MPO) regions and five counties: Santa Barbara, San Luis Obispo, Monterey, San Benito, and Santa Cruz. The Central Coast's economy is driven by freight-dependent industries, notably agriculture, manufacturing, and food processing. The Study will establish a framework for maintaining the economic health of freight-dependent industries while also improving livability and the environment. The Study will advance sustainable freight improvements and position projects to be in alignment with state planning priorities. Study elements will include identification of significant freight system trends, needs, and issues, with particular focus on Zero Emissions Vehicle (ZEV) infrastructure needs, sustainable freight strategies, and innovative approaches to freight management and freight technologies.

- **Timeline:**

AMBAG has just selected a consultant and the Study will conclude 6/30/25.

- **Upcoming Partner Involvement:**

Dates have yet to be set since the consultant has just come on board. AMBAG will reach out when schedules have been coordinated.

# State Route 17 Resiliency and Adaption Plan

- Objective is to increase resilience to climate change by exploring adaptation planning projects along the corridor, while providing safety and maintaining a high-quality transportation system.
- Will double as a Corridor Plan
- Request for Proposals released in March



**Caltrans D5 Lead:**

Matt Welker

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# First/Last Mile Transit Connectivity and Mode Shift Study

District-wide plan to identify corridor needs to support transit operations, access to transit stops/hubs, and foster reliable transit service. This Study will identify needs on and adjacent to the State Highway System.

Just funded and now moving forward

A version of this Study will be implemented in each District

**District Transit Rep:** Alex Lopez  
[Alexander.Lopez@dot.ca.gov](mailto:Alexander.Lopez@dot.ca.gov)



# First/Last Mile Transit Connectivity and Mode Shift Study

## Considerations:

- Transit infrastructure on the SHS
- Integrating transit access with other modes
- Enhancing transit operations via existing Caltrans assets
- Sidewalk gaps on SHS linking to transit stops
- Bicycle markings/striping
- ADA curb ramps at transit stops



***Transit stop on SR 246 with no sidewalk access***

# Summary

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## Statewide

- California Freight Mobility Plan 2023
- Caltrans System Investment Strategy (CSIS)  
(Public review targeted for June 2023)
- 2023 California State Rail Plan  
(open for comments- Due May 10th)
- Complete Streets: DIB-94  
(open for comments- Due May 10th)

## District 5

- AMBAG Freight Study
- SR-17 Resiliency & Adaptation Plan
- First/Last Mile Transit Connectivity and Mode Shift Study

