



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

AGENDA
Thursday, January 18, 2024
1:30 p.m.

In-Person Meeting

SCCRTC Office: 1101 Pacific Ave, Suite 250
Santa Cruz, CA

Remote Participation

Remote participation for a) members of the public, b) nonvoting committee members/alternates, or c) voting Committee members unable to attend in person due to an emergency or for cause per AB2449 (*see end of agenda for more information and provide AB2449 justification prior to the meeting*)

<https://us02web.zoom.us/j/87482198801?pwd=TDNjZDF3aloyenFRRU5OQmZpKzBKdz09>

Meeting ID: 874 8219 8801; Passcode: 250250

Alternately participants may dial-in: 1-669-900-9128

Alternate In-Person Location

Caltrans District 5 - 50 Higuera St, Room 125, San Luis Obispo, CA

Any members of the public attending from the Caltrans office in SLO will need to check in at the building's front desk and inform security that they are meeting Orchid Monroy-Ochoa of Caltrans Regional Planning.

NOTICE:

- See the end of this agenda for details about access for people with disabilities, translation services and other information.
- **Servicios De Traducción/ Translation Services:** Si gusta estar presente o participar y necesita información o servicios de traducción al español, por favor llame por lo menos con tres días laborables de anticipo al (831) 460-3218 o email info@sccrtc.org y diríjase a las últimas páginas.
- **Agendas Online:** To receive email notification when the RTC Measure D Taxpayer Oversight Committee meeting agenda packet is posted on our website, please call (831) 460-3200 or visit <https://sccrtc.org/about/esubscriptions/>

1. Call to Order
2. Roll Call/Introductions
3. Consider any AB 2449 requests by voting members to participate remotely

4. Additions, deletions, or other changes to consent and regular agendas
5. Oral Communications on Matters Not on the Agenda

Members of the public may address the Committee on any item within the jurisdiction of the Committee that is not already on the agenda. At the discretion of the chair, the amount of time for oral communications may be limited. Committee members will not take action or respond immediately to any Oral Communications presented but may choose to follow up at a later time, either individually, or on a subsequent Committee agenda.

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.

6. Approve Minutes of the November 16, 2023 ITAC meeting
7. Caltrans Draft 2024 State Highway Operation and Protection Program (SHOPP) – Comments due January 19
8. Notice: Draft Locally Sponsored Project Initiation Document (PID) Evaluation Guidance (Guidance) – Comments due February 13
9. Notice: Caltrans System Investment Strategy (CSIS) Workshops

REGULAR AGENDA

10. Central Coast Sustainable Freight Study
 - a. Presentation from Paul Hierling and AMBAG consultants
 - b. Memorandum, AMBAG
11. 2024 Legislative Program
 - a. Staff report, Tommy Travers
12. Draft Regional Transportation Plan (RTP) Goals and Policies, Project Lists and Maps
 - a. Staff report, RTC Staff

13. Status of transportation projects, programs, studies and planning documents
 - a. Verbal updates from ITAC members
 - b. RTC updates
14. Funding Program Opportunities and Updates
 - a. [Active Transportation Program](#) (ATP)
 - [Quick-Build Webinar](#) 1/23 9:00am-11:00am
 - Debrief from 1/16-17 Monterey Bay Meetings
 - [Rubrics Workshop](#) 2/5 9:00am-11:00am
 - b. SB1 Cycle 5 CTC Competitive Programs: [Workshops](#) – Local Partnership Program ([1/30](#)); Trade Corridor Enhancement Program ([1/31](#)); Solutions for Congested Corridors Program ([2/2](#))
 - c. [California's National Electric Vehicle Infrastructure \(NEVI\) Formula Program](#) (due 1/26/24)
 - d. Federal Notices and deadlines:
 - [Accelerated Innovation Deployment \(AID\) Demonstration Program](#) (due 1/23/2024)
 - [All Stations Accessibility Program \(ASAP\)](#) (due 1/30/2024)
 - [Advanced Transportation Technology and Innovation \(ATTAIN\) Program](#) (due 2/2/2024)
 - [FY 2022-23 Accelerating Advanced Digital Construction Management Systems Program](#) (due 2/12/2024)
 - [Innovative Coordinated Access and Mobility \(ICAM\)](#) (due 2/13/2024)
 - [Bridge Investment Program, Planning Project Grants and Bridge Project Grants](#) (due dates vary for planning and capital)
 - [Bridge Investment Program, Large Bridge Project Grants](#)
 - [Building Resilient Infrastructure and Communities \(BRIC\)](#) – (due 2/28/2024)
 - [Rebuilding American Infrastructure with Sustainability and Equity \(RAISE\)](#) (due 2/28/2024)
 - [Port Infrastructure Development Program](#) (final FY 2024 NOFO will be published on or before 2/16/2024; due ~4/30/2024)
 - [Climate Pollution Reduction Grants](#) to either design climate action plans to reduce GHG emissions and pollutants while boosting capacity and quality of life of local communities or implement

projects identified in Priority Climate Action Plans. This is also a rolling EPA opportunity, which offers a variety of [CPRG Training, Tools and Technical Assistance](#). The deadline to apply to the general competition is **4/1/24**. [Sign up for the EPA Climate Pollution Reduction Grant Program Newsletter](#).

- [Environmental and Climate Justice Community Change Grants Program](#) to implement place-based pollution reduction, workforce development, community engagement and other environmental and climate justice activities investments. (ongoing)

- e. USDOT [Frequently Asked Questions on Incorporating Accessibility in Transportation Projects](#): Information on accessibility-related requirements for project sponsors and best practices throughout the transportation project planning process.

15. Next Meeting and Future Items – The next ITAC meeting is scheduled for 1:30pm on **February 15, 2024 at the RTC conference room, 1101 Pacific Ave, Ste 250**. ITAC meetings will be canceled if there are no action items to be brought before the committee.

Adjourn

SERVICIOS DE TRADUCCIÓN/ TRANSLATION SERVICES: *Si gusta estar presente o participar en juntas de la Comisión Regional de Transporte del condado de Santa Cruz y necesita información o servicios de traducción al español por favor llame por lo menos con tres días laborables de anticipo al (831) 460-3200 para hacer los arreglos necesarios. (Spanish language translation is available on an as needed basis. Please make advance arrangements at least three days in advance by calling (831) 460-3200.)*

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: Agendas are posted online (<https://sccrtc.org/meetings/inter-agency/agendas/>) at least 72 hours prior to the meeting. Full agenda packets, including handouts and other documents relating to items on the agenda, are also posted online. To receive email notification when the Committee meeting agenda packets are posted on the RTC website, please fill out the e-subscription form on the website: <https://sccrtc.org/about/esubscriptions/> or call (831) 460-3200.

REMOTE PARTICIPATION –Committee Members (AB2449)

This meeting is being held in accordance with the California Brown Act. Under traditional Brown Act rules, members of the committee may attend by teleconference if the location they are attending from is also open to the public to participate and the remote meeting location is listed on the agenda. Members of the committee may also attend via zoom to two times per year due to an emergency or for cause according to requirements set forth in AB2449, as long as a quorum of the committee is present in person at the RTC office.

- AB 2449 defines "just cause" as:
 - Care of a child, parent, grandparent, grandchild, sibling, spouse, or domestic partner;
 - a contagious illness that prevents a member from attending in person;
 - a need related to a physical or mental disability as defined by statute; or
 - travel while on official business of the RTC or another state or local agency
- AB 2449 defines "emergency circumstances" as a physical or family medical emergency that prevents a member from attending in person. The committee member must provide a general description of the circumstances relating to your need to appear remotely at the given meeting (not exceeding 20 words). Medical condition does not need to be disclosed. The ITAC must take action to approve the request to participate due to an emergency circumstance at the start of their regularly scheduled meeting.

REMOTE PARTICIPATION - Public

The public may participate in the meetings of the Regional Transportation Commission (RTC) and its committees in person or remotely via the provided Zoom link. If technical difficulties result in the loss of communication for remote participants, the RTC will work to restore the communication; however, the meeting will continue while efforts are being made to restore communication to the remote participants. 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.

PARTICIPACIÓN REMOTA – El público

El público puede participar en las juntas de la Commission Regional de Transporte (RTC) en persona o remotamente a través del enlace Zoom proporcionado. Si problemas técnicos resultan en la pérdida de comunicación con quienes participan remotamente, la RTC hará lo posible por restaurar la comunicación. Pero, la junta continuara mientras se hace lo posible por restaurar la comunicación con quienes participan remotamente. A los miembros del público que participan por Zoom se les indica que permanezcan en silencio durante los procedimientos y que hablen solo cuando se permitan comentarios públicos, después de solicitar y recibir el reconocimiento del presidente

Zoom Meeting Tips: Meeting attendees are strongly encouraged to use the Zoom app for best reception. Prior to the meeting, participants can download the Zoom app at: <https://zoom.us/download>. A link to simplified instruction for the use of the Zoom app is: <https://blog.zoom.us/video-communications-best-practice-guide/>

ACCESSIBILITY/ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES: The Santa Cruz County Regional Transportation Commission does not discriminate on the basis of disability and no person shall, by reason of a disability, be denied the benefits of its services, programs, or activities. This meeting location is an accessible facility. If you wish to attend this meeting and require special assistance in order to participate, please contact RTC staff at 460-3200 (CRS 800/735-2929) at least three working days in advance of this meeting to make arrangements. People with disabilities may request a copy of the agenda in an alternative format. As a courtesy to those persons affected, please attend the meeting smoke and scent-free.

TITLE VI NOTICE: The RTC operates its programs and services without regard to race, color and national origin in accordance with Title VI of the Civil Rights Act. Any person believing to have been aggrieved by the RTC under Title VI may file a complaint with RTC by contacting the RTC at (831) 460-3212 or 1101 Pacific Avenue, Ste 250, Santa Cruz, CA 95060 or online at <https://sccrtc.org/about/title-vi-civil-rights-program/>. A complaint may also be filed directly with the Federal Transit Administration to the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.



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

DRAFT MINUTES

Thursday, November 16, 2023, 1:30 p.m.

In Person: RTC Conference Room, 1101 Pacific Ave, Ste 250, Santa Cruz, CA

Online: Zoom

Remote: Caltrans District 5, San Luis Obispo

ITAC Members Present:

County Public Works	Tim Bailey
Capitola Public Works & Planning Proxy	Kailash Mozumder
Santa Cruz Public Works	Matt Starkey
Santa Cruz Planning Proxy	Claire Gallogly
Scotts Valley Public Works & Planning Proxy	Steve Jesberg
Watsonville Public Works	Murray Fontes
Watsonville Community Development	Justin Meek
Association of Monterey Bay Area Governments	Regina Valentine
California Department of Transportation	Paul Guirguis (online)
Ecology Action-Transportation Programs	Piet Canin
Santa Cruz Metropolitan Transit District and 1 Proxy	John Urgo (AB2449)
University of California at Santa Cruz (UCSC)	Oxo Slayer

Non-Voting Committee Members/Alternates Attending Remotely:

AMBAG Alternates: Paul Hierling
Caltrans Alternates: Malinda Gallaher, Evelyn Frederic
UCSC: Georgina Arias

RTC Staff Present - In Person: Luis Mendez, Rachel Moriconi, Amy Naranjo

RTC Staff Participating Remotely: Brianna Goodman (for Item 7)

Others Participating Remotely

Judy Gittelson	Barry Scott
Eduardo Montesino	Faina Segal
Nathan Nguyen	Ben Vernazza
Larry Pageler	

- 1. Call to Order:** Chair Matt Starkey called the meeting to order at 1:32p.m.
- 2. Roll Call/Introductions:** Introductions were made. It was noted that Paul Guirguis was attending via teleconference as a voting member under the Brown Act, with Caltrans District 5 noticed as alternate in-person location on the agenda.

3. **Consider AB2449 request(s) for voting members to participate in the meeting remotely:** John Urgo participated via teleconference due to a AB2449-defined “just case.”
4. **Additions, deletions, or changes to consent and regular agendas:**
Item 7 was moved before Item 6.

CONSENT AGENDA

5. **Approved Minutes of the October 19, 2023, ITAC meeting** with modifications from Claire Gallogly to Item 10 to correct the spelling of Miguel Lizarraga’s last name and to reflect that the Murray Street Bridge construction bid opening is now scheduled for 12/5/23.

The Committee unanimously approved a motion (Gallogly/Fontes) approving the consent agenda, as amended, with Members Gallogly, Starkey, Bailey, Meek, Fontes, Valentine, Guirguis, Slayer, Mozumder, Jesberg, and Urgo voting “yes”. Canin abstained.

REGULAR AGENDA

6. **Status of transportation projects, programs, studies, and planning documents** (*Discussed after Item 7*)

ITAC members and RTC staff provided updates on projects, programs, studies, planning efforts, and storm damage.

Watsonville: Justin Meek reported on the General Plan update: the city is looking at various possible growth scenarios, including development at the airport and designs for corridors around the city, such as the East Lake Drive Corridor, which could result in road diets and protected bike lanes on some roadways. The General Plan update is “place making” rather than land use focused.

Murray Fontes reported the city is soliciting proposals to update its road maintenance program (which is now five years old) and plans to hire a Pavement Management Program Manager.

AMBAG: Regina Valentine reported AMBAG approved REAP 2.0 funds for Santa Cruz METRO to build affordable apartments above the Watsonville METRO station and funds for affordable housing units in the Scotts Valley Town Center.

Ecology Action: Piet Canin reported that Biketober wrapped up and had the highest participation ever. Ecology Action received a grant from the

California Energy Commission and PG&E to bring EV charging to multi-family housing areas.

Capitola: Kailash Mozumder reported that the Capitola Road project from 41st Avenue to 30th Avenue is underway. Concrete curb ramps are completed, with asphalt paving timing weather dependent.

Scotts Valley: Steve Jesberg reported on winterization projects, bids for Scotts Valley Drive, city-wide paving projects, and that a new Director of Public Works has been hired and it was his last day as Interim Public Works Director.

Santa Cruz: Matt Starkey reported that paving work on Ocean Street is almost complete. Holes on West Cliff Drive are being filled in, with construction expected to be completed in January.

County of Santa Cruz: Tim Bailey reported the County is wrapping up its 2023 Paving Project on roadways countywide. He also reported on crosswalk upgrades and that work at about 20 storm damage sites is planned to be completed by the end of the year. Three roads that are still closed are expected to reopen next year.

METRO: John Urgo reported that the Reimage Metro “First Wave” of service changes, increasing service 10%, go into effect on December 21st. Updated maps will be available online shortly. In February 2024, METRO will be moving the Santa Cruz transit center for use during reconstruction of Pacific Station.

Caltrans: Paul Guirguis reported that Highway 35 over Bear Creek Road, which is a connection between San Lorenzo Valley (SLV) and Highway 17, will open to one-way reverse traffic in early December. Night work is scheduled on Highway 9. A new pedestrian beacon on Highway 1 is up and running. He also reported that California was selected as a hydrogen hub, providing support for hydrogen powered transportation.

RTC: Rachel Moriconi reported that the RTC’s Bicycle Advisory Committee would like to work with public works departments, Caltrans, and RTC to develop safety standards in construction zones for bicyclists (and pedestrians). Construction signage and detours often result in safety concerns for bikes and pedestrians. She encouraged each agency to identify someone on their staff to meet with Bicycle Committee representatives to develop solutions. She also reported that the RTC is soliciting input on bridge aesthetics for the Highway 1/Segment 12 trail project. There will be meetings and online opportunities for people who want to learn more and give input. The RTC’s public hearing on the Regional Transportation Improvement Program (RTIP) will be on December 7 in Scotts Valley.

Staff reported that Luis Mendez was appointed by the RTC board to temporarily serve as Acting Interim Executive Director after Guy Preston's retirement on 12/1/23.

7. 2023 Consolidated Grants and Regional Transportation Improvement Program Preliminary Recommendations (*Moved before Item 6*)

Amy Naranjo provided an overview of the 2023 Consolidated Grants and 2024 Regional Transportation Improvement Program (RTIP) and presented preliminary staff recommendations.

Matt Starkey stated the Bethany Culvert project includes bike and pedestrian improvements on West Cliff Drive. In response to a question from Paul Guirguis, Amy Naranjo confirmed that partial funding does not prevent projects from moving forward, but some agencies might reduce the scope of their projects. John Urgo from METRO inquired about the decision to partially fund more projects instead of fully funding a smaller number of projects. Amy Naranjo stated that there is a desire to support multiple projects across the county. No one from the public made comments.

Clarie Gallogly made a motion to move the staff recommendation; seconded by Kailash Mozumder. John Urgo said METRO does not support the preliminary staff recommendations because it would result in METRO only having partial funding when full funding is needed. He stated that funding multiple projects in this way pits ITAC members against each other. Luis Mendez noted that staff recognizes that both transit and road projects are in need of funding and that staff also considered potential future funding opportunities.

The Committee approved a motion (Gallogly/Mozumder) to recommend that the RTC approved funding for projects as shown in the preliminary staff recommendation (vote 11/2/2), with Mozumder (2 votes), Gallogly, Starkey, Jesberg (2 votes), Meek, Fontes, Bailey, Canin, and Guirguis voting "yes"; Urgo voting "no" (2 votes); and Slayer and Valentine abstaining.

8. Association of Monterey Bay Area Governments (AMBAG) Complete Streets Policy

Regina Valentine provided an overview of the Association of Monterey Bay Area Governments' (AMBAG) planned Complete Streets policy update, which is required by the Federal Highway Administration (FHWA). She provided background information, the draft outline, anticipated timeline, and next steps for the Complete Streets update. She requested that ITAC

members share any ideas they have about the Complete Streets policy and update. Matt Starkey suggested AMBAG consider complete streets resources available from other entities and cities nationwide. Paul Guirguis suggested looking at the structure used by Caltrans for updating its Complete Streets policy.

9. University of California at Santa Cruz (UCSC) Transportation Demand Management (TDM) Study

Oxo Slayer presented information on the UCSC Transportation Demand Management (TDM) Plan, which is 2021 Long Range Development Plan required Environmental Impact Report (EIR) Mitigation. The TDM Program Study includes a mobility dashboard, community engagement, vehicle miles traveled (VMT) methodology, and a toolkit for TDM performance. The VMT data collection consisted of trip distance, trip generation, and residential/commuter population travel information. UCSC continues to encourage active transportation, through programs such as the Slug Bike Life Program, and also plans to increase use of Zipcar on campus, start an electric bus pilot program, and install more EV charging stations.

Claire Gallogly asked why Uber/Lyft is considered single occupancy vehicles (SOV) in the study. Oxo Slayer said it is considered SOV by the University of California because these ride shares still cause vehicles to come and go from campus, creating trips and miles traveled.

Oxo ended his presentation with a summary of next steps which includes a VMT Annual Performance Report, regular TDM Dashboard updates, a GHG calculator, VMT Project level screening tool, and summer vehicle counts.

Justin Meek asked about the estimated amount and length of trips for students and faculty/staff at UCSC. Oxo Slayer stated that students generally take more trips to and from campus that are shorter, including commute and non-commute individual trips. Committee members discussed StreetLight trip data.

Oxo Slayer said there are consultants that they are working with, as well as long range development plans, on designs for new bike and pedestrian infrastructure.

John Urgo stated that METRO is planning new routes that will benefit students and are hoping to have a turnaround spot on campus for the bus system.

Larry Pageler mentioned that two-thirds of METRO ridership is made up of UCSC students and that the housing crisis in Santa Cruz post-2020 has caused students to move further from campus.

10. Storm Damage Lessons Learned

Malinda Gallaher, Caltrans District 5 presented on the FHWA Emergency Relief Program for federal aid for roadways damaged in disasters. Malinda talked about the types of roads that are eligible and the requirements for funding. She also shared lessons learned from the previous season, discussed the timing of Emergency Opening funding, reimbursement requirements and ratios. Evelyn Frederic shared information about working with FEMA and setting up road construction standards. Rachel Moriconi inquired about the ability to integrate complete streets into standards. Both Malinda and Evelyn were unaware but said they would inquire.

Matt Starkey requested updated contact information for Caltrans maintenance staff who can help address operational challenges and coordination during emergency events.

Tim Bailey spoke on the County's positive experience working with Malinda Gallaher and her team. He also emphasized it was important to get pictures of damaged roads before doing any work. Committee members requested a copy of the SLO County road standards and discussed sharing lists of contractors with one another.

11. Funding Program Opportunities and Updates

Rachel Moriconi encouraged agencies to review Local Assistance and other emails highlighting upcoming state and federal grant opportunities.

12. Oral Communications on Matters Not on the Agenda:

Paul Guirguis requested an updated ITAC roster, given staffing and email changes at several agencies.

13. Next meeting. The next meeting of the ITAC is scheduled for 1:30 p.m. on December 21, 2023, at the RTC conference room, 1101 Pacific Ave, Ste 250. Committee members requested that the meeting be cancelled if there are no action items.

The committee unanimously approved a motion (Gallogly/Bailey) adjourning the meeting at 3:53 p.m.

Minutes prepared by Anna Kalthoff, Planning Intern

AGENDA: January 18, 2024

TO: Interagency Technical Advisory Committee

FROM: Rachel Moriconi, Transportation Planner

RE: Caltrans Draft 2024 State Highway Operation and Protection Program (SHOPP)

RECOMMENDATION:

Staff recommends that the Interagency Technical Advisory Committee (ITAC) members review and provide input on the draft 2024 State Highway Operation and Protection Program (SHOPP) ([Attachment 1](#)) to Caltrans by January 19, 2024.

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).

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. The Draft 2024 SHOPP is currently out for review. The Caltrans [SHOPP webpage](#) includes the draft document, as well as links to an

interactive dashboard which includes additional details about each of the projects. Comments on the draft document are due January 19, 2024.

Notably, two projects currently under development were mistakenly omitted from the draft document, but Caltrans has confirmed that they will be carried over into the final 2024 SHOPP. After California Transportation Commission (CTC) adoption of the 2024 SHOPP (scheduled for March 2024), Caltrans District 5 will provide an update to ITAC.

Staff recommends that the ITAC review the list of projects in Santa Cruz County that are included in the draft 2024 SHOPP (Attachment 1) and provide any input on Caltrans planned SHOPP projects by the January 19, 2024, comment deadline.

The complete draft SHOPP document and interactive dashboard are online at: <https://dot.ca.gov/programs/financial-programming/state-highway-operation-protection-program-shopp-minor-program-shopp> and <http://projectbook.dot.ca.gov/>. The [Caltrans PM map website](#) can also be used for project locations and limits.

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>

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. The biennial SHOPP is one of these opportunities.

ITAC members and Caltrans are encouraged to consider what might be needed in order to address safety, operational, and accessibility of all users, such as:

- Are there other safety needs not shown?
- Are there other operational improvements that should be considered?
- Are there other planned projects in the area of the SHOPP project that could possibly be combined?
- Are there complete streets components that Caltrans should integrate into the project?

- Are there projects identified in local plans, CIP, and the [District 5 Caltrans Active Transportation Plan](#) that should be integrated or coordinated?
- METRO: improvements planned (signal priority, bus pullouts, pads, benches, signs, ped access)
- Should replacement bridges include space for new or wider sidewalks and bike lanes?
- Enhanced crosswalks with flashing beacons, curb extensions, pedestrian scale lighting, and crosswalk daylighting/planters where existing crossings exist or are needed
- ADA ramps and crossing buttons
- Close gaps in sidewalks or bike facilities

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 is currently soliciting input on the draft 2024 SHOPP. Comments are due January 19.

Attachments

1. Draft 2024 SHOPP

References:

- 2024 SHOPP: <https://dot.ca.gov/programs/financial-programming/state-highway-operation-protection-program-shopp-minor-program-shopp>
- Caltrans Headquarters SHOPP Webviewer: <http://projectbook.dot.ca.gov/>
- District 5 SHOPP webviewer: <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=97ceb019d16a4445acb3ae92cfaf8ca8>
- Caltrans Asset Management and 10-Year SHOPP website: <https://dot.ca.gov/programs/asset-management>
- Caltrans GIS Data: <https://gisdata-caltrans.opendata.arcgis.com/>
- Poste mile lookup: <https://postmile.dot.ca.gov/PMQT/PostmileQueryTool.html>

DRAFT 2024 SHOPP

State Highway Operation and Protection Program

Fiscal Years 2024-25 through 2027-28



Prepared by the California Department of Transportation
In accordance with Government Code Section 14526.5

December 2023

V3.0 2024 SHOPP Project List
Monterey
(\$1,000)



Dist-Co-Rte Post Mile PPNO Project ID	Location/Description	EA Prog Year	Capital	Support	COS Allocation FY	Milestones
05-Monterey-1 R90.98 /R102.031 2889 0519000034	Near Castroville, Moss Landing, and Watsonville, from north of Molera Road to Santa Cruz County line. Rehabilitate pavement, upgrade Transportation Management System (TMS) elements, upgrade facilities to Americans with Disabilities Act (ADA) standards, and replace guardrail and sign panels.	1K870 2025-26	R/W: \$102 Con: \$16,810	PA&ED: \$2,875 PS&E: \$3,578 R/W Sup: \$179 Con Sup: \$3,088	Prior 24-25 24-25 25-26	PA&ED: 8/26/2024 R/W Cert: 4/10/2026 RTL: 6/1/2026 Begin Con: 12/4/2026
Carryover			Subtotal: \$16,912 Total Project Cost:	\$9,720 \$26,632		

Program 201.121 Pavement Preservation (CAPM)

Project Output(s) 22.4 Lane mile(s)

Primary Asset

	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>	<u>Unit</u>
Existing Condition	1.8	20.6	0.0	22.4	Lane mile(s)
Post Condition	22.4	0.0	0.0	22.4	Lane mile(s)

05-Monterey-101 R9.2 /R22.0 2916 0518000213	Near Bradley, from south of Jolon Road Overcrossing to San Ardo Undercrossing. Rehabilitate pavement, drainage systems, upgrade guardrail, and install Transportation Management System (TMS) elements.	1K490 2026-27	R/W: \$171 Con: \$46,931	PA&ED: \$2,439 PS&E: \$2,664 R/W Sup: \$585 Con Sup: \$6,421	Prior Prior Prior 26-27	PA&ED: 3/27/2024 R/W Cert: 9/16/2026 RTL: 5/24/2027 Begin Con: 12/10/2027
Carryover			Subtotal: \$47,102 Total Project Cost:	\$12,109 \$59,211		

SBI Baseline Agreement Required

Program 201.121 Pavement Preservation (CAPM)

Project Output(s) 44.1 Lane mile(s)

Primary Asset

	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>	<u>Unit</u>
Existing Condition	3.7	30.8	9.6	44.1	Lane mile(s)
Post Condition	44.1	0.0	0.0	44.1	Lane mile(s)

V3.0 2024 SHOPP Project List
Santa Clara
 (\$1,000)



Dist-Co-Rte Post Mile PPNO Project ID	Location/Description	EA Prog Year	Capital	Support	COS Allocation FY	Milestones
--	----------------------	-----------------	---------	---------	-------------------------	------------

BRIDGE PRESERVATION

04-Santa Clara-9 4.9 2914X 0423000069	Near Saratoga, at Saratoga Creek Bridge No. 37-0074. Mitigation project for seven years of onsite plant monitoring for project EA 3G630.	3G632 2025-26	R/W: Con:	PA&ED: PS&E: R/W Sup: Con Sup:	\$290 25-26	PA&ED: R/W Cert: RTL: Begin Con:
			Subtotal:	\$290		
Carryover			Total Project Cost:	\$290		

Program 201.110 Bridge Rehabilitation and Replacement

Project Output(s) 0 Bridge(s)

MOBILITY

04-Santa Clara-82 9.841 /20.67 2915E 0422000168	In Santa Clara and Santa Cruz Counties, on various routes at various locations. Replace Transportation Management System (TMS) elements.	4W580 2026-27	R/W: \$3 Con: \$27,636	PA&ED: \$2,310 PS&E: \$4,890 R/W Sup: \$70 Con Sup: \$6,650	24-25 25-26 25-26 26-27	PA&ED: 11/3/2025 R/W Cert: 4/1/2027 RTL: 4/5/2027 Begin Con: 12/15/2027
			Subtotal:	\$27,639	\$13,920	
New			Total Project Cost:	\$41,559		

Program 201.315 Transportation Management Systems

Project Output(s) 164 Field element(s)

Primary Asset

	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>	<u>Unit</u>
Existing Condition	25.0%		75.0%	164.0	Field element(s)
Post Condition	100.0%		0.0%	164.0	Field element(s)

Dist-Co-Rte Post Mile PPNO Project ID	Location/Description	EA Prog Year	Capital	Support	COS Allocation FY	Milestones
--	----------------------	-----------------	---------	---------	-------------------------	------------

COLLISION REDUCTION

05-Santa Cruz-1 17.46 /17.66 3106 0522000188	In the city of Santa Cruz, from San Lorenzo River Bridge to 0.1 mile north of River Street/Route 9. Install lighting, install Connected and Automated Vehicle (CAV) support, and upgrade signal phasing at intersection to improve motorist and pedestrian safety.	1Q250 2025-26	R/W: \$21 Con: \$1,600	PA&ED: \$1,312 PS&E: \$54 R/W Sup: \$548 Con Sup: \$548	Prior Prior 25-26	PA&ED: 6/30/2023 R/W Cert: 8/1/2025 RTL: 9/9/2025 Begin Con: 2/26/2026
Carryover			Subtotal: \$1,621	\$1,914		
			Total Project Cost:	\$3,535		

Program 201.010 Safety Improvements**Project Output(s)** 0.12 Annual fatal and serious injury collision(s)

05-Santa Cruz-9 6.3 /7.2 3012 0519000136	Near Felton, from Kirby Street to north of Fall Creek Drive. Construct pedestrian and bicycle facilities to improve safety.	1M400 2024-25	R/W: \$4,487 Con: \$5,785	PA&ED: \$2,070 PS&E: \$2,263 R/W Sup: \$1,075 Con Sup: \$1,901	Prior Prior Prior 24-25	PA&ED: 12/27/2022 R/W Cert: 12/11/2024 RTL: 12/16/2024 Begin Con: 5/6/2025
Carryover			Subtotal: \$10,272	\$7,309		
			Total Project Cost:	\$17,581		

Program 201.010 Safety Improvements**Project Output(s)** 100.00 Collision(s) reduced

V3.0 2024 SHOPP Project List
Santa Cruz
(\$1,000)



Dist-Co-Rte Post Mile PPNO Project ID	Location/Description	EA Prog Year	Capital	Support	COS Allocation FY	Milestones
05-Santa Cruz-152 T2.5 / 0.7 3105 0522000174	In Watsonville, from Freedom Boulevard to Beck Street. Construct bulbouts and high visibility crosswalks and upgrade a pedestrian beacon.	1Q150 2025-26	R/W: \$62 Con: \$4,618	PA&ED: \$1,926 PS&E: \$1,896 R/W Sup: \$46 Con Sup: \$1,578	Prior 25-26 25-26 25-26	PA&ED: 7/1/2025 R/W Cert: 6/30/2026 RTL: 6/30/2026 Begin Con: 12/23/2026
Carryover			Subtotal: \$4,680 Total Project Cost:	\$5,446 \$10,126		

Program 201.010 Safety Improvements

Project Output(s) 52.00 Collision(s) reduced

MANDATES

05-Santa Cruz-9 8.5 /25.5 2627X 0523000263	Near Ben Lomond, from Holiday Lane to 4.7 miles north of the northern junction of Routes 236/9. Biological monitoring for drainage project EA 1G950.	1G951 2026-27	R/W: \$10 Con:	PA&ED: PS&E: R/W Sup: Con Sup: \$45	26-27	PA&ED: R/W Cert: 7/6/2026 RTL: 7/13/2026 Begin Con: 7/24/2026
Carryover			Subtotal: \$10 Total Project Cost:	\$45 \$55		

Program 201.335 Storm Water Mitigation

Project Output(s) 0.0 Acre(s) treated/pollutant

V3.0 2024 SHOPP Project List
Santa Cruz
(\$1,000)



Dist-Co-Rte Post Mile PPNO Project ID	Location/Description	EA Prog Year	Capital	Support	COS Allocation FY	Milestones
05-Santa Cruz-17 0.0 /12.5 2921 0518000233	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.	1K670 2026-27	R/W: \$397 Con: \$4,632	PA&ED: \$1,381 PS&E: \$1,387 R/W Sup: \$276 Con Sup: \$1,429	Prior Prior Prior 26-27	PA&ED: 1/30/2024 R/W Cert: 9/21/2026 RTL: 11/25/2026 Begin Con: 7/27/2027
Carryover			Subtotal: \$5,029 Total Project Cost:	\$4,473 \$9,502		

Program 201.335 Storm Water Mitigation

Project Output(s) 13.9 Acre(s) treated/pollutant

BRIDGE PRESERVATION

05-Santa Cruz-9 13.61 2655Y 0521000173	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.	1H471 2025-26	R/W: \$300 Con: \$1,400	PA&ED: \$500 PS&E: \$500 R/W Sup: \$300 Con Sup: \$600	24-25 24-25 25-26	PA&ED: R/W Cert: 5/4/2026 RTL: 6/22/2026 Begin Con: 12/31/2026
Carryover			Subtotal: \$1,700 Total Project Cost:	\$1,400 \$3,100		

Program 201.110 Bridge Rehabilitation and Replacement

Project Output(s) 0 Bridge(s)

V3.0 2024 SHOPP Project List
Santa Cruz
(\$1,000)



Dist-Co-Rte Post Mile PPNO Project ID	Location/Description	EA Prog Year	Capital	Support	COS Allocation FY	Milestones
--	----------------------	-----------------	---------	---------	-------------------------	------------

ROADWAY PRESERVATION

05-Santa Cruz-1 17.5 /20.2 2725 0519000067	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, modify transit stops, upgrade facilities to Americans with Disabilities Act (ADA) standards, update crosswalks, and repair Class 2 bike lanes.	1M110 2025-26	R/W: \$190 Con: \$9,892	PA&ED: \$1,591 PS&E: \$2,119 R/W Sup: \$903 Con Sup: \$2,111	Prior Prior Prior 25-26	PA&ED: 3/21/2024 R/W Cert: 3/25/2026 RTL: 3/25/2026 Begin Con: 10/5/2026
Carryover			Subtotal: \$10,082	\$6,724		
			Total Project Cost:	\$16,806		

Program 201.121 Pavement Preservation (CAPM)

Project Output(s) 8.3 Lane mile(s)

Primary Asset

	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>	<u>Unit</u>
Existing Condition	0.0	8.3	0.0	8.3	Lane mile(s)
Post Condition	8.3	0.0	0.0	8.3	Lane mile(s)

05-Santa Cruz-9 0.046 /7.5 2879 0519000036	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.	1K890 2026-27	R/W: \$887 Con: \$14,724	PA&ED: \$2,364 PS&E: \$2,945 R/W Sup: \$865 Con Sup: \$3,252	Prior 24-25 24-25 26-27	PA&ED: 1/10/2025 R/W Cert: 10/12/2026 RTL: 11/16/2026 Begin Con: 5/26/2027
Carryover			Subtotal: \$15,611	\$9,426		
			Total Project Cost:	\$25,037		

Program 201.121 Pavement Preservation (CAPM)

Project Output(s) 14.7 Lane mile(s)

Primary Asset

	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>	<u>Unit</u>
Existing Condition	0.0	14.7	0.0	14.7	Lane mile(s)
Post Condition	14.7	0.0	0.0	14.7	Lane mile(s)

V3.0 2024 SHOPP Project List
Santa Cruz
(\$1,000)



Dist-Co-Rte Post Mile PPNO Project ID	Location/Description	EA Prog Year	Capital	Support	COS Allocation FY	Milestones
05-Santa Cruz-9 18.897 /27.094 2880 0519000037	Near Boulder Creek and Saratoga, from south of Saratoga Toll Road to Route 35. Rehabilitate pavement and drainage systems, and reconstruct guardrail.	1K900 2025-26	R/W: \$72 Con: \$7,529	PA&ED: \$1,322 PS&E: \$2,199 R/W Sup: \$348 Con Sup: \$1,675	Prior Prior Prior 25-26	PA&ED: 3/1/2024 R/W Cert: 8/29/2025 RTL: 1/15/2026 Begin Con: 7/1/2026
Carryover			Subtotal: \$7,601	\$5,544		
			Total Project Cost:	\$13,145		

Program 201.121 Pavement Preservation (CAPM)

Project Output(s) 14.2 Lane mile(s)

Primary Asset

	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>	<u>Unit</u>
Existing Condition	0.0	14.2	0.0	14.2	Lane mile(s)
Post Condition	14.2	0.0	0.0	14.2	Lane mile(s)

Santa Cruz County

R/W:	\$6,426	PA&ED:	\$10,654
Const:	\$50,180	PS&E:	\$14,621
		R/W Sup:	\$3,867
		Con Sup:	\$13,139
Subtotal:	\$56,606		\$42,281
Total (Capital + Support):			\$98,887

V3.0 2024 SHOPP Long Lead Project List
Santa Cruz
(\$1,000)



Dist-Co-Rte Post Mile PPNO Project ID	Location/Description	EA Prog Year	Capital	Support	COS Allocation FY	Milestones
--	----------------------	-----------------	---------	---------	-------------------------	------------

BRIDGE PRESERVATION

05-Santa Cruz-1	Near Davenport, at Scotts Creek	1M720	R/W:	\$895	* PA&ED:	\$4,530	Prior	PA&ED:	5/1/2026
31.3 / 32.0	Bridge No. 36-0031. Replace bridge.	2033-34	Con:	\$110,000	PS&E:	\$6,615	28-29	R/W Cert:	1/14/2033
3137					R/W Sup:	\$365	28-29	RTL:	3/14/2034
0520000048	(Long Lead Project)				Con Sup:	\$14,255	33-34	Begin Con:	9/18/2034
			Subtotal:		\$110,895			\$25,765	
Carryover			Total Project Cost:						\$136,660
Long Lead			* PA&ED phase is authorized						

Program 201.110 Bridge Rehabilitation and Replacement

Project Output(s) 1 Bridge(s)

Note:

Due to complexity of project design with coastal hazards analysis, specialized environmental permitting, and agency coordination required for the lagoon restoration associated with this bridge replacement.

Primary Asset (Bridge Health)	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>	<u>Unit</u>
Existing Condition	0.0	4,898.0	0.0	4,898.0	Square feet
Post Condition	75,600.0	0.0	0.0	75,600.0	Square feet

V3.0 2024 SHOPP Long Lead Project List
Santa Cruz
(\$1,000)



Dist-Co-Rte Post Mile PPNO Project ID	Location/Description	EA Prog Year	Capital	Support	COS Allocation FY	Milestones
--	----------------------	-----------------	---------	---------	-------------------------	------------

ROADWAY PRESERVATION

05-Santa Cruz-1	In and near Watsonville, from 0.3 mile	1M530	R/W:	\$235	* PA&ED:	\$1,755	24-25	PA&ED:	7/3/2028
R1.8 /8.7	south of Harkins Slough Road to 0.2	2030-31	Con:	\$9,382	PS&E:	\$2,635	28-29	R/W Cert:	7/5/2030
3019	mile north of Freedom Boulevard.				R/W Sup:	\$242	28-29	RTL:	1/15/2031
0519000170	Rehabilitate drainage systems and				Con Sup:	\$5,316	30-31	Begin Con:	10/6/2031
	provide wildlife connectivity.								
			Subtotal:	\$9,617		\$9,948			
New Long			Total Project Cost:			\$19,565			
Lead	(Long Lead Project)								

Program 201.151 Drainage System Restoration

Project Output(s) 12 Culvert(s) (ea)

Note:

Due to complexity and duration of environmental studies due to sensitive species, riparian habitat and environmental permitting required for biological resources.

Primary Asset

	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>	<u>Unit</u>
Existing Condition	452.8	85.5	1,208.1	1,746.4	Linear feet
Post Condition	1,286.5	0.0	0.0	1,286.5	Linear feet

V3.0 2024 SHOPP Long Lead Project List
Santa Cruz
(\$1,000)



Dist-Co-Rte Post Mile PPNO Project ID	Location/Description	EA Prog Year	Capital	Support	COS Allocation FY	Milestones
05-Santa Cruz-1 9.8 / 10.0 3056 0521000139	Near Aptos, from South Aptos Underpass to 0.2 mile north of South Aptos Underpass. Rehabilitate drainage systems and improve fish passage.	1N900 2030-31	R/W: \$236 Con: \$6,370	* PA&ED: \$2,396 PS&E: \$2,147 R/W Sup: \$350 Con Sup: \$1,609	24-25 27-28 27-28 30-31	PA&ED: 11/12/2027 R/W Cert: 8/10/2029 RTL: 7/5/2030 Begin Con: 1/21/2031
New Long Lead	(Long Lead Project)		Subtotal: \$6,606	\$6,502		
			Total Project Cost:	\$13,108		
			* PA&ED phase is authorized			

Program 201.151 Drainage System Restoration

Project Output(s) 11 Culvert(s) (ea)

Note:

Due to the complexity of the environmental studies for fish passage, hydrology studies for streambed restoration, and mitigating the risks related to coordination with a nearby oversight project.

Primary Asset

	<u>Good</u>	<u>Fair</u>	<u>Poor</u>	<u>Quantity</u>	<u>Unit</u>
Existing Condition	230.0	537.0	103.0	870.0	Linear feet
Post Condition	870.0	0.0	0.0	870.0	Linear feet



Draft Locally Sponsored PID Evaluation Guidance

Comment Period Closes on February 13, 2024

The California Department of Transportation (Caltrans) would like to provide our communities, partners, tribal governmental leaders, and other stakeholders with the draft Locally Sponsored Project Initiation Document (PID) Evaluation Guidance (Guidance) for review and comment.

- Review the draft Guidance available [HERE](#)
- Provide comments on the draft Guidance [HERE](#) (Comment Intake Form)
- **Questions?** Send to: caltranscorridorplanning@dot.ca.gov
- Website: <https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/corridor-and-system-planning>

The Locally Sponsored PID Evaluation Guidance (Guidance) is one of many Caltrans tools associated with the Project Development Procedures Manual (PDPM) used to guide and inform PID development. As local agencies propose new projects on the State Highway System (SHS), this Guidance helps agencies understand how to align their ideas and concepts to meet statewide transportation goals. This Guidance is intended to promote early collaboration with Partners to develop a project scope that is in greater alignment with the Climate Action Plan for Transportation Infrastructure and statewide transportation goals during PID development.

What is a Project Initiation Document (PID)?

A PID is a document that is meant to take a transportation project concept or idea and scope it. It identifies the purpose and need of the project and feasibility of delivering it in terms of an estimated cost, environmental studies needed, potential project impacts and mitigation, and schedule.

A PID must be developed and approved by Caltrans for major capital projects^[1] proposed on the SHS. This is an essential first step in the project development process. Once an idea becomes a PID, it is then eligible to seek funding and



programming as a project, apply for discretionary grant programs, and proceed to the next phase of project development, the Project Approval and Environmental Document (PA&ED) phase.

[1] Construction Cost Thresholds Within State ROW of greater than \$3 million

What is the Locally Sponsored PID?

Locally sponsored PID refers to a major project proposed on the SHS that is sponsored by a local agency. The PID development requires an executed Cooperative Agreement between Caltrans and the local agency to establish roles and responsibilities, including reimbursement, among others.

Will this Guidance stop a project from moving forward?

No, local sponsors can still proceed with PID development for projects regardless of their alignment under this Guidance. This Guidance is to encourage collaboration between Caltrans and Partner early in project development to assess alignment with state goals and explore opportunities to combat climate risks and promote multimodal options - walking, biking, and riding transit. The ultimate goal is for all parties involved to reach a consensus on the alignment approach moving forward in project development, which then sets up the project for more successful partnership and prioritization for various state and federal funding opportunities.

What's Next?

After closing of the public comment period on February 13, 2024, Caltrans will review all the comments received and prepare responses to comments on how we are addressing the feedback in the final Guidance. Our team may contact the commenters for clarification and/or to further discuss the comments. Once the Final Guidance is complete, it will be incorporated into the PDPM.

If you have any questions, please contact us at
CaltransCorridorPlanning@dot.ca.gov





Caltrans System Investment Strategy (CSIS) 2024 Winter Public Workshops

The California Department of Transportation (Caltrans) would like to provide our communities, partners, tribal governments, and other stakeholders with an update on the Caltrans System Investment Strategy (CSIS). Following the CSIS Public Workshops conducted in September 2023, Caltrans continued to refine the draft CSIS metrics based on feedback received to date. These public workshops will provide updates to the CSIS Main Document and the Qualitative and Quantitative Metrics.

As we move forward, Caltrans will continue to conduct robust outreach, seek feedback from partners and stakeholders, and welcome opportunities to present at meetings and have focused discussions. In the meantime, please do not hesitate to reach out if you have any questions at csis@dot.ca.gov.

Registration is required to receive webinar (WebEx) invite. All information to be presented will be identical throughout each workshop, but the dialog will vary.

Urban Perspectives: Tuesday, January 30, 2024 - 1:00pm to 3:00pm

[Register for Urban Perspectives](#)

Suburban Perspectives: Wednesday, January 31, 2024 - 1:00pm to 3:00pm

[Register for Suburban Perspectives](#)

What is Caltrans System Investment Strategy (CSIS)?

The California Department of Transportation (Caltrans) is committed to leading climate action and advancing social equity in the transportation sector set forth by the California State Transportation Agency (CalSTA) Climate Action Plan for Transportation Infrastructure (CAPTI, 2021). The CAPTI supports the California Transportation Plan (CTP) 2050 goals that works to meet the State's ambitious climate change mandates, targets, and policies set forth by Executive Orders N-19-19 and N-79-20, signed by Governor Gavin Newsom in 2019 and 2020, respectively. The CTP 2050 is the state's broad vision for the future of the transportation system in California, with a focus on advancing equity and climate priorities by expanding travel options for all Californians. The CSIS, which implements one of CAPTI's key actions, is an investment framework through a data- and performance-

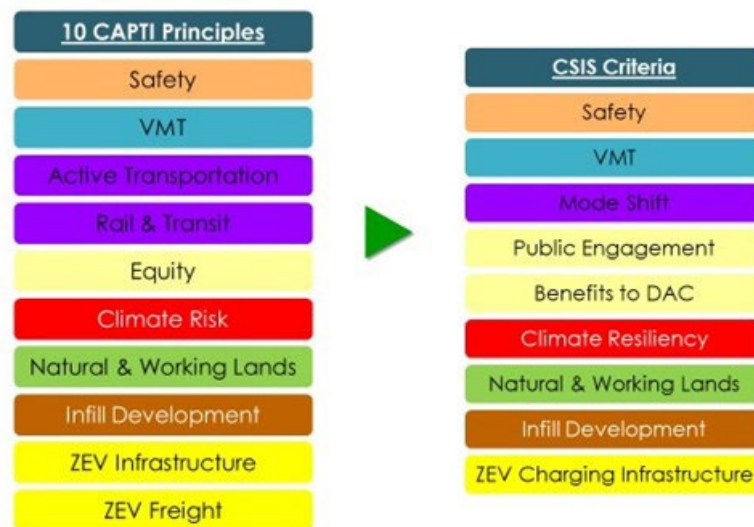
driven approach to guide transportation investments and decisions. This framework includes methodologies and processes for how Caltrans should invest billions of dollars of highly competitive fund programs that will address transportation deficiencies while also achieving the 10 CAPTI Guiding Principles. The ultimate objective of the CSIS is to prioritize state infrastructure investments that address multiple goals and needs and achieving synergistic benefits for the residents of California.

What projects are impacted by CSIS?

All major capital transportation projects on the State Highway System that are **not** funded by the State Highway Operations and Protection Program (SHOPP), commonly referred to as Non-SHOPP project, are evaluated by the CSIS. The evaluation occurs when projects are proposed for state or federal discretionary funding, or external requests for Caltrans partnership or letters of support.

The CSIS is currently utilizing a qualitative approach to prioritize and nominate projects for various state and federal competitive programs. To evaluate how well a project is aligned with State goals, the CSIS establishes a set of scoring criteria that are based on the Ten CAPTI Guiding Principles:

CAPTI ► CSIS





MEMORANDUM

TO: SCCRTC Interagency Technical Advisory Committee

FROM: Paul Hierling, Principal Planner, AMBAG

SUBJECT: Central Coast California Sustainable Freight Study

MEETING DATE: January 18, 2024

RECOMMENDATION:

Receive an update on the development of the Central Coast California Sustainable Freight Study.

BACKGROUND/ DISCUSSION:

The Association of Monterey Bay Area Governments (AMBAG), in partnership with MPO and Caltrans partners in the region and the consultant Cambridge Systematics, is preparing the California Central Coast Sustainable Freight Study (CCCSFS) to provide guidance on the policies and projects supporting freight movement across the Central Coast region. Agencies working with AMBAG consist of the San Luis Obispo Council of Governments (SLOCOG), Santa Barbara County Association of Governments (SBCAG), Council of San Benito County Governments (SBCOG), Transportation Agency for Monterey County (TAMC), Santa Cruz County Regional Transportation Commission (SCCRTC), and Caltrans District 5. The Central Coast region along the U.S. 101 corridor is one of the most important agricultural production areas in the country. In addition, it has significant clusters of freight-dependent industries that rely on the multimodal freight network to serve their customers and contribute to the economic prosperity of the region. However, the Central Coast also experiences freight transportation challenges that must be addressed to ensure the region's continued economic competitiveness.

The CCCSFS is organized around three primary technical tasks:

- **Existing Conditions and Performance Summary.** The Existing Conditions and Performance Summary provides an in-depth analysis of the region as it pertains to goods movement, economics, freight flow trends and patterns, safety, and land use. It serves as the first step in conducting a performance-based needs assessment that determines the current and future freight needs and opportunities in the region. Key elements of the Existing Conditions and Performance Summary include the following: an inventory of the region's

multimodal freight assets, an analysis of freight network's condition and performance (e.g., truck travel times, pavement and bridge conditions, safety, etc.), the examination of current and future freight demand as indicated by commodity flows, and an analysis of key industry supply chains and freight activity patterns.

- **Analyze Freight Performance, Identify Potential Projects and Strategies.** This task is one of the most critical for the CCCSFS because it will define, at a systems level, a comprehensive set of strategies for improving the performance and reducing the negative impacts of the regional goods movement system while capitalizing on development opportunities. It will develop short-, mid-, and long-term strategies for addressing critical freight needs and deficiencies while mitigating potential impacts. These strategies will be presented as “solution packages” that combine infrastructure, operational, and policy-level recommendations to address critical freight needs. Those solutions packages will then be integrated into an implementation plan that outlines the action steps, potential funding sources, and planning-level cost estimates needed to execute the recommendations.

This task will also include analyses of the environmental and equity implications of goods movement. Specifically, it will use CalEnviroScreen along with federal tools (e.g., Climate and Economic Justice Screening Tool) to identify areas where freight activity may be disproportionately burdening disadvantaged communities within the Central Coast region. Regarding the environmental implications of freight, among other analyses this task will identify where the freight network intersects with environmentally sensitive areas and propose solutions for avoiding adverse impacts.

- **Public Engagement.** Public engagement is essential for ensuring that the CCCSFS is both data-driven and stakeholder-informed. As such, stakeholder engagement is occurring continuously throughout the CCCSFS. A characteristic of the most effective stakeholder engagement processes is that they obtain input by using a broad variety of outreach tools. To that end the CCCSFS is employing one-on-one interviews, online surveys, public information sessions, and a dedicated web page as tools for reaching stakeholders and gathering feedback.

The CCCSFS will conclude with a Final Report that describes how recommended projects, policies, and actions were developed, evaluated, and prioritized, and will include the short, mid, and long-term strategies. In addition, it will summarize for readers the conditions, issues, needs, and opportunities associated with the region's multimodal freight system.

Next Steps

Staff will continue to develop the CCCSFS working with Caltrans D5, SBCOG, SCCRTC, TAMC, SLOCOG, SBCAG, Technical Advisory Committees, partner agencies and key stakeholders.

AGENDA: January 18, 2023

TO: Interagency Technical Advisory Committee (ITAC)
FROM: Tommy Travers, Transportation Planner
REGARDING: 2024 State and Federal Legislative Programs

RECOMMENDATIONS

Staff requests that committee members provide input and inform staff of any State or Federal legislative issues that the Regional Transportation Commission (RTC) should consider, pursue, or monitor in 2024.

BACKGROUND

Each year the Regional Transportation Commission (RTC) adopts legislative platforms to guide its analysis of state and federal legislative or administrative actions that could impact transportation funding or implementation of the Regional Transportation Plan (RTP), Regional Transportation Improvement Program (RTIP), Measure D, and priority transportation projects in Santa Cruz County. Working with local jurisdictions, the Central Coast Coalition (regional transportation agencies from Monterey, San Benito, Santa Barbara, San Luis Obispo, and Santa Cruz counties), the California Association of Councils of Governments (CALCOG), the Self Help Counties Coalition, and other transportation entities, the RTC monitors legislative proposals, notifies state and federal representatives of the RTC's analysis of key issues, and provides input on other federal and state actions.

DISCUSSION

Staff recommends that committee members inform staff of any legislative priorities and/or issues that the RTC should consider, monitor, or pursue in 2024. Committee members can provide suggestions at this meeting or by emailing info@scrtc.org by January 22, 2024. Proposed updates to the previous 2023 Legislative Program are underlined in Attachment 1. The RTC board is expected to consider the 2024 State and Federal Legislative Programs at its February 2024 meeting.

The RTC legislative program is used to advance regional projects and key goals and targets in the *Santa Cruz County [Regional Transportation Plan](#)*, which focuses on sustainability to improve multimodal access and mobility in ways that improve health, reduce pollution, and retain money in the local economy; reduce collisions and improve safety; maintain existing transportation infrastructure and services; and deliver improvements cost-effectively, equitably, and responsive to the needs of all users of the transportation system and the natural environment. As part of the Legislative Program, RTC works to ensure that transportation-related statutes and guidelines are structured in a manner that recognizes Santa Cruz County's significant traffic

congestion, maintenance, active transportation, and transit system needs and sustainability goals.

Generally, the RTC's legislative program covers legislative and administrative actions that:

- Involve funding or a funding mechanism for transportation projects and programs
- Involve the implementation of transportation and greenhouse gas emission reduction policies and programs
- Involve transportation and land use
- Involve the environmental review process
- Involve changes to the way transportation projects are delivered
- Affect the Commission directly (e.g. Commission responsibilities, policies, or operations)

For the 2024 legislative platform, staff has recommended adding a few items that could increase safety for bicyclists and/or pedestrians, reduce inequities, and clarify motorized micro-mobility and electric bike regulations. Additional modifications may be made based on committee input and coordination with partners statewide.

State Budget

On January 10, 2024, the Governor's January draft Budget Proposal was released. Unlike the past few years, which included substantial budget surpluses and boosts in funding for many programs, including for transit and active transportation projects and operations, the Governor's January budget proposal is projecting a \$38 billion deficit for the next fiscal year. The Governor's proposal for transportation and climate includes cuts from General Fund revenues previously designated for transportation and climate programs, partially offset by projected revenues from the Greenhouse Gas Reduction Fund. The Governor proposes to delay some spending and reduce funding for some programs. While CalSTA staff has indicated that currently programmed projects will not be impacted, it would impact funds available in future years. Some of the programs that the Governor has proposed to reduce or delay funds for include:

- Active Transportation Program (ATP): \$200 million reduction in previously approved General Funds. Projects currently programmed for ATP funds are not expected to be impacted, but this would reduce the amount of funding available for programming in future cycles.
- Transit and Intercity Rail Capital Program (TIRCP): The Governor's budget proposes to delay \$2.1 billion previously approved for transit operation and capital projects to as late as 2027-28 to align the budget with expenditure schedules. According to CalSTA, 75% of previously budgeted and programmed funds would still be available in the calendar year 2024.
- REAP 2.0: The Governor's budget proposes to cut REAP 2.0 funds in half. This could impact projects recently approved by AMBAG.

Budget subcommittee hearings will begin within the next month or so, and revisions to the proposed budget are due in May, with deadlines for the state Legislature to pass the final Fiscal Year 2024-25 state budget and send it to the Governor by June 15 for his action by July 1. Staff will advocate for continued transportation investments to support RTC priorities, despite lower revenue projections.

Recent Federal Activities

The House and Senate returned to Washington, DC after a one-month holiday break to the now all-too-familiar threat of a government shutdown. While Senate Majority Leader Chuck Schumer (D-NY) and House Speaker Mike Johnson (R-LA) announced that they had agreed on a “top-line” spending limit for FY 2024, it could be weeks before a final budget could be crafted by House and Senate negotiators and another continuing resolution (CR) will be needed to avoid a partial government shutdown on January 19. The U.S. Department of Transportation and several other federal agencies are currently only funded through that date.

SUMMARY

Committee members are encouraged to review the preliminary draft 2024 Legislative Program and email staff by January 22, 2024, of any changes the RTC should consider.

Attachment 1: Preliminary Draft 2024 Legislative Program

\\RTCSESV2\Shared\ITAC\2024\Jan\LegProgram2024-SR-ITAC.docx



New proposed items are underlined. Deleted items are struck through.

Focus Areas in 2024

- Support efforts related to **adaptation, resilience, and response to natural hazards** and the impacts of climate change, including extreme storms, sea level rise, and wildfires. Support funding for storm damage repairs and flexibility to integrate complete streets elements into reconstruction projects.
- **Protect and increase state funding for transportation projects and services** in Santa Cruz County, including active transportation, safety, transit including operations, local system preservation, equity, climate adaptation and recovery, and other local/regional priority transportation projects. Oppose efforts that could reduce transportation funding.*
- Support efforts to **reduce greenhouse gas emissions (GHG) and improve mobility. Increase funding for active and sustainable transportation** and support equitable access to **zero-emission vehicles** and infrastructure. Support programs and policy changes that will accelerate GHG emission reduction and reduce bureaucratic burdens.
- Support modifications to the **Brown Act** and state funding programs to maximize and enhance public and committee member participation in virtual and in-person meetings, reduce vehicle miles traveled (VMT), and alleviate barriers to serving on advisory committees.*
- Ensure legislative and administrative actions **support the implementation of priority transportation projects and programs**, including Measure D projects. Support streamlining and other actions which could expedite delivery of projects and oppose efforts that could hinder or increase the cost to implement priorities.
- Support legislative and administrative actions that will improve safety on state highways and local roads, including **speed limit reductions** and Caltrans Director's order related to **complete streets**, especially where state highways serve as main streets.
- Support new transportation funding mechanisms to replace gas and diesel taxes, considering vehicle fuel economy, zero-emission vehicle adoption, and equity.*

**Starred items are also part of the draft Central Coast Coalition's legislative platform*



Ongoing Priorities

Transportation Funding

- **Protect Transportation Funding:** Preserve existing and new funding for transportation projects, maximize funding for Santa Cruz County transportation projects, and preserve regional discretion and priority-setting.
 - Stable formula funding is essential for addressing the backlog of transportation infrastructure repairs and improvements in Santa Cruz County. Protect current and future taxes and fees and other transportation funds (including Highway Users Tax Account (HUTA), Transportation Development Act (TDA), State Transportation Improvement Program (STIP), Active Transportation Program (ATP), and other funds) from elimination or diversion to other state programs, General Fund loans, general obligation bond debt service, or to other non-transportation purposes.
 - Support actions that preserve the intent of Senate Bill 1 (SB1) and local measure funding to allow the state, regions, and local agencies to maintain, protect, and improve existing transportation funds dedicated to transit, safety and mobility on the state highway system, lifeline arterials, and goods movement routes while also addressing immediate and long-term unmet funding needs.*
 - Monitor the implementation efforts related to Executive Order N-19-19, which directs the California State Transportation Agency (CalSTA) to invest its annual \$5 billion portfolio to help reduce transportation-related greenhouse gas emissions and to ensure that state funds, specifically SB 1 funds, continue to be used for transportation purposes. Ensure that state regulations do not negatively impact the implementation of the voter-approved Measure D Expenditure Plan.
 - With increased emphasis on vehicle fuel economy and zero-emission vehicle adoption, explore and support new funding mechanisms to replace gas and diesel taxes for transportation investments. Monitor proposals such as pay-by-the-mile user fees, public-private partnerships, vehicle registration fees, or wholesale energy taxes. Ensure that proposals are equitable to disadvantaged individuals and rural areas.
 - Oppose proposals that could tie transportation fund availability to local jurisdictions, to non-transportation and development projects.
 - Support actions to increase the flexibility of use of Transit and Intercity Rail Capital Program (TIRCP) funds.
- **Increase and Preserve Funding for Priority Projects in Santa Cruz County:**
 - Projects on Highway 1
 - Local Street and Roadway Preservation and storm damage repairs
 - Transit projects and operations, including funding for project development
 - Bicycle and Pedestrian facilities, including the Monterey Bay Sanctuary Scenic Trail Network (MBSST) and those located in the San Lorenzo Valley
 - Santa Cruz Branch Rail Line preservation
 - Transportation Demand Management programs, including 511 traveler information, Go Santa Cruz County, and electric bicycle incentive programs
 - Soquel Avenue-Freedom Boulevard Corridor
 - Coastal resiliency and climate adaptation projects, including north coast creeks and the rail corridor
- **Ensure Fair Distribution of Funding:** Ensure state and federal funds are made available for projects in Santa Cruz County and are not disproportionately distributed to large regions. Ensure



competitive programs make funding reasonably available for multimodal projects in Santa Cruz County and address local and regional priorities.

- **Local Role:** Ensure a strong role for regional and local agencies in planning and determining transportation investment priorities. Support legislation that respects local authority, protecting or expanding local decision-making in programming expenditures of transportation funds, rather than the state making top-down funding decisions that are not community-based. Project and increase direct funding to regions through both federal and state programs, and reinforce and build upon the structure of SB45 that provides regions a strong voice in the programming of state funds.
- **State Transportation Improvement Program (STIP):** Ensure equitable programming and allocation of STIP funds.
- **"Disadvantaged Communities" Definition:** Ensure that legislation and programs aimed at incorporating equity considerations and/or benefiting people that have been historically and/or systematically marginalized use a definition of disadvantaged communities (DACs) or priority populations that applies to low-income and other transportation disadvantaged population groups in Santa Cruz County and does not preclude RTC and local agencies from funding opportunities that support sustainable communities, transportation choices, and investments in alternative modes of transportation. Ensure that the definition does not rely exclusively on communities defined as DACs by CalEnviroScreen, which disproportionately excludes many low-income communities in Santa Cruz County.
- **Increase Funding for All Transportation Modes:** Support measures that increase funding for and support the implementation of transportation projects in Santa Cruz County, including funds for ongoing system maintenance, congestion reduction, safety, complete streets, bike, pedestrian, transit projects, transit-oriented development, and specialized transportation for seniors and people with disabilities in Santa Cruz County.
 - **New Funding Systems:** Phase in new funding systems which are tied to system use rather than fuel consumption or fuel prices. This approach could include new user fees, such as a Road User Charge or Vehicle Miles Traveled (VMT) fee and other alternative funding mechanisms.
 - **Expand Local Revenue-Raising Opportunities:** Support innovative financing options to address the significant backlog of transportation needs. Provide locals with the ability to supplement and leverage state funding for investments that protect state and local transportation assets.
 - **Vote Threshold:** Support efforts to amend the California constitution to lower the voter threshold for local transportation and affordable housing funding measures, such as local sales tax or vehicle registration fee ballot measures, from the 2/3 supermajority to a simple majority or 55% vote.
 - Expand the authority of the RTC and local entities to increase taxes and fees for transportation projects, such as new gas taxes, vehicle registration fees, property-tax financing and transfers, gross receipts taxes, payroll taxes, and infrastructure financing districts.
 - Support clarifying amendment to Government Code Section 65089.20 that will give RTPAs equal treatment with Congestion Management Agencies (CMAs) to seek voter approval for a local vehicle registration fee. (*SB83 cleanup*)
 - **Active Transportation Program (ATP):** Increase ATP funding and ensure potential reforms to the Active Transportation Program (ATP) do not reduce the proportion available for Santa Cruz County agencies to compete for, including funds to the competitive statewide, small urban, and rural funding pots. Support efforts to simplify the Active Transportation Program



(ATP) application and project delivery, build local capacity to deliver transformative projects and provide regions greater flexibility to innovate and strategically invest funds to meet local needs.

- **Cap-and-Trade:**

- Increase the percentage of Cap-and-Trade revenues allocated to transportation projects and programs that help reduce greenhouse gas emissions in Santa Cruz County.
- Support increases in Low Carbon Transit Operations Program (LCTOP) appropriations.
- Support policy changes to the Affordable Housing and Sustainable Communities program (AHSC) that increase funding opportunities for projects in Santa Cruz County.
- Ensure continued funding for low and zero-emission transit deployment. Ensure regulatory and legislative requirements related to transit electrification provide flexibility, consider cost and available technology, and do not place an undue burden on transit agencies.
- Support legislation to devote a permanent Cap-and-Trade funding allocation to the Active Transportation Program.

- Support legislation to increase the availability of funding for cities, counties, and regions to support economic development, affordable housing, and implementation of sustainable community strategies, as well as policy tools to reduce single-occupancy vehicle travel in a manner that ensures equitable policy outcomes.
- Support innovative projects such as a new state-supported intercity passenger rail service on the planned Coast Route between the SF Bay Area and Southern California.
- Support actions that would broaden eligibility in existing and/or new transportation funding streams to enable their use as a subsidy for low-income transportation system users (e.g. discounted fares for public transportation or shared mobility service).
- Support actions to require Caltrans to fund maintenance to Caltrans-owned facilities, including complete street elements, regardless of which agency funded or constructed the improvement.

- **Transportation Development Act (TDA):**

- Monitor potential modifications to the TDA. Ensure that funding for transit, planning, administrative, and other TDA purposes in Santa Cruz County is not reduced. Oppose efforts that would reduce TDA funds which are essential for RTC administration and planning.
- Support the development of greater efficiencies within the TDA while streamlining and updating performance metrics and eliminating penalties associated with farebox recovery.
- Support the development of alternative performance measures that are focused on incentivizing transit agency actions that improve transit service and increase ridership, consistent with state and regional climate and equity goals.
- Ensure discount fares aimed at boosting ridership and improving social equity do not result in reduced state funding. Pursue relief from TDA audits and performance criteria during the current economic downturn.

Project Implementation

- **Streamlining, Expediting, and Facilitating Project Delivery:** Support administrative and/or legislative efforts which may be required to implement or expedite the delivery of priority projects. This includes actions that streamline funding applications, simplify program administration, and efforts that modernize and accelerate project delivery, including additional allowances for funds to be used for pre-construction activities.
 - Support a permanent cap for Caltrans indirect cost rates on locally-funded state highway projects.



- Support greater efficiencies that streamline development and delivery of priority transportation and transit projects, and eliminate any unnecessary, overly burdensome and/or duplicative mandates. Includes California Environmental Quality Act (CEQA) reform, simplifying stormwater runoff regulations, CA Fish and Wildlife, CA Water Quality Control Board, and California Public Utilities Commission permit and approval processes. This will aid in implementation of local Measure D projects, the SR1-Scotts Creek Bridge replacement, and implementation of the Regional Conservation Investment Strategy (RCIS).
 - Support legislative and administrative actions required to secure permits that may be required to implement priority projects.
 - Opportunities to expedite transportation project delivery may include increasing contracting and financing options, increased flexibility in the early allocation of programmed funds and initiating reimbursable work with local funds in advance of CTC allocation of all projects, efforts that expedite the Caltrans design review process, opportunities to expedite locally-sponsored projects on the state highway system, and increase in encroachment permit limits.
 - Support environmental streamlining measures for bike, pedestrian, transit, and infrastructure preservation within existing public rights of way, and other measures that expedite project delivery. Support efforts that provide for streamlined project delivery for transit projects that fulfill the goals of AB32 and SB375, as well as other state and federal air quality mandates and mobility performance measures.
 - Support the delegation of fund allocation responsibilities to Caltrans.
 - Allow advance payment of programmed funds to expedite project delivery and resolve cash flow challenges faced, especially by small agencies.
- **Advanced Mitigation:** Support the implementation of “advanced mitigation” environmental programs, including approving up-front environmental mitigation funding for projects, such as the Highway 17 Wildlife Crossing. Support the creation of a low-interest loan program to support advance mitigation and habitat conservation plans that mitigate the impacts of transportation infrastructure and make project implementation more efficient.
 - **Safety:** Support legislation and programs that improve transportation safety for all users and support programs aimed at eliminating all traffic-related serious injuries and fatalities.
 - Speed limits: Support implementation of AB43 (2021), which allows local jurisdictions and Caltrans to reduce motor vehicle speed limits on local roads and state highways and work with Caltrans to reduce speed limits on state highways that function as main streets, especially in business and school zones to address findings, and support implementation of other recommendations of the AB2363 Zero Traffic Fatalities Task Force report.
 - Traffic Laws & Enforcement: Support ~~proposals to increase enforcement and~~ modification of traffic laws to better protect pedestrians and bicyclists, including proposals to expand and make permanent automated speed enforcement, limits to local laws banning reasonable bicycling on sidewalks where no bike facilities exist, and modifications to vehicle code to allow vehicles to cross a double-yellow line when passing cyclists.
 - Education: Support commercial driver, bus driver, motorist, bicyclist, and Safe Routes to Schools training and education programs which reduce collisions.
 - E-bikes and other motorized micro-mobility vehicles: support clarification and regulation based on speed, weight, or presence of hand throttle due to their safety and comfort impacts on pedestrians, walkability, and operator safety.
 - **Active Transportation Facilities:** Support modifications to rules, regulations, and government codes that will make roadways and neighborhoods more bicycle and pedestrian-friendly,



including: laws associated with sharing the road; ensuring complete streets components are considered during the design of all projects; increasing funds for pedestrian, bicycle, and new micro-mobility devices and services (e.g. bike share), and safety countermeasures; increasing funds to provide resources necessary for First/Last Mile improvements, Safe Routes to School Programs, and new pedestrian and bicyclist bridges and access points to address network barriers and reconnect communities; making it legal for people on bikes to treat stop signs as yields (bike safety stop); providing additional direction and consistency for accessible pedestrian design; and allowing agencies to integrate complete streets into storm and fire damage repairs.

- **Land Use/Housing/Transportation Coordination:**

- Support efforts to reduce vehicle miles traveled (VMT) and promote job-housing balance, which also protects locally-driven land use planning that implements broad policy goals set by the state to provide affordable housing in transit-rich areas. Encourage new developments to incentivize active transportation and transit use and to include public pedestrian access easements within and across large projects. Ensure SB743 (Steinberg, 2013) implementation supports infill development, promotion of public health through active transportation, and expedites transportation project delivery. Support innovative measures to mitigate growth in vehicle miles traveled, such as regional mitigation banks.
- Support state goals to reduce homelessness. Monitor implementation of Governor Newsom's Executive Order N-23-20, which requires Caltrans to develop a model lease template to allow counties and cities to use Caltrans property adjacent to highways or state roads for short-term emergency homelessness shelter; and requests that special districts, cities, counties, and transit agencies, and others to examine their ability to provide shelter and house homeless individuals.
- Support efforts to streamline SB375 implementation and extend the timeframe between required Regional Transportation Plan updates.

- **Federal Transportation Act Implementation:** Support legislation and administrative strategies to implement the federal authorization bill (Infrastructure Investment and Jobs Act (IIJA)) in a way that ensures the best possible outcome for transportation projects in Santa Cruz County.

- **SHOPP Program:**

- Support Caltrans' efforts to provide more outreach regarding State Highway Operation and Protection Program (SHOPP) projects and to include measurable targets for improving the state highway system. Support the clarification of existing laws to permit the expenditure of SHOPP funds for operational projects on state highways.
- Support the inclusion of complete streets within SHOPP projects, as appropriate, but especially in areas where state highways serve as main streets, such as Highway 1/Mission St, Highway 9 through San Lorenzo Valley, and Highway 152 in Santa Cruz County.
- Support changes to the SHOPP program to address the high cost and project development challenges of implementing climate resiliency projects on state highways.

- **Commuter Programs:** Support policies and legislation aimed at reducing trips and vehicle miles traveled and associated traffic congestion, including, but not limited to, employer-based programs to help reduce the share of commuting by single-occupant vehicles, expanding broadband and incentives to facilitate telecommuting, expanding park and ride lots, and a regional commuter benefits ordinance. Support dedicated funding for Transportation Demand Management (TDM) programs and strategies.



- **Shared Mobility Systems:** Support policies that enable technological innovations to improve mobility while protecting the public's interest. Monitor legislation and regulations related to shared mobility, such as transportation network companies (TNCs) and real-time carpooling, to ensure that mobility benefits are maximized, especially for underserved populations, and access to critical data for transportation and land-use planning and operational purposes is assured. Support measures that allow for local control and regulation of shared mobility systems such as scooters, bikes, and other fleets.
- **Connected and Autonomous Vehicles:** Monitor and engage in legislation and regulations to facilitate the deployment of connected vehicles and autonomous vehicles. Oppose federal efforts to preempt local authority over the use of autonomous vehicles in their communities. In partnership with California cities and counties, transit agencies, the business community, and other transportation organizations, engage in regulatory and legislative efforts related to connected and autonomous vehicles with the goal of accelerating their safety, mobility, environmental, equity, and economic benefits. Similar to the "shared mobility" strategy, support access to critical data for transportation and land use planning and operational purposes.
- **Electrification and Zero-Emission Vehicle (ZEV) Fleets:** Support funding and coordination, including policy, planning, and infrastructure, for low and zero-emission vehicles.
 - Support additional dedicated funding to help transit operators and colleges convert their bus and van fleets to zero-emission. Support reduced utility pricing for public transit ZEVs.
 - Support proposals that provide funding for local agencies to build infrastructure (including chargers, trenching, and upgrading electrical capacity) and provide incentives for zero-emission vehicle purchases, considering the cost of increased usage of electricity, electric power storage capacity, proper safety protocols and access for lower-income households.
- **Resilience:** Monitor and support legislation that invests in projects and programs to improve resilience to the impacts of climate change on transportation infrastructure and the utilization of public transit in emergencies that address scenarios such as severe storm events, public safety power shut-off events, wildfires, and sea level rise.
- **Encroachments:** Support legislation that clarifies the authority under which rail property owners may remove, or by notice, may require the removal of encroachments.
- **Unfunded Mandates:** Oppose unfunded mandates and seek funding for mandates imposed in recent years. Require new regulatory proposals to include an estimate of the cost and impact such proposals will have in the delivery of California's transportation program.
- **Modernization of the Brown Act:** Enact legislation to expand public and committee member participation in board and committee meetings.
 - Provide long-term flexibility for regional and multijurisdictional agencies, especially advisory committees, to conduct their business remotely outside of emergency conditions as a means of increasing public participation and board and committee member participation while also reducing the time and expenses associated with travel, vehicle miles traveled and the greenhouse gas and other tailpipe emissions from driving. Eliminate the requirement to notice all remote board or committee member locations.
 - Support modifications to funding regulations to allow agencies to provide subsidies and incentives for participation in meetings from underrepresented groups and individuals.





Santa Cruz County Regional Transportation Commission 2024 FEDERAL Legislative Program

- **Priority Projects:** Seek and preserve funding for priority transportation projects and programs in Santa Cruz County, including:
 - Projects on Highway 1
 - Santa Cruz Branch Rail Line preservation
 - Transit operations and capital projects
 - Bicycle and pedestrian facilities, including the Monterey Bay Sanctuary Scenic Trail Network (MBSST/Rail Trail)
 - Local street and roadway preservation and storm damage repairs
 - 511 Traveler Information
 - Coastal resiliency and climate adaptation projects, including Scotts Creek Bridge replacement and other north coast creeks and the rail corridor
 - Highway 9/SLV Corridor Complete Streets
- **Pedestrian & Bicyclist Safety**
 - Support incentives and regulations to reverse trend of **heavier and taller motor vehicles**, which can cause more severe injuries and deaths to pedestrians and bicyclists as well as environmental impacts.
- **Transportation Act Implementation**
 - Support the implementation of the Infrastructure Investment and Jobs Act (IIJA) in a manner that maximizes funding for the implementation of priority projects in Santa Cruz County, including formula and discretionary funding and policies.
- **Transportation Funding**
 - **Raise New Revenues & Grow Existing Programs:** Support raising and indexing federal gas taxes and developing new funding mechanisms to ensure the financial integrity and solvency of the Highway Trust Fund (HTF) and Mass Transportation Account. Increase federal transportation investment in all modes to bring transportation infrastructure up to a good state of repair and meet growing transportation needs in Santa Cruz County.
 - **Increase funding:** Support legislative actions that increase funding for priority projects in Santa Cruz County, including:
 - **Active Transportation:** Bicycle and pedestrian safety and mobility projects, such as the Transportation Alternatives Program (TAP).
 - **Transit:** Small Transit Intensive Cities Program (STIC), funding for the acquisition of transit capital (Bus and Bus Facilities, and Low and No Emissions Bus Programs), Capital Investment Grants, Americans with Disabilities Act (ADA) implementation, state of good repair, and other transit programs. Support tax credits for the purchase of electric buses.
 - **Local Roads and Highways:** Support robust funding for core programs such as the Surface Transportation Block Grant Program (STBG), Highway Safety Improvement Program (HSIP), and bridge programs needed for local entities to address the backlog of bridge and roadway projects.
 - **Self-Help Counties:** Support programs that reward areas that have approved self-help revenue measures like Measure D and the METRO dedicated sales taxes.
 - **Planning:** Federal planning funds to address increased planning, performance measures, monitoring, and model requirements.



- **Transit Oriented Development (TOD):** Grants or pilot programs for comprehensive planning and infill development to connect housing, jobs, and mixed-use development with transportation options.
- **Support COVID Relief and Economic Recovery:** Support federal funding to support economic recovery, local and state responses to the public health crisis, and backfill any transportation revenue losses due to COVID-19.
- **Climate and social spending bills:** If a funding package advances through the legislative process, support the inclusion of funding for sustainable transportation and system preservation projects in Santa Cruz County and addresses principles for the reauthorization of the transportation act. Any infrastructure package should ensure projects in Santa Cruz County are not disadvantaged in accessing those funds. The initiative should also include a significant investment of **new** federal funds for transportation, stabilize the Highway Trust Fund, and not be offset by reductions to other federal programs serving Santa Cruz County residents.
- **Air Quality, Greenhouse Gas Emissions, and Climate Resiliency:** Strengthen federal partnerships to improve air quality, reduce greenhouse gas (GHG) emissions, and make our communities and transportation networks resilient to a changing climate.
 - **Funding:** Support the development of new resources to support climate adaptation and reduce greenhouse gas emissions from transportation (similar to those included in the Senate FAST Act reauthorization bill (S. 2302)), expand eligibility for Congestion Mitigation and Air Quality (CMAQ) and other funding programs to Santa Cruz County.
 - **Electrification:** Support federal funding, tax credits, and coordination of vehicle electrification purchase (including buses), planning and infrastructure.
 - **Mitigation:** Defend against rollbacks of California's air quality and climate change laws and regulations, such as fuel efficiency standards and cap-and-trade programs.
 - **Resiliency:** Support resiliency and climate change preparedness and efforts that could support local efforts to improve resiliency, respond to new or worsening storms, wildfires, and other environmental hazards and meet regional climate goals. Support efforts to increase planning funds that help regional governments address climate change and make regional transportation infrastructure more resilient.
 - **Disaster Recovery:** Ensure the federal government provides sufficient emergency relief appropriations and federal agency resources to support rebuilding and recovery efforts for wildfire, storm, and other natural disasters. Support legislative efforts to extend the timeframe for road projects qualifying for federal disaster reimbursement to move to the construction phase from two years to six years.
- **Federal Authorization Implementation:** Support legislation and administrative strategies to implement federal transportation authorization bills in a way that ensures the best possible outcome for transportation projects in Santa Cruz County. Ensure that the U.S. Department of Transportation (DOT) implementation of MAP-21, FAST Act, IIJA, and any new transportation act rules and regulations do not negatively impact local projects and programs.
 - **Discretionary Grants:** Advocate for discretionary transportation grant awards for priority transportation projects in Santa Cruz County, including the Better Utilizing Investments to Leverage Development (BUILD, formerly TIGER) and Capital Investment Grant program.
 - **Innovative Financing:** Ensure proposals for public-private partnerships and innovative financing are favorable for project implementation in Santa Cruz County. Support and expand the Transportation Infrastructure Finance and Innovation Act (TIFIA) program and make the

Railroad Rehabilitation and Improvement Financing (RRIF) program more accessible to smaller public agencies.

- **Department of Transportation Budget and Annual Appropriations:** Ensure that Congress appropriates funding consistent with amounts authorized in federal transportation authorizations (e.g. IIJA), even if Continuing Resolutions (CR) are needed to keep transportation programs running each fiscal year.
 - **Oppose rescissions or arbitrary cuts** that could reduce funding for transportation projects in Santa Cruz County.
 - **Support transparent congressionally-directed spending** (earmarks) to allow for Congressional support of priority projects in Santa Cruz County
 - **Oppose unfunded mandates** and support legislation that provides funding for past mandates.
 - **Performance Measures:** Support the development of performance measures that are consistent with RTC-approved goals, policies, and targets and which recognize data limitations of many regions. Support open collaboration, data sharing, and funding to successfully implement state and federal performance-based planning and management requirements.
- **Protect and Expand Transportation Fringe Benefits:** Reinstate the commuter benefits, which were eliminated under the 2017 tax reform bill. In addition, advocate for expanding pre-tax transportation fringe benefit eligibility to include shared mobility options, such as bike-share and shared ride carpool services.
 - **Shared Mobility:** Advocate for federal legislative and regulatory updates that support shared mobility options such as bike-share, shared rides, carpooling, and shared scooters. Support expanding pre-tax transportation fringe benefit eligibility to include shared mobility options. This change would support the now-permanent Bay Area Commuter Benefits program by expanding federal tax incentives to utilize alternatives to single occupancy travel to commute to work.
 - **Autonomous Vehicles:** Oppose federal efforts to preempt local authority to regulate the use of autonomous vehicles in their communities.
 - **Streamline Project Delivery:** Support regulations to streamline and integrate federal project delivery requirements for project planning, development, review, permitting, and environmental processes to reduce project costs and delays.

s:\legislat\2024\2024-rtc-legislativeprograms-draft.docx



AGENDA: January 2024

TO: Regional Transportation Commission Advisory Committees

FROM: Tommy Travers, Transportation Planner, Grace Blakeslee, Sr. Transportation Planner, and Amanda Marino, Transportation Planner

RE: 2050 Santa Cruz County Regional Transportation Plan – Goals & Policies

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission Advisory Committee:

1. Receive information on the development of the 2050 Regional Transportation Plan (RTP); and
 2. Provide input on the draft goals and policies of the 2050 RTP
-

BACKGROUND

As the regional transportation planning agency (RTPA) for Santa Cruz County, the Regional Transportation Commission (RTC) is responsible for developing, implementing and regularly updating the Regional Transportation Plan (RTP) for Santa Cruz County. The RTP is a state-mandated plan that identifies transportation needs in Santa Cruz County over the next twenty-plus years. It estimates the amount of funding that will be available over this timeframe and identifies a financially constrained priority list of projects. This planning effort is a critical component to project implementation as it provides a forum for setting the direction of transportation in our county, it positions our community to receive federal, state or local funding for projects, and it helps facilitate collaboration on projects. Individual projects listed in the RTP can only be implemented as local, state and federal funds become available.

The RTPs adopted by RTPAs in Santa Cruz, Monterey, and San Benito Counties are incorporated into the federally-mandated Metropolitan Transportation Plan/state-mandated Sustainable Communities Strategy (MTP/SCS), which is prepared by the Association of Monterey Bay Area Governments (AMBAG). The current 2045 RTP was adopted by RTC in June 2022 at the same time as the 2045 MTP/SCS was adopted by AMBAG.

In December 2023, this was brought to the Bicycle and the Elderly & Disabled Transportation advisory committees, and their input is incorporated into the revised draft Goals and Policies.

DISCUSSION

The next Santa Cruz County RTP and AMBAG MTP/SCS are scheduled for adoption in June 2026. These documents will provide transportation plans through 2050 and will be referred to as the 2050 RTP and 2050 MTP/SCS. The RTP and AMBAG MTP/SCS are being updated every four years based on state law requirements to update the RTP every four or five years and SB 375 requirements to sync the adoption of the regional housing element (RHNA) that occurs every 8 years with the adoption of the MTP.

2050 RTP Work Plan

The Santa Cruz County Regional Transportation Plan consists of three main elements; the Policy Element, the Financial Element, and the Action Element.

- The Policy Element identifies the goals, policies, and measurable outcomes/targets that guide transportation funding decisions and prioritization.
- The Financial Element identifies funds anticipated to be available for transportation projects and the outstanding funding needs through 2050.
- The Action Element identifies specific projects and programs that could be funded within the projected funds identified in the Financial Element (constrained) and which projects/programs would require new revenues above and beyond those anticipated over the next twenty-plus years (unconstrained).

The Work Plan outlining the work of developing the RTP over the next 2.5 years was shared with the RTC Board in August 2023. The RTP schedule is included as [Attachment 2](#).

Draft Goals & Policies

The 2050 Santa Cruz County Regional Transportation Plan, through its goals and policies, sets forth a triple-bottom-line sustainability framework for expanding options for residents and visitors to access their daily needs in a way that is safe and equitable, protects the natural environment, and promotes investment in the local economy. The triple bottom line concept of sustainability starts with the development of the goals and policies which are then used to define the priority list of projects.

The draft goals and policies ([Attachment 1](#)) revise those from the 2045 RTP in ways intended to address the following concerns:

- Simplify each goal so each one is clear and understandable
- Strengthen emphasis on climate resiliency and social equity

In order both to keep the goals and policies digestible and to allow staff more time to analyze the effectiveness of past measureable outcomes/targets, the targets will not be shared for public input until spring 2024.

Staff recommends that the RTC Advisory Committee provide input on the Goals & Policies of the 2050 RTP.

Project List

RTC staff has started to update the RTP project list and maps (Action Element) to add projects that have been identified in local agency plans and outreach efforts, including information from Active Transportation Plans, General Plans, area specific plans, and Reimagine METRO. **Staff requests that ITAC members send links to any maps, documents, or project lists that should be considered to Rachel Moriconi.**

SUMMARY

The RTC is responsible for developing the Regional Transportation Plan for Santa Cruz County. The next RTP is planned for adoption in June 2026 in coordination with AMBAG and the 2050 MTP/SCS. RTC staff requests input from RTC Advisory Committees on the draft goals and policies.

Attachments:

1. Draft Goals & Policies
2. RTP Schedule

Sharepoint - Planning/Shared Documents/2050 RTP (2026)/Staff Reports/Advisory/ITAC/SR-2050RTP-ITAC-GPTs.docx

2050 Santa Cruz County Regional Transportation Plan

DRAFT Goals and Policies

Goal #1

Reduce vehicle miles traveled (VMT) in order to establish livable communities that improve people's access to their regular needs.

Policies

- 1.1 Improve multimodal access to and within key destinations¹ for all ages and abilities.
- 1.2 Ensure network connectivity by closing gaps in the bicycle, pedestrian and transit networks.
- 1.3 Develop dedicated transit facilities that will improve transit access and travel time and will promote smart growth and transit oriented development.
- 1.4 Plan and fund projects that create a human-centered transportation system.
- 1.5 Support land use decisions that locate new development close to existing services, particularly those that serve transportation disadvantaged populations.

Goal #2

Eliminate transportation related fatalities and serious injuries for all transportation modes.

Policies

- 2.1 Prioritize funding for safety projects and programs that will achieve Vision Zero.
- 2.2 Encourage projects that improve safety for youth, vulnerable users, and transportation disadvantaged populations.
- 2.3 Support projects that provide access to emergency services.
- 2.4 Support project design that reduces the potential for serious injury or death by mitigating human mistakes, encouraging safer behaviors, and facilitating safe travel by the most vulnerable users.
- 2.5 Incorporate transportation system security and emergency preparedness into transportation planning and project/program implementation.

¹ Key destinations for Santa Cruz County residents may include employment and commercial centers, schools, healthcare, coastal access, and parks.

Goal #3

Deliver transportation improvements cost effectively, responsive to the needs of all users of the transportation system.

The manner in which access and safety policies referenced in Goal #1 and Goal #2 are delivered can impact cost-effectiveness, ecological function, and distribution of benefits amongst population groups.

Policies

- 3.1 Support transportation projects that cost effectively improve access and provide sustainable transportation trips
- 3.2 Maintain and operate the existing transportation system cost-effectively and in a manner that adapts the current transportation system to maximize existing investments.
- 3.3 Improve coordination between agencies in a manner that improves efficiencies and reduces duplication (e.g., paratransit and transit; road repairs; signal synchronization; TDM programs).
- 3.4 Implement Transportation System Management programs and projects on major roadways across Santa Cruz County that increases the efficiency of the existing transportation system.
- 3.5 Support new or increased taxes and fees that reflect the cost to operate and maintain the transportation system.
- 3.6 Enhance local economic activity through improving freight mobility, reliability, efficiency, and competitiveness.
- 3.7 Solicit broad public input on all aspects of regional and local transportation plans, projects and funding actions.

Goal #4

Establish a climate-resilient transportation system that anticipates, adapts to, and mitigates the impacts of climate change.

Policies

- 4.1 Deliver transportation investments in a way that reduces climate change impacts, increases tree canopy, where appropriate, improves habitat and water quality, and enhances sensitive areas.
- 4.2 Adapt the transportation system to withstand climate change impacts such as sea level rise, extreme weather events, and changes in temperature and precipitation patterns.

- 4.3 Reduce greenhouse gas emissions to mitigate climate change impacts by planning and funding projects that reduce vehicle miles traveled (VMT).
- 4.4 Expand demand management programs (TDM) that decrease the number of vehicle miles traveled and result in mode shift.
- 4.5 Incorporate climate change projections into transportation planning and decision-making to proactively address potential risks and vulnerabilities.

Goal #5

Ensure that plans, investments, policies, and transportation decisions will reduce disparities for historically and systemically marginalized, underserved, and excluded groups, including people with low incomes, people with disabilities, communities of color, and other transportation disadvantaged and equity priority communities.

Policies

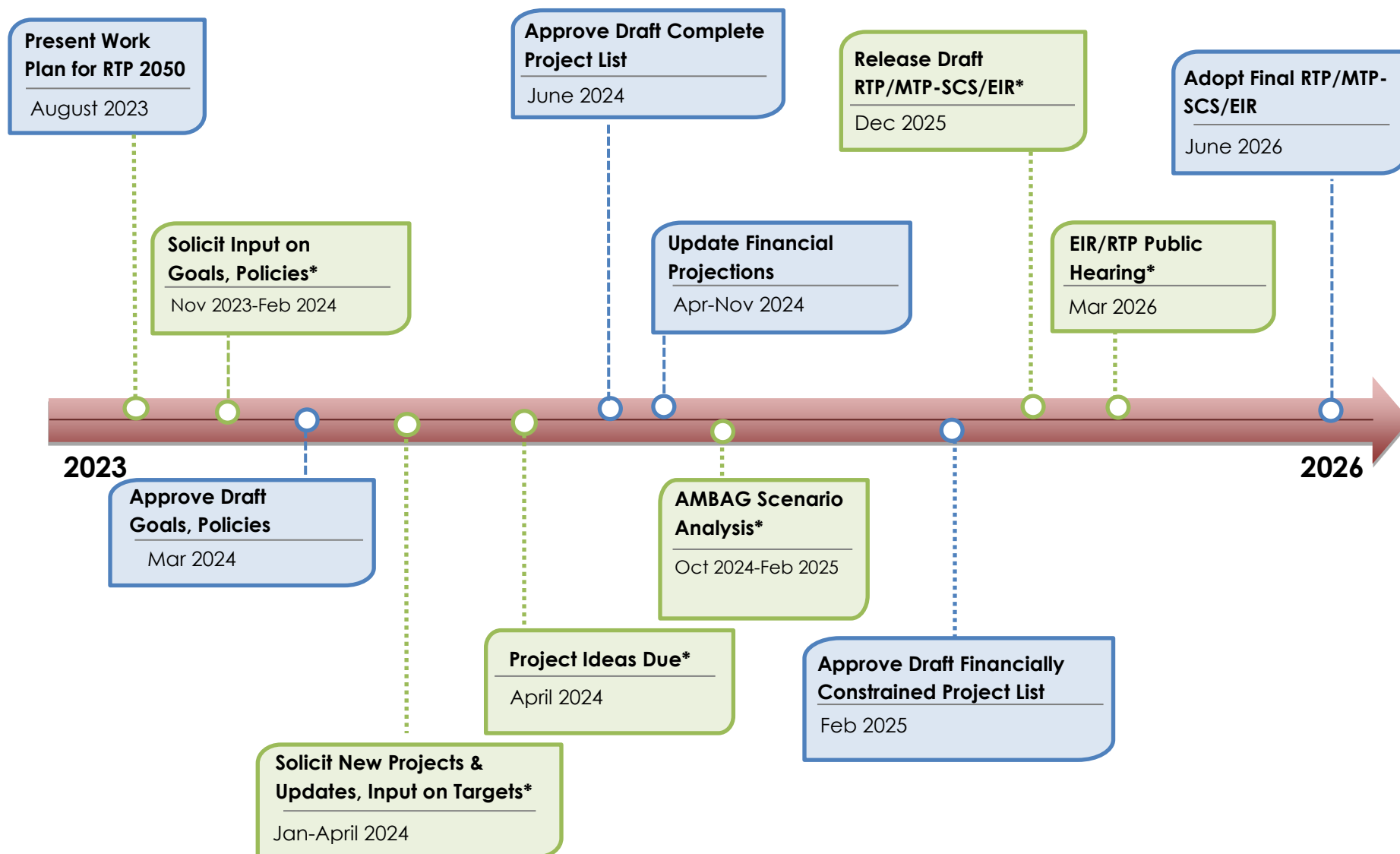
- 5.1** Demonstrate that planned investments will reduce disparities in safety and access for transportation disadvantaged populations.
- 5.2** Maximize input and decision-making for transportation plans and projects within disadvantaged populations
- 5.3** Prioritize funding for climate resilient transportation projects in areas with high concentrations of disadvantaged populations
- 5.4** Mitigate for the displacement impacts of transportation improvements on local residents and businesses
- 5.5** Prioritize transportation investments serving low-income neighborhoods and new affordable housing projects



2050 Regional Transportation Plan

Key Milestones rev. 1

Attachment 2



* Public participation is always encouraged. Asterisk indicates when public input is formally solicited and encouraged.