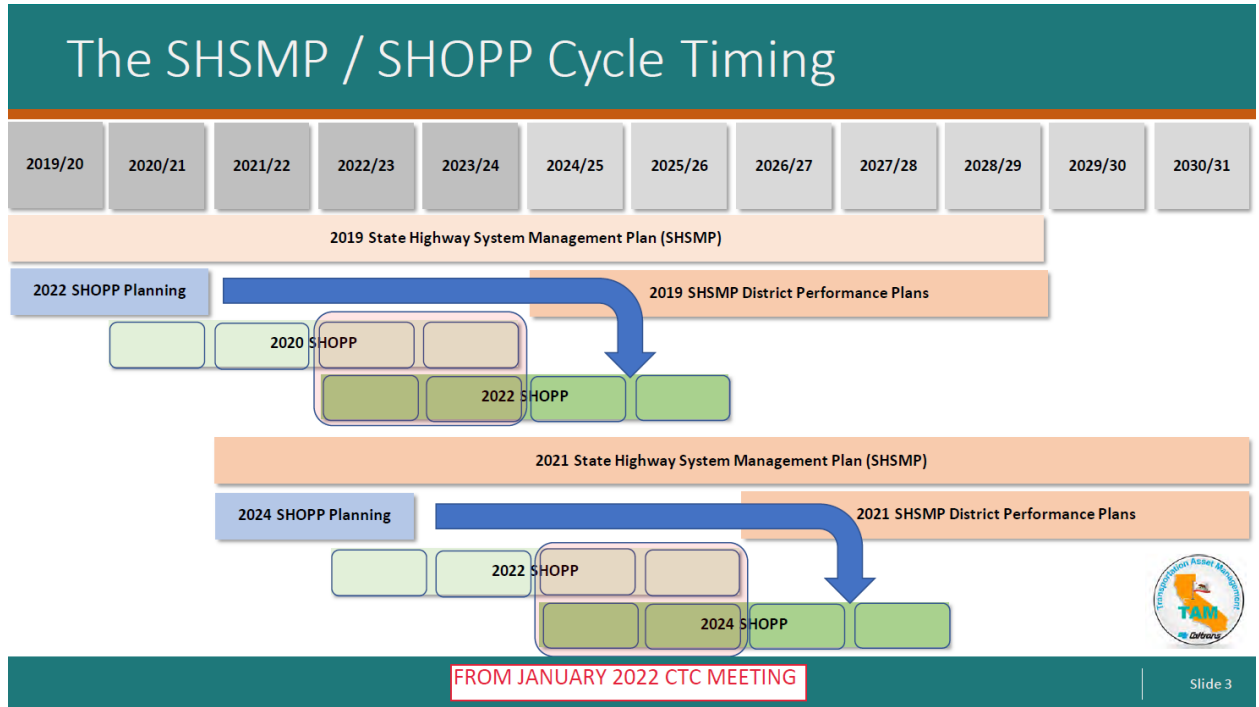


1. Bruce Abanathie

Q: Where are we in the ten-year SHOPP plan?

A: The 10-year SHOPP plan is updated quarterly. As it relates to the 2022 SHOPP, we are 2.5 years into the cycle. As it relates to the 2024 SHOPP, we are 7 months into the cycle.



2. Jean Severinghaus

Q: Unable to see in the Guidelines how Complete Streets will be planned for and adopted: please address the development of Complete Streets requirements for the Guidelines. What year will this start in the SHOPP Guidelines?

Please include in the Guidelines clear and transparent guidance on how the SHOPP implements the Complete Streets Policy. Not just bike and ped, also transit, rail etc. Complete Streets need to be in these new SHOPP Guidelines. Very difficult to find transparency or even for the SHOPP to appropriately fund and build CS without this in the Guidelines.

A: Section 10 in the SHOPP Guidelines addresses Complete Streets requirements for the SHOPP as required by Streets and Highways Code 2030(2). Caltrans currently incorporates Complete Streets elements into many of their projects. In addition, Caltrans revised the 2021 SHSMP to include targets for Complete Streets, which will take effect immediately for the planning of the 2024 SHOPP.

3. Norbert Dall

Q: Will the SHOPP Guidelines in 2022 address the following at the CTC stage of review/action on funding allocations or project programming:

For projects in the coastal zone with State funding, consistency with the Coastal Act and certified Local Coastal Programs?

For projects in the coastal zone with US funding, consistency with the federally approved California Coastal Management Program (CCMP)

For projects that involve/impact local, state, or federal listed historic(al) resources, consistency with applicable historic(al) preservation statutes, regulations, ordinances, adopted plans, the CCMP, Coastal Act, and/or certified Local Coastal Programs?

A: In accordance with Section 38 of the SHOPP Guidelines, the Commission will not allocate funds to a project until all constraints are cleared for environmental & Right-of-Way, and all necessary permits and agreements are secured.

4. Ivan Garcia

Q: Is there a disconnect between Caltrans CS Policy and the Commission's TAMP requirements?

A: In Section 10 of the Guidelines, the Commission maintains an expectation that Complete Streets will be incorporated into projects, when feasible. Caltrans' new Complete Streets Policy supports this expectation by requiring a formally documented exception when Complete Streets elements cannot be feasibly added to a project.

Q: What about standalone CS projects?

A: Standalone Complete Streets projects would be allowed provided they meet SHOPP eligibility requirements and are prioritized against other statewide needs through the Asset Management Plan and SHSMP.

Q: How will that dynamic be handled moving forward?

A: Our strategy moving forward will be to implement the Complete Streets Policy while maintaining compliance with legislative TAMP requirements.

5. Jonathan Matz

Q: We strongly encourage the background planning documents for SHOPP projects be made public so interested parties can have an influence and input into the projects.

A: The Caltrans online 10-Year Project Book provides members of the public the opportunity to view all projects in the planning phase, while also providing specific project contact information. That contact information can be used for interested parties to inquire further into any project

specific details. The link to the online project portal is below:
<http://projectbook.dot.ca.gov/>

6. Kelly Zolotoff

Q: Will this PowerPoint be available after this workshop?

A: Yes, please see the posted link on the Commission's website for this workshop.