



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

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**AGENDA**  
**Thursday, August 15, 2019**  
**1:30 p.m.**  
**RTC Conference Room**  
**1523 Pacific Avenue, Santa Cruz, CA**

1. Call to Order
2. Introductions
3. Oral communications

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

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

**CONSENT AGENDA**

*All items appearing on the consent agenda are considered to be minor or non-controversial and will be acted upon in one motion if no member of the Committee or public wishes an item be removed and discussed on the regular agenda. Members of the Committee may raise questions, seek clarification or add directions to Consent Agenda items without removing the item from the Consent Agenda as long as no other committee member objects to the change.*

5. Approve Minutes of the April 18, 2019 ITAC meeting – *Page 3*
6. Caltrans Updates – *Page 7*
7. Article: "Senate EPW Committee Unanimously Advances Five-Year Surface Transportation Bill" *AASHTO Journal, August 2, 2019 – Page 20*

**REGULAR AGENDA**

8. Alternative Analysis for High Capacity Public Transit in Rail Corridor Update – *Page 22*
  - a. Staff report, Ginger Dykaar
9. Cruz511 Traveler Information Program Update – *Page 27*
  - a. Staff report, Amy Naranjo
10. RTC Transportation Funding Updates and Recommendations – *Page 32*
  - a. Staff report, Rachel Moriconi

11. Draft 2019 Public Participation Program – *Page 36*
  - a. Staff report, RTC
12. Status of ongoing transportation projects, programs, studies and planning documents
  - a. Verbal updates from ITAC members
13. Other Transportation Program Updates
  - a. Verbal updates on state, federal, Measure D, and other programs
14. Next Meeting – The next ITAC meeting is scheduled for 1:30pm on September 19, 2019 in the SCCRTC Conference Room, 1523 Pacific Avenue, Santa Cruz, CA. ITAC meetings will be canceled if there are no action items to be brought before the committee.

Adjourn

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**HOW TO REACH US:** Santa Cruz County Regional Transportation Commission  
1523 Pacific Avenue, Santa Cruz, CA 95060; phone: (831) 460-3200 / fax (831) 460-3215  
email: [info@sccrtc.org](mailto:info@sccrtc.org) / website: [www.sccrtc.org](http://www.sccrtc.org)

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

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### MINUTES

Thursday, April 18, 2019, 1:00 p.m.  
SCCRTC Conference Room  
1523 Pacific Ave, Santa Cruz, CA

#### ITAC MEMBERS PRESENT

Gus Alfaro, Caltrans District 5 Planning  
Tim Bailey, County Public Works  
Piet Canin, Ecology Action  
Claire Fliesler (Chair), Santa Cruz Planning and Public Works proxy  
Maria Esther Rodriguez, Watsonville Public Works and Planning proxy  
Paul Hierling, Association of Monterey Bay Area Governments (AMBAG)  
Kimarie Jones, Scotts Valley Public Works  
Kailash Mozumder (Vice Chair), Capitola Public Works and Planning proxy  
Pete Rasmussen, Santa Cruz METRO  
Stephanie Hansen, County Planning

**RTC Staff Present:** Sarah Christensen, Grace Blakeslee, Rachel Moriconi, Guy Preston

**Others Present:** Lee Otter, California Coastal Commission; Sean Vienna, AMBAG

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- 1. Call to Order:** Chair Fliesler called the meeting to order at 1:03 p.m.
- 2. Introductions:** Self introductions were made.
- 3. Oral Communications:** Rachel Moriconi reminded members that the committee approved Claire Fliesler and Kailash Mozumder as the new committee Chair and Vice Chair, respectively. Gus Alfaro distributed announcements about various state and federal Department of Transportation programs, including Cal FIRE funding for forest management, FTA Capital Investment Grants Program and FTA programs to prevent human trafficking, the California Highway Safety Plan, work zone safety, and cap-and-trade programs.
- 4. Additions, deletions, or changes to consent and regular agendas:** A handout "*Recommended Guidelines to Protect the Safety of Bicyclists and Pedestrians, including those with Disabilities During Road Construction, Maintenance or Encroachment*" was provided for Item 9.

#### CONSENT AGENDA

*The Committee unanimously approved a motion (Mozumder/Canin) approving the consent agenda, with all members present voting "yes".*

- 5. Approved Minutes of the March 21, 2019 ITAC meeting**
- 6. Accepted status report on Measure revenues and distribution**
- 7. Received Caltrans Project Updates**

## **REGULAR AGENDA**

### **8. Status of Ongoing Transportation Projects**

Capitola – Kailash Mozumder reported that the city will be going out to bid for construction of the Brommer St. complete streets infill project (38th Ave to 41st Ave) and Park Avenue sidewalk project.

County Planning – Stephanie Hansen announced that the County awarded a contract to update the countywide travel model to be used for General Plan and code updates. The County is releasing a Request for Proposals (RFP) for the General Plan Environmental Impact Report (EIR).

County Public Works – Tim Bailey reported that the County is paving Blue Ridge Drive next week. Other construction projects this spring include: Eureka Canyon Road PM 0.36 storm damage repairs, HSIP-funded guardrail and striping projects, Measure D-funded roadway repairs, and Soquel Village sanitation line replacement.

RTC – RTC staff reported that Anais Schenk will be working for the County of Santa Cruz Planning Department. Sarah Christensen reported that RTC is holding a meeting with local jurisdictions and other stakeholders about possible Highway 1: Soquel-41<sup>st</sup> Ave Auxiliary Lane project aesthetic treatments for bridges, retaining walls, sound walls, etc.

Scotts Valley – Kimarie Jones reported that the city is working on closing out the Kings Village Road sidewalks, Green Hills Road bicycle and roadway rehab, and Mt. Hermon Rd./Scotts Valley Dr. intersection projects. The Glenwood Preserve trails project is expected to start construction soon.

Ecology Action – Piet Canin reminded members that May is Bike Month, with Bike to Work/School Day on May 9.

Santa Cruz – Claire Fliesler reported that construction continues on Cedar Street and the San Lorenzo River bicycle/pedestrian trestle. The city also approved an additional 100 Jump bikes; each bike is ridden an average of five trips per day and over 2 miles. HSIP- and ATP-funded school crossing projects are in design. The Bay Street Sidewalk and Bay/King Street protected left turn projects are almost done. The environmental document for Segment 7, phase 2 of the Monterey Bay Sanctuary Scenic Trail Network (MBSST) is being considered for certification 4/18/19.

Coastal Commission - Lee Otter reported that the Coastal Commission is interested in a potential new pedestrian undercrossing of Highway 1 on the northern end of Davenport.

### **9. Accessibility reminders for construction projects**

Grace Blakeslee discussed challenges for people walking or biking through construction zones, especially those with disabilities. She requested that agencies provide training and remind contractor, maintenance and other construction crews about safety and access measures related to detours, signage, and pavement surface. She also requested that agencies seek input from people with disabilities and/or the Elderly and Disabled Transportation Advisory

Committee (E&D TAC), especially when designing or upgrading intersections. She agreed to email the Community Traffic Safety Coalition's *"Recommended Guidelines to Protect the Safety of Bicyclists and Pedestrians, including those with Disabilities During Road Construction, Maintenance or Encroachment."*

## **10. Measure D: Draft 5-Year Program of Projects for Regional Projects**

Rachel Moriconi presented and solicited input on the draft Measure D 5-year program of projects for regional investment categories/projects – Highway Corridors, Active Transportation/Monterey Bay Sanctuary Scenic Trail Network (MBSST), Rail, San Lorenzo Valley-Highway 9, and Highway 17 Wildlife Crossing. She highlighted updates from the 5-year plans that were approved in 2018.

In response to a question from Kailash Mozumder, staff clarified that the proposed County Rail Trail project for Segments 10-12 does not include the section of trail from Jade Street Park to Monterey Avenue in Capitola. Piet Canin requested that agencies implementing sections of the rail trail, design pavement where bicyclists may cross the tracks to maximize rideability and safety. He also expressed support for the Highway Corridors item to issue a call for projects for Transportation Demand Management (TDM) programs that could provide commuter relief quickly. In response to a request from Claire Fliesler, staff agreed to share the template for the Measure D Fact Sheets with Measure D recipient agencies.

## **11. 2019 Public Participation Program**

Sean Vienna, AMBAG, provided an update regarding the federally required update for the AMBAG Public Participation Plan (PPP), highlighting the timeline for the next update. It was noted that the PPP could also serve as the participation plan for RTC, METRO, and others. Grace Blakeslee requested that agencies share outreach strategies that have worked well and noted that the PPP could serve as a resource of outreach ideas.

## **12. Regional Transportation Improvement Program Development**

Rachel Moriconi provided a summary of the proposed consolidated programming process and timeline for programming RTC-discretionary State Transportation Improvement Program (STIP), Surface Transportation Block Grant Program (STBG)/Regional Surface Transportation Program Exchange (RSTPX), Local Partnership Program (LPP), and Highway Infrastructure Program (HIP) funds in 2019. She recommended that project sponsors begin preparing updated cost estimates and funding plan information for projects that were previously programmed for funds by the RTC, identify any additional funding needs and identify priority projects for RTC discretionary funds. She noted that the RTC has committed to backfill \$6.4 million in funds to Watsonville's bike/ped bridge over Highway 1 at Harkins Slough Rd if the project is not awarded Active Transportation Program (ATP) or other grant funds. Tim Bailey stated that County Public Works staff is still interested in some STBG/RSTPX funds being distributed by formula. Claire Fliesler stated support for a consolidated application process. Maria Esther Rodriguez noted the RTC process seems fair and expressed appreciation for the RTC's continued support for the Harkins Slough project. Piet Canin stated that Ecology Action supports the staff recommended process and the importance of education and outreach programs to complement infrastructure projects.

### **13. Transportation Funding Updates**

SB1 Programs: Local jurisdictions confirmed that they will meet the CTC's May 1 deadline to submit project lists for local street and road formula funds and that agencies are preparing their Measure D 5-year plan updates. A local workshop on the Active Transportation Program (ATP) will be held at the RTC office on May 1 at 2:00 p.m. for agencies planning to apply for funds in the future. Santa Cruz and Capitola staff stated that they are likely to apply for AB2766 Air District grants. Several agencies may seek Proposition 68 park grants for new trails and rehabilitation of existing trails. Federal BUILD grant applications are due July 15, 2019.

### **14. The next meeting was rescheduled to May 23, 2019, one week later than the typical meeting date.**

**The meeting adjourned at 2:03 p.m.**

*Minutes prepared by: Rachel Moriconi, RTC Planner*

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## **Caltrans District 5 Briefing Announcements**

### **Caltrans funds local bus and train systems to improve commutes and environment** (released July 25, 2019)

- Caltrans recently awarded \$146 million statewide to 180 local mass transit projects.
- The Low Carbon Transit Operations Program (LCTOP) provided 97 percent of the funding to disadvantaged and low-income communities.
- The projects will help reduce greenhouse gas emissions from automobiles by increasing the convenience, capacity and ridership of buses and trains statewide.
- Santa Cruz County awards:
  - Santa Cruz County
    - SCCRTC – \$292,605 to convert a paratransit van to electric.
    - Santa Cruz MTD – \$646,496 for an electric charging infrastructure project.
- LCTOP is one of several state programs under the California Climate Investments funded through auction proceeds from the California Air Resources Board's Cap-and-Trade Program. More information: <https://dot.ca.gov/news-releases/news-release-2019-053>

### **CTC News – 2020 Trade Corridor Enhancement Program Workshop** (ongoing release)

- The California Transportation Commission will host a discussion workshop on the *2020 Trade Corridor Enhancement Program Draft Guidelines* from **1 to 4 p.m. Tuesday, Aug. 13, 2019**, at San Jose City Hall, Rooms 118 & 119, 200 East Santa Clara Street, San Jose.
- Stakeholders are welcome to attend in person or by phone.
- Additional details will be posted on the commission's web page prior to the meeting. More information: <https://catc.ca.gov/-/media/catc-media/documents/ctc-workshops/201907-savethedate-tcep-wksp-a11y.pdf>

### **Flexible work windows initiative** (released July 19, 2019)

- For better safety, Caltrans recently instituted a flexible work windows initiative to reduce the number of days crews are exposed to traffic.
- Crews can work longer hours and fewer days on a project instead of fewer hours and more working days.
- In the last five years, more than 3,000 people nationwide lost their lives in work zone collisions and more than 85 percent of them were the motoring public.
- Caltrans aims to end work zone fatalities. More information: <https://dot.ca.gov/news-releases/news-release-2019-051>

### **New Interim Caltrans Director** (released June 28, 2019)

- Former Caltrans Director Laurie Berman, who recently retired, served her final day Friday, June 28, after 36 years with the Department.
- CalSTA Senior Advisor Bob Franzoia will serve as Acting Director until a permanent Director is appointed.
- Franzoia previously served as Chief Deputy Appointments Secretary in the former Governor Brown's office, a consultant in the Senate Office of Research, and Director of Bill Assignments for the Senate Rules Committee and other consulting positions. *Note: No press release is available on this item.*

### **CARB News – Airport shuttles transitioning to zero-emission vehicles**

- The California Air Resources Board recently approved a new rule requiring fixed route airport shuttles serving the state's 13 largest airports to transition to 100 percent zero-emission vehicles by 2035.
- The regulation is expected to reduce greenhouse gas emissions by at least 500,000 metric tons with an estimated \$30 million in reduced fuel and maintenance costs (no timeframe was specified).
- The rule applies to public and private fleets, including parking facilities, rental car agencies and hotels.
- Airport shuttles are well-suited to zero-emission technology as they operate, on average, up to 200 miles per day on short, fixed routes with low average speeds in a stop-and-go pattern.
- The rule will be phased over a 13-year period.
- Annual reporting on fleets is scheduled to begin in 2022. More information: <https://ww2.arb.ca.gov/news/california-air-resources-board-approves-comprehensive-effort-clean-airport-shuttles>

### **FRA News – Federal funding for railroad infrastructure** (released June 12, 2019)

- The Federal Railroad Administration recently awarded more than \$326 million for 45 railroad infrastructure projects in 29 states.

- The federal Consolidated Rail Infrastructure and Safety Improvements Program and the Special Transportation Circumstances Program provided funding for safer rail-grade crossings and improved service reliability.
- More than one-third of the funding (\$118 million) went to rural projects.
- In California, up to \$17.4 million was awarded to rehabilitate 55 miles of railroad track of the Sierra Northern Railway from Riverbank in the Central Valley to Standard in the Sierra Nevada foothills. More information: <https://railroads.dot.gov/newsroom/federal-railroad-administration-announces-more-326-million-grants-support-railroad>

#### **NHTSA News – Federal grant program combats drug-impaired driving** (released June 20, 2019)

- The National Highway Traffic Safety Administration and the International Association of Chiefs of Police (IACP) are offering \$2.3 million nationwide to help combat drug-impaired driving on the nation's roads.
- The new program supports expert training to law enforcement, judges and prosecutors regarding advanced roadside impaired driving enforcement and drug recognition.
- The courses will train participants to observe, identify and articulate the signs of impairment related to drugs, alcohol, or a combination thereof, to reduce the number of impaired drivers and traffic crashes.
- No deadline to submit grant applications was listed. More information: <https://www.nhtsa.gov/press-releases/us-department-transportation-iacp-announce-23-million-grant-program-combat-drug>

#### **US DOT News: Major federal INFRA grants awarded** (released July 25, 2019)

- The United States Department of Transportation recently awarded nearly \$856 million nationwide to improve major highways, bridges, ports and railroads while enhancing safety and economic growth.
- In California, the City of Temecula received \$50 million to construct a two-lane northbound collector/distributor system along Interstate 15.
- California did not receive any funding for small projects (\$5 million minimum).
- Funding is provided through the Infrastructure for Rebuilding America discretionary grant program. More information: <https://www.transportation.gov/briefing-room/4519>

#### **US DOT News - Federal funding awarded for bus technologies** (released July 26, 2019)

- The Federal Transit Administration recently awarded \$84.9 million to 38 projects in 38 states to deploy transit buses and infrastructure using advanced propulsion technologies, including hydrogen fuel cells, battery electric engines and charging stations.
- In California, the Anaheim Transportation Network received \$2 million to purchase advanced battery-electric buses. More information: <https://www.transportation.gov/briefing-room/us-department-transportation-announces-85-million-grants-projects-nationwide-expand>

#### **California Energy Commission News – Funding for all-electric school buses** (released July 15, 2019)

- The California Energy Commission recently awarded \$70 million statewide to replace more than 200 old, polluting diesel school buses with all-electric vehicles.
- The new buses will reduce students' exposure to harmful emissions while helping the state meet its climate and air quality goals.
- The commission's School Bus Replacement Program provided the funding, which has contributed more than \$94 million, so far, to public school districts, county offices of education and joint power authorities in 26 counties to help transition from diesel school buses to zero- or low-emission vehicles. More information: <https://www.energy.ca.gov/news/2019-07/energy-commission-awards-nearly-70-million-replace-polluting-diesel-school-buses>



PROJECTS UNDER CONSTRUCTION									
	Project	Location Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager (Resident Engineer)	Contractor	Comments
1.	<b>Santa Cruz 1 CAPM and Bridge Rails (1C85U4)</b>	In and near Santa Cruz from North Aptos up to Jct. Route 9 PM (10.2 to 17.5)	Pavement Rehabilitation, ADA Curb Ramps, Guardrail/Barri er rail/Bridge	June 2, 2019 – May 2020	\$19 million	SHOPP	Luis Duazo (GG)	Granite Construction Company Watsonville, CA	1C85U combines two projects 1C850 and 1F520 for construction. Ten Accessible Pedestrian Signal (APS) locations also added to 1C85U. Construction is underway and scheduled for completion in May 2020.
2.	<b>Highway 9 Spring Creek Road Soldier Pile Wall  (1K140)</b>	Near Boulder Creek at Spring Creek Road  (PM 15)	Construct Soldier pile wall restore roadway and facilities, place water pollution control BMPs, erosion control	Summer 2019	\$2.8 million	SHOPP	Doug Hessing (BR)	Gordon N. Ball, Inc. Alamo, CA	Construction is scheduled to be completed Spring 2020
3.	<b>Highway 9 Shoulder Widening, Guardrail Upgrades, and Center Rumble Strips  (1C650)</b>	North of Boulder Creek to south of SR 35  (PM 22.1-23.8)	Shoulder widening, guardrail upgrades, and center rumble strips	March 18, 2019	\$7.7 million	SHOPP	Doug Hessing (IN)	Granite Construction Company Watsonville, CA	Construction started March 18, 2019 and is scheduled to be completed December 2020.
4.	<b>Highway 17 Pasatiempo Shoulder Widening  (1C670)</b>	South of Pasatiempo overcrossing  (PM 0.2/0.5)	Shoulder widening and soil nail wall	Spring 2019- Summer 2020	\$5.7 million	SHOPP	Luis Duazo (BR)	Graniterock Company Watsonville, CA	Retaining wall construction has begun.
5.	<b>Highway 17 Storm Water Mitigation  (0Q600)</b>	North of the Fishhook to Sims Road  (PM 0.7-1.4)	Construct multiple storm water improvements	Winter 2017- May 10, 2019	\$7.4 million	SHOPP	Doug Hessing (BR)	Graniterock, Watsonville, CA	Project is completed and accepted on May 10, 2019.

### PROJECTS UNDER CONSTRUCTION (Cont'd.)

	Project	Location Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager (Resident Engineer)	Contractor	Comments
6.	<b>Highway 17 North Route 17 CAPM (1F760)</b>	Scotts Valley from just north of the Granite Creek Road over- crossing to SCL (PM 6.0/12.5)	Maintenance pavement overlay	Spring 2019	\$19 million	SHOPP SB-1	Doug Hessing (BR)	Granite Construction Company, Watsonville, CA	Construction is underway and is scheduled to be completed November 2020.
7.	<b>Highway 152 Americans with Disabilities Act (ADA) (1E020)</b>	Near Watsonville from Wagner Avenue to south of Holohan Road (PM 1.3-R2.0)	Install sidewalks for ADA compliance	Spring 2019	\$1.9 million	SHOPP	Mike Lew (IN)	Granite Construction Company, Watsonville, CA	Construction started in the first week of April 2019.
8.	<b>Pedestrian Signal Upgrades (1G160)</b>	Various Locations: Highways 1, 9, 17, 129, and 152	Install Accessible Pedestrian Signal (APS)	January 2019	\$ 1.8 million	SHOPP	Mike Lew (ML)	Out to Bid July 2nd 2019	The project should be awarded in the next couple of weeks.

### PROJECTS IN DEVELOPMENT

	Project	Location Post Mile (PM)	Description	Construction Timeline	Estimated Construction Cost	Funding Source	Project Manager	Phase	Comments
9.	<b>Highway 1 Soquel Creek Scour Protection (1H480)</b>	In Capitola at Soquel Creek Bridge (PM 13.3)	Bridge preventative maintenance – Place scour protection	Winter 2022	\$2.2 million	SHOPP	Luis Duazo	PA&ED	

PROJECTS IN DEVELOPMENT (Cont'd.)									
	Project	Location Post Mile (PM)	Description	Construction Timeline	Estimated Construction Cost	Funding Source	Project Manager	Phase	Comments
10.	<b>TMS Detection Repair (1H990)</b>	Various locations throughout District 5 along SRs 1, 17, 68, 156, 101  (PM Various)	Replace failed TMS Detection	Summer 2020	\$451,000	SHOPP SB-1	Brandy Rider	PS&E/RW	Project is in Design.
11.	<b>Highway 1/ Highway 17 Ramp Safety Improvements (1H060)</b>	From the fishhook to Pasatiempo overcrossing  (PM 16.7)	Construct ramp safety improvements	Spring 2020	\$5.8 million	SHOPP	Luis Duazo	PS&E/RW	
12.	<b>Highway 1 Davenport Culvert Replacement (0J200)</b>	Near Davenport and south of Waddell Creek Bridge  (PM 31.9/35.7)	Replace culverts	Fall 2021	\$3.6 million	SHOPP SB-1	Doug Hessing	PA&ED	Project is in preliminary Design and environmental phase.
13.	<b>SCr 9 South Drainage and Erosion Control Improvements (1F920)</b>	From SR 1 and 9 to slightly north of Glen Arbor Road  (PM 0.0/8.5)	Upgrade drainage systems and stabilize slopes	Fall 2020	\$2 million	SHOPP	Doug Hessing	PS&E/RW	Project is in Design.
14.	<b>Highway 9 PM 1.0 and 4.0 Viaduct (1K120)</b>	Near SCr north of Vernon Street  (PM 1/1)	Construct side-hill viaduct restore roadway and facilities, place Water Pollution Control BMPs, erosion control	Fall 2022	\$9.9 million	SHOPP	Doug Hessing	PA&ED	Project is in preliminary Design and Environmental phase.

### PROJECTS IN DEVELOPMENT (Cont'd.)

	Project	Location Post Mile (PM)	Description	Construction Timeline	Estimated Construction Cost	Funding Source	Project Manager	Phase	Comments
15.	<b>SCr 9 Upper Drainage and Erosion Control Improvements  (1G950)</b>	In Boulder Creek from Holiday Lane to just south of Ben Lomond to the SR 236/9 Junction  (PM 8.5/25.5)	Upgrade drainage and erosion control	Spring 2023	\$5.4 million	SHOPP	Doug Hessing	PA&ED	
16.	<b>Highway 9 San Lorenzo River Bridge and Kings Creek Bridge Replacement  (1H470)</b>	Near Boulder Creek, at San Lorenzo River Bridge and at Kings Creek Bridge  (PM 13.6/15.5)	Replace bridges	Summer 2022	\$12 million	SHOPP SB-1	Doug Hessing	PA&ED	Project is in preliminary Design and Environmental phase.
17.	<b>Highway 9 Hairpin Tieback  (1K130)</b>	Near Boulder Creek about 1.1 miles south of the SR 236/9 Junction  (PM 19.97)	Soldier Pile Tieback Retaining Wall	Spring 2021	\$2.6 million	SHOPP	Doug Hessing	PA&ED	Storm Damage Repair
18.	<b>Highway 17 Wildlife Habitat Crossing  (1G260)</b>	From Laurel Road to just north of Laurel Road  (PM 9.442-9.692)	Construct wildlife undercrossing	2020	\$5.6 million	SHOPP	Aaron Henkel	PS&E/RW	Project is in design and on schedule.
19.	<b>Highway 129/ Lakeview Road Intersection Improvements (1G990)</b>	Near Watsonville, at Lakeview Road  (PM 1.4)	Construct roundabout and improve street lighting	2020	\$4.5 million	SHOPP	Luis Duazo	PS&E/RW	

PROJECTS IN DEVELOPMENT (Cont'd.)									
	Project	Location Post Mile (PM)	Description	Construction Timeline	Estimated Construction Cost	Funding Source	Project Manager	Phase	Comments
20.	Highway 152 Corralitos Creek ADA (05- 1F620)	Near Watsonville, East of Beverly Drive to Holohan / College Road (PM1.9 to R2.0)	Construct Accessible Pathway	Spring 2022	\$3.4 million	SHOPP	Mike Lew	PA&ED	
21.	Crosswalks and Pedestrian Safety Enhancements (1G760)	Various Locations: Highways 1, 9, 129, and 152	Install Electrical / Signs / Markings / Pavement	Fall/Winter 2019	\$1.2 million	SHOPP	Ken Dostalek	PS&E	Project is at 95% PS&E SCR 1 @ PM 18.8 (Laurent Street) SCR 9 @ PM 9.51 (Main Street) SCR 129 @ PM 0.23 (near SR1) SCR 152 @ PM T3.161 (Marchant Street)
22.	Santa Cruz 1 CAPM and Bridge Rails (1C85U)	In and near Santa Cruz from North Aptos up to Jct. Route 9 PM (10.2 to 17.5)	Pavement Rehabilitation, ADA Curb Ramps, Guardrail/Barrier rail/Bridge	January 2019 - June 2023	\$19 million	SHOPP	Luis Duazo	PS&E/RW	1C85U combines two projects 1C850 and 1F520 for construction. Ten Accessible Pedestrian Signal (APS) locations also added to 1C85U. These APS locations are being removed from 1G160

#### ACRONYMS USED IN THIS REPORT:

ADA	Americans with Disabilities Act
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation Air Quality
CMIA	Corridor Mobility Improvement Account
CTC	California Transportation Commission
ED	Environmental Document
EIR	Environmental Impact Report
PA&ED	Project Approval and Environmental Document
PM	Post Mile
PS&E	Plans, Specifications, and Estimates
RW	Right of Way
SB1	Senate Bill 1, the Road Repair and Accountability Act of 2017
SCL	Santa Clara County Line
SHOPP	State Highway Operation and Protection Program
SR	State Route
STIP	State Transportation Improvement Program
TMS	Traffic Management System

## **PUBLIC AFFAIRS PROJECT NOTIFICATION**

This Project Notification should be faxed to Public Affairs as early as possible (One Week Ahead is Best) prior to beginning any construction or maintenance project. Please fill out this form as thoroughly as possible and use additional paper if needed. Include all information that the traveling public needs to know.

TO:	PUBLIC AFFAIRS	PHONE:	(805) 549-3318
ATTN:	<b>Colin Jones</b>	Calnet:	629-3318
	Susana Z. Cruz	FAX:	(805) 549-3326
	Jim Shivers		

E.A. or PERMIT NUMBER: **05-1k2704**

COUNTY, ROUTE & POSTMILE: **05- SCr, 9, 17.4/20.5 . Various PROJECT LIMITS**

One location only . The limit as shown above .

**CONSTRUCTION ON STATE HIGHWAY IN MONTEREY AND SANTA CRUZ COUNTIES AT VARIOUS LOCATIONS**

PROJECT DESCRIPTION and PURPOSE FOR PROJECT:

Cold Plane and install HMA .

RE/SUPV: **Farshad Keshavarzi Jennifer Wilson**      PHONE: **831-235-3120**      FAX: **831-427-4884**

CONTRACTOR: **Granite Construction Company**      FROM (CITY): **San Jose**

CONTRACT BID AMOUNT: **\$1,251,850.21**

ANTICIPATED DATE TO \*BEGIN CONSTRUCTION: **August 7,2019**

ALLOTTED WORKING DAYS: **45**

ANTICIPATED \*COMPLETION DATE: **September 15,2019**

ANTICIPATED TRAFFIC CONTROL & HOURS OF CLOSURE:

May have the closure 24 hours from Sunday night through Friday afternoon. However, the contract will work ( cold planning of the road ) during day time Wed ( August 6) and Thursday starting 6:00 a.m until 5:00 pm .  
On Friday , the closure will be from 6:00 a.m to 3:00 p.m .

There would be no work for a week. Then the paving will take place at nights. Will inform you of the closures on that .

ANTICIPATED TRAFFIC DELAYS: **15 Minutes**

COMMENTS (What else does the public need to know? Diagrams, maps also helpful):

Cold planning during day time, noisy operation . Paving at nights.

## PUBLIC AFFAIRS PROJECT NOTIFICATION

TO: PUBLIC AFFAIRS  
ATTN: **Colin Jones**  
Susana Z. Cruz  
Jim Shivers

PHONE: (805) 549-3318  
Calnet: 629-3318  
FAX: (805) 549-3326

E.A. or PERMIT NUMBER: **05-1k4004**

COUNTY, ROUTE & POSTMILE: **05-Mon,SCr, 1, 17, 156 . Various PROJECT LIMITS**

There are 5 locations on this project.

**Location 1** : Mon. Hwy. 1 , Post Mile 74.5 to R102.0. Both NB and SB . From Carpenter Street to Monterey/Santa Cruz County Line .

**Location 2** : MON – Hwy. 156 – Post Mile R1.1 TO t5.2 . Both WB and EB . From Routes 156/183 Separation to Route 101/156 overcrossing .

**Location 3**: SCr Hwy1. Post Mile R0.0 to 10.2 . Both NB and SB . From Pajero River BRIDGE TO 0.2 MILE NORTH OF APTOS BRIDGE UNDERCROSSING .

**Location 4**: SCr -Hwy. 1 . Post Mile 17.5 to 37.4. Both NB and SB. From San Lorenzo River Bridge to Santa Cruz /San Mateo County Line .

**Location 5**: SCr -Hwy. 17. Post Mile 0.0 to 6.0. NB and SB . From Routes 1/17 Separation to 0.1 Mile North of Santa Village Road.

### CONSTRUCTION ON STATE HIGHWAY IN MONTEREY AND SANTA CRUZ COUNTIES AT VARIOUS LOCATIONS

PROJECT DESCRIPTION and PURPOSE FOR PROJECT:

**Remove traffic stripe and place new traffic stripe .**

RE/SUPV: **Farshad Keshavarzi Jennifer Wilson** PHONE: **831-235-3120** FAX: **831-427-4884**

Contractor: **Pave Tech Inc. .** FROM (CITY): **Vista**

Contract Bid Amount: **\$2,966,998.00**

Anticipated Date To \*Begin Construction: **August 4, 2019**

Alloted Working Days: **120**

Anticipated \*Completion Date: **October 1, 2019**

Anticipated Traffic Control & Hours Of Closure: The closure would be mainly from 2200 to 600 but the closures at Location3,4 and which would be from 2200 to 500 . For additional information on the closures, please see pages 15 through 18 of the Special Provisions for

Anticipated Traffic Delays: **15 Minutes**

COMMENTS (What else does the public need to know? Diagrams, maps also helpful):

Contractor is working at nights. Mostly moving lane closures are in place. Short ramp closures are involved.

# State Begins To Push SB 2 Planning Money Out The Door

<http://www.hcd.ca.gov/grants-funding/active-funding/planning-grants.shtml#activities>

Any public-sector planner in California who is not yet aware of the pot of money available from Senate Bill 2 must work for a city that either has slid into the ocean, or is so wealthy that free money — in the six-figure range — does not warrant the bother of filling out a 12-page application.

In short, at \$123 million in noncompetitive grants, it's the biggest planning grant program the state has come up with in the recent past.

SB 2 passed in 2017, with the primarily goal of increasing the state's housing supply amid its crippling supply and affordability crisis through a surcharge on real estate transactions. Much of the monies will go towards actual housing production and resident assistance, but, in the program's first yet, 50 percent will be being set aside to help cities and counties lay the groundwork for new housing. The theory goes that developers cannot build — and cannot build at reasonable costs — if cities have not adopted policies, processes, and zoning regulations to accommodate and streamline developers' applications.

The bill sets aside enough money for literally every jurisdiction in the state to apply for and receive a grant. Grants are standardized according to jurisdiction size: up to \$625,000 for localities with populations over 200,000; up to \$310,000 for localities between 200,000 and 60,000; and up to \$160,000 for localities of fewer than 60,000. Multiple localities may submit joint applications.

Ultimately, the grants cannot directly cause housing to be built, and it's difficult to estimate the number of units that could result from the planning grants. But the statewide nature of the program suggests that the aggregate result could be significant.

“The cities don't develop housing,” said Karalee Browne, program manager at the Institute for Local Government. “The impact (SB 2) is going to have is that cities are going to be more ready to help developers. Their processes are going to be faster and more nimble. I think the planning is going to be in place so when a developer comes with a project, they're going to be more able to react to it.”



The notice of available funding went out in March, and applications will be accepted through November, though the deadline may be extended. Grants will be awarded and put under contract by June 2020. Importantly, the Department of Housing and Community Development, which administers the program, is encouraging applicants by making the process as straightforward as possible.

There is one major impediment to eligibility, however: Cities must have housing elements that are compliant with Regional Housing Needs Allocation numbers. RHNA compliance has been a contentious issue of late, as many cities have shirked their responsibilities.

“We’ve heard from a couple cities that were afraid if they applied for this money that there would be expectations going forward. I think those expectations are there anyway,” said Browne. “I think we all recognize that there’s a housing crisis in our state and cities and counties want to do their part to bring housing to their communities.”

There may be circumstances under which cities can use SB 2 monies to update their housing elements. Generally, though, the grants are designed to encourage innovative, additive approaches to housing — not to merely bring cities into compliance.

“It’s been encouraging to be creative, to be flexible with local governments and design something that achieves multiple objectives,” said HCD Housing Policy Manager Paul McDougall. “I think we’ve been very clear that this money is not to pay for status-quo things,” said Browne. “This is money that’s geared towards catalytic change that’s going to facilitate new housing.”

Crucially, the planning monies offered by SB 2 are, unlike most grant programs, noncompetitive. SB 2 seeks to proactively support cities, giving cash-strapped cities that want to add housing the means to do so and giving wealthy, housing-resistant cities fewer excuses to resist.

“There is enough money for every jurisdiction to apply..... That’s exciting because there hasn’t been this kind of planning money before...for things that keep getting pushed back and back and back,” said Jennifer Gastelum, associate principle of PlaceWorks, which is doing outreach for the SB 2 program. (Disclosure: *CP&DR* Publisher Bill Fulton sits on the board of PlaceWorks.) She added: “The thing that is a little scary for jurisdictions...is that the application is just 12 pages, and a few of those pages are just check boxes. It’s a bit of a shift from what applications from HCD previously looked like.”

Early reviews are positive.

“It was relatively easy and it was fairly clear,” said Brian Foote, planning manager for the City of Redlands, which submitted one of the first applications. “They have staff assigned to help potential applicants, and the staff that I worked with were very helpful.”

Grant guidelines invite cities to propose a wide range of projects and programs as long as cities demonstrate how they will increase housing supply. Projects can be as straightforward as upzoning of a district or as indirect as upgrading of information technologies to speed up developers’ applications. They can also include updating of design standards, regulations for accessory dwelling units, permit processing, density bonuses, and incentive zoning, among others. They can apply to general plans, community plans, specific plans, local planning related to implementation of sustainable community strategies, or local coastal plans.

The grand guidelines list six “priority areas,” with many sub-areas, that HCD staff identified. As long as a project pertains to one (or more) of those 23 areas, it is eligible for expedited processing.

“Though we recognize that it is an over-the-counter process where we don’t have scoring criteria, we do want to encourage certain activities even though the statute is really broad,” said McDougall. “We know that certain things will have a strong effect on housing. We call these ‘priority policy areas.’ Folks that select those priority policy areas have a more streamlined application.”

Commensurate with the program’s ambitions and largesse, HCD has conducted an unprecedented outreach campaign to inform cities about the grants and encourage them to apply. The department has partnered with nonprofit organizations such as the Institute for Local Government and private-sector firms such as PlaceWorks, among others, to publicize the program, conduct outreach events, and, importantly, provide technical assistance to departments that wish to apply.

“Our overall goal for the program is access for the entire state,” said McDougall. “We’ve at least had some sort of contact with almost three-fourths of the state, which I think is pretty darn good. We’ve already been from Redding down to Imperial.”

HCD has also published sample ordinances that cities can adapt and adopt with relative ease.

“We’re trying to put together model ordinances, examples of environmental impact reports, specific plans, design standards – all the things that the program focuses on -- we are building this library for people to use these tools,” said Gastelum. “The thought is that they’ll take what we have as a base.”

With many of the public presentations complete, HCD recently released its “Accelerated Housing Production” website, with a GIS database designed to help cities identify projects and navigate the grant application process. The site will be updated to include toolkits and resources on specific policy areas that will help local governments accelerate housing production. Additionally, the webpage will host our first ever local housing strategies map that tracks which jurisdictions in California have implemented the SB2 priority policy areas and other best practices. This map will also include information on HCD’s outreach efforts, submission of planning grant applications, and jurisdictions eligibility for the planning grants program.

HCD has received a handful of submissions already and will be reviewing them on a rolling basis. The first submission came from the Inland Empire city of Redlands, whose application for its proposed Redlands Transit Villages plan may turn out to be the poster child for the SB 2 grant program. The plan, which is still being drafted, calls for the city to add roughly 2,400 units near three forthcoming rail stops on the Redlands Rail Passenger Project that will connect with Southern California’s Metrolink commuter rail, which broke ground in July. Transit orientation meant that the project hits nearly all of SB 2’s goals.

“There’s about 23 different categories, and I think we satisfied 21 of those,” said Foote. “A guiding principle to encourage more development in the core of the city, specifically around the train stations,” said Foote. “The long-term benefit would be that the periphery of the city is preserved. We have hills to the south, cultural land to the east, and open space to the north.”

Redlands' grant application, which has been tentatively approved, will expedite the drafting of the plan’s environmental impact report.

The City of Folsom also turned in an early application for a completely different project: an updated system for electronic permit processing.

## **Contacts & Resources**

[Accelerating Housing Production Website](#)

[HCD SB 2 Planning Grants Website](#)

**Karalee Browne**, Program Manager, Institute for Local Government, [kbrowne@ca-ilg.org](mailto:kbrowne@ca-ilg.org)

**Brian Foote**, Planning Manager, City of Redlands [bfoote@cityofredlands.org](mailto:bfoote@cityofredlands.org)

**Jennifer Gastelum**, Associate Principal, PlaceWorks [jgastelum@placeworks.com](mailto:jgastelum@placeworks.com)

**Paul McDougall**, Housing Policy Manager, Dept. of Housing and Community Development, [Paul.McDougall@hcd.ca.gov](mailto:Paul.McDougall@hcd.ca.gov)

## Senate EPW Committee Unanimously Advances Five-Year Surface Transportation Bill

By a vote of 21 to zero on July 30, the Senate Committee on Environment and Public Works passed S. 2302 – the [America's Transportation Infrastructure Act of 2019](#) – which authorizes \$287 billion in highway funding over five years. This represents the first and largest element of surface transportation re-authorization to follow the current [Fixing America's Surface Transportation](#) or FAST Act, which will also include transit, highway safety, and rail.



Photo by Maria Pagan

Some \$259 billion or 90 percent of funding in this bill is dedicated to formula programs for maintaining and repairing the nation's roads and bridges, though that is slightly less than the 92 percent level under the FAST Act.

"Formula funding gives each state the flexibility to address their specific surface transportation needs," noted Sen. John Barrasso, R-Wyo., the committee's chairman, in [remarks](#) made during the mark-up of the bill.

"By distributing the funding through this formula, the legislation will help every state in the nation and keep projects moving ahead. It is good for rural areas. It's good for urban communities. It is good across the country," he added.

"Between new authorizations, loan leveraging programs, state-match requirements, and likely additions from the Commerce and Banking Committees, our bill's total impact on infrastructure will be nearly half a trillion dollars – a historic total," Sen. Barrasso said.

Sen. Barrasso also noted that the Senate's surface transportation bill will "speed up project delivery [and] cut Washington red tape so projects can get done faster, better, cheaper and smarter." It also "codifies" key elements of President Trump's [One Federal Decision](#) policy so the approval process for states is simplified – giving them "increased flexibility" while "reducing their paperwork burdens" by aiming to create a two-year environmental review goal for major projects along with a "single record of decision" for such projects.



The bill also seeks to improve program and project delivery via the sharing of "[categorical exclusions](#)" and standardization of stewardship and oversight agreement, along with further flexibility in the operational right-of-way.

Sen. Tom Carper, D-Del., the ranking member on the committee, added in [his remarks](#) that the “bipartisan” nature of the surface transportation bill “really should not come as a great surprise to anyone, because – in a greater sense – our nation’s transportation infrastructure helps bring all Americans together. Both literally and figuratively, our roads, highways, and bridges connect us to one another.”

“For state DOTs [departments of transportation], it is absolutely crucial to get the next federal transportation bill done on time, without resorting to a series of short-term program extensions,” stressed Jim Tymon, executive director of the American Association of State Highway and Transportation Officials, [in a statement](#).

“When federal funds are predictable and stable, state DOTs are able to fully focus attention on delivering critical projects that improve safety, quality of life, and economic opportunities for everyone,” he said.

Other key aspects of the [amended surface transportation bill](#), which numbers over 500 pages, include:

- The legislation formally repeals a [\\$7.6 billion rescission](#) in Federal-aid highway contract authority scheduled to occur in July 2020. In addition, the EPW committee passed S. 1992, a standalone fix of the rescission that can take advantage of any immediate legislative opportunity prior to passage of the surface transportation package.
- Highway Safety Improvement Program pre-FAST Act eligibility is restored for effective non-infrastructure safety efforts including public awareness, traffic safety enforcement, emergency services, and experimental safety research.
- Funding for sub-allocated portion of the Surface Transportation Block Grant Program or STBGP is frozen at 55 percent throughout the five-year term of the bill.
- Federal funding eligibility is expanded for projects that improve infrastructure resiliency, including those dollars coming from the National Highway Performance Program, the STBGP, and the Emergency Relief Program.
- The bill allows the expansion of ongoing [interstate highway tolling pilot programs](#) to urbanized areas, while creating a toll credit exchange program.

Yet for state DOTs there are some concerns regarding the EPW committee’s proposed re-authorization bill as well:

- Though traditionally not within the purview of the EPW committee, there is no mention of preserving the [9 GHz spectrum](#) for transportation safety purposes, or clarifying state prerogatives on wireless and wireline broadband deployment.
- A large number of new highway programs ranging from discretionary grant programs, formula programs with limited eligibility, and pilot programs are carved out from the Highway Trust Fund at an average of \$4.3 billion per year, taking away dollars from core formula programs.
- Sub-allocation is increased for the STBGP Setaside (formerly Transportation Alternatives) from 50 percent to 57.5 percent, while sub-allocation for new carbon reduction and safety incentive programs is set at 65 percent.
- Eligibility for Transportation Infrastructure Finance and Innovation Act or [TIFIA loans](#) funded from the Highway Trust Fund is greatly expanded to include non-highway purposes including airport projects and commercial and residential development near transportation hubs.

**AGENDA:** August 15, 2019

**TO:** Interagency Technical Advisory Committee

**FROM:** Ginger Dykaar, Senior Transportation Planner

**RE:** Alternatives Analysis – Timeline Regarding Transit on Rail Right-of-Way

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## **FOR INFORMATION ONLY**

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### **BACKGROUND**

The Santa Cruz Branch Rail Line was purchased by the Santa Cruz County Regional Transportation Commission in 2012 with funds primarily from Proposition 116. The timeline of events that led up to this purchase is outlined in [Attachment 1](#). Proposition 116 funds were administered through the California Transportation Commission principally for passenger and commuter rail projects. The RTC's funding application to the CTC was approved for the following purpose:

Acquisition of the Santa Cruz Branch Rail Line and improvements for preservation for transportation purposes, including continuation of existing freight and recreational rail service, implementation of recreational passenger rail service and potential bicycle and pedestrian path adjacent to the rail line where feasible.

Shortly after the purchase of the rail line, work on the Monterey Bay Sanctuary Scenic Trail Network (MBSST) Master Plan began. In February 2014, the RTC approved the MBSST Master Plan and Environmental document for a trail next to the rail line as the spine of the MBSST.

In 2013, the RTC was awarded a transit planning grant to analyze rail transit service along the Santa Cruz Branch Rail Line. The RTC accepted the Rail Transit Feasibility Study in December 2015 and directed staff to seek funding to conduct environmental review, preliminary engineering and other analysis needed to answer outstanding questions regarding potential rail transit options. The Rail Transit Feasibility Study analyzes a range of rail transit options on the Santa Cruz Branch Rail Line and provides cost and ridership estimates for the various service options between Santa Cruz and Watsonville/Pajaro. Strong interest in providing rail transit service between Santa Cruz to Watsonville/Pajaro stations was expressed by stakeholders and members of the public.

In November 2016, over two thirds of Santa Cruz County voters approved Measure D for funding of a variety of transportation investments, including "for preservation of the Rail Corridor infrastructure and analysis of its future potential use ..." to "include analysis ... to answer important community questions about possible future

transit and other transportation uses ... and maintaining and repairing the ... Santa Cruz Branch Rail Line.”

Funding was awarded from Caltrans in 2015 for the Unified Corridor Investment Study (UCS) to identify multimodal transportation investments on Highway 1, Soquel Avenue/Soquel Drive/Freedom Boulevard, and the Santa Cruz Branch Rail Line that best serve the community’s transportation needs. The UCS began in earnest in early 2017 with an expanded scope to address the requirements of Measure D to “answer important community questions about possible transit and other transportation uses ... of the Santa Cruz Branch Rail Line.” The study’s goals focused on developing a sustainable and well-integrated transportation system while maximizing benefits in terms of efficient mobility, health and equity, the natural environment, and economic vitality. The Unified Corridor Investment Study, in investigating how Highway 1, Soquel Avenue/Drive and the recently acquired Santa Cruz Branch Rail Line, provided a better analysis of the investment options than a study of any one mode or facility in isolation. The outcome of the UCS, completed in January 2019, directed staff to:

1. protect the rail right-of-way for a high-capacity public transit service next to a bicycle and pedestrian trail and continue to consider passenger rail service on the rail right of way consistent with Prop 116 requirements; and
2. work jointly with Santa Cruz Metropolitan Transit District to develop a scope of work for additional analysis of high-capacity public transit alternatives on the Santa Cruz Branch Rail Line including their cost, operations, and funding plans and a plan to protect METRO’s current funding sources.

## **DISCUSSION**

An Alternatives Analysis (AA) will be performed to evaluate transit investment options that provide an integrated transit network for Santa Cruz County utilizing all or part of the length of the rail right-of-way as a dedicated transit facility. A performance-based planning approach based on a triple bottom line sustainability framework will be utilized to assess various public transit options for the rail right of way. A triple bottom line concept of sustainability balances environmental, economy and equity interests. Transit alternatives will be compared to define a viable project that will provide the greatest benefit to the Santa Cruz County residents, businesses and visitors in terms of equity, environment and economy. Proposed future intercounty and interregional connections to the Bay Area, Monterey, Gilroy and beyond will be considered.

The Regional Transportation Commission (RTC) intends to engage the services of a consultant to produce an Alternatives Analysis and Business Plan for High Capacity Public Transit on the Rail Right-of-Way. RTC and METRO staff have been working together to develop the scope for this project. Input on the draft scope of work for consultant services was brought to the RTC at the June 27, 2019 and August 1, 2019 meetings and to the METRO at their June 28, 2019 meeting for review and

input. The request for proposals has been released for this project and can be found on the SCCRTC website (<https://sccrtc.org/about/opportunities/rfp/>).

Once the AA consultant has been hired, the AA project team will be soliciting input from RTC Advisory Committees, partner agencies, community organizations, and members of the public at various key milestones of the project. Ideas for how best to solicit input on this project to your agency, your board/council members, and the members of your community are greatly appreciated.

Funds for this analysis are coming from a \$100,000 state grant from Caltrans for developing a Rail Integration Network Study which is a component of the Alternatives Analysis. RTC has also programmed \$550,000 in Measure D-Rail Corridor funds for this work as part of the 5-year plan, approved on June 6, 2019.

## **SCHEDULE**

A draft timeline for the Alternatives Analysis is summarized below. Once the consultant has been hired, an updated timeline will be created.

October 2019	Consultant Contract Finalized
November 2019	Outreach Plan
December 2019	Goals & Performance Measures
January 2020	Input on Alternatives
September 2020	Draft Results
January 2021	Final Alternatives Analysis Report

## **SUMMARY**

An Alternatives Analysis (AA) will be performed to evaluate transit investment options that provide an integrated transit network for Santa Cruz County utilizing all or part of the length of the rail right-of-way as a dedicated transit facility. RTC and METRO staff have been working together to engage the services of a consultant for this project. The request for proposals has been released for this project and can be found on the SCCRTC website (<https://sccrtc.org/about/opportunities/rfp/>).

### Attachments:

1. Timeline of Decisions Regarding the Rail Line Right-of-Way

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### Time line of Decisions Regarding the Rail Line Right-of-Way

Date	Event
June 1990	California voters approved Proposition 116 providing \$11 million for rail projects in Santa Cruz County. The measure passed with 53% of vote statewide and 60% in Santa Cruz County.
1992	RTC establishes a "Fixed Guideway Oversight Committee" and begins process to conduct a transit alternatives analysis consistent with Federal Transit Administration (FTA) requirements.
1994	After the FTA changed rules to require a "Major Transportation Investment Study" (MTIS), the RTC initiates the MTIS for the corridor between Watsonville and Santa Cruz.
December 1998	The MTIS is completed by consultants and accepted by the RTC
August 1999	The RTC approves a "Program of Projects" after fully considering the completed MTIS and includes: 1. purchase of the Santa Cruz Branch Rail Line as a future transportation resource for the community and 2. Bike and pedestrian path on the rail line ROW "adjacent to, not in place of, the rail line" to continue freight rail operations and not preclude other future uses within the ROW. These were approved unanimously by the RTC.
March 2000	The RTC establishes itself as the lead agency for activities regarding development of the rail right-of-way and decides to seek statutory changes necessary to accomplish that. This was a 9 to 1 vote when the RTC had a membership of 10 commissioners.
September 2000	The RTC unanimously programs \$10 million in STIP funds toward the rail line ROW acquisition. This was all of the STIP funding that was available to program at that time.
January 2001	UP representative attends an RTC TPW meeting to formally initiate negotiations for purchase of the rail line ROW.
October 2001	SB 465 (McPherson) approved by California legislature and signed by Governor giving the RTC authority necessary to develop transportation projects on the rail line rights-of-way in Santa Cruz County. The bill was unanimously supported by the RTC.
August 2003	The RTC on an 11-1 vote approves submitting an application for Proposition 116 funds for pre-acquisition work for the rail line ROW.
December 2004	The RTC unanimously approves a letter of intent with UP to purchase the rail line ROW for \$19 million.
March 2008	The RTC unanimously approves submitting a second application for Proposition 116 funds to complete the work to purchase the rail line ROW for corridor preservation and improvements to the rail line
February 2010	The RTC unanimously approved submitting the third application for funding to the CTC for over \$20 million in Proposition 116 and Public Transportation Account funds to purchase the rail line ROW and make improvements to the rail line to continue freight service and institute recreational rail service.
May 2010	The RTC voted unanimously to enter into a purchase and sale agreement with Union Pacific for the Santa Cruz Branch Rail Line that included commitments to continue freight service and make rail improvements.

August 2010	The RTC unanimously voted to accept conditions imposed by the CTC to be able to consider approval of the RTC funding request. The conditions included the continuation of freight rail service as long as required by the Surface Transportation Board and the institution of recreational passenger rail service.
January 2011	After much work by several RTC Commissioners to convince the California Transportation Commission that this project was indeed a transit project worthy of funding as requested and assurances that Santa Cruz County would not perform a “bait-and-switch,” the CTC approved funding for the purchase of and improvements to the Santa Cruz Branch Rail Line with conditions including that the RTC would refund the then value of the CTC’s funding for purchase and construction, if the RTC ceased to utilize the project for the intended public passenger rail purpose and that the RTC add \$250,000 in other funds for some acquisition costs.
February 2011	The RTC unanimously approved the additional funds required by the CTC to be able to accept the funding from and conditions of the CTC.
October 2012	After the RTC selected an operator for the rail line and obtaining approval from the Surface Transportation Board (STB), the RTC completed purchase of the rail line ROW.
February 2014	The RTC approved a master plan and environmental document for the Monterey Bay Sanctuary Scenic Trail Network with a trail next to the rail line as the main component. The master plan was also adopted by the County and the three cities through which the rail line travels.
December 2015	The RTC accepted the Rail Transit Feasibility Study and directed staff to seek funding to conduct environmental review, preliminary engineering and other analysis needed to answer outstanding questions regarding potential rail transit options.
November 2016	Over two thirds of Santa Cruz County voters approved Measure D for funding of a variety of transportation investments, including “for preservation of the Rail Corridor infrastructure and analysis of its future potential use ...” to “include analysis ... to answer important community questions about possible transit and other uses ... and maintaining and repairing the ... Santa Cruz Branch Rail Line.”
January 2019	RTC accepted the Unified Corridor Investment Study and directed staff to: <ol style="list-style-type: none"> <li>1. protect the rail right-of-way for a high-capacity public transit service next to a bicycle and pedestrian trail and continue to consider passenger rail service on the rail right of way consistent with Prop 116 requirements; and</li> <li>2. work jointly with Santa Cruz Metropolitan Transit District to develop a scope of work for additional analysis of high-capacity public transit alternatives on the Santa Cruz Branch Rail Line including their cost, operations, and funding plans and a plan to protect METRO’s current funding sources.</li> </ol>

**TO:** Interagency Technical Advisory Committee (ITAC)  
**FROM:** Amy Naranjo, Transportation Planner  
**RE:** Cruz511 Program Update

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## **RECOMMENDATIONS**

Staff recommends that the Interagency Technical Advisory Committee (ITAC) receive a program update on Cruz511.

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## **BACKGROUND**

For more than 35 years, the RTC has provided transportation demand management (TDM) services in Santa Cruz County with the goal of using the existing transportation system more effectively by assisting travelers to use various modes of transportation, especially sustainable transportation modes. In 2015, the RTC revitalized, rebranded, streamlined and augmented its TDM services providing improved online access and information delivery via Cruz511.org.

## **DISCUSSION**

The focus of the RTC's TDM efforts with Cruz511 is to deliver traveler information and referral services and market the availability of travel options. As the umbrella brand for TDM services, Cruz511 also includes an online traveler information presence at the website Cruz511.org, on Facebook at @Cruz511 and on Twitter @Cruz\_511. Cruz511.org is a mobile-responsive, centralized online resource for multi-modal traveler information featuring a traffic map with real-time information. Many of the key TDM activities are available online at Cruz511.org, including ride matching, trip planning for all travel modes, park and ride lot coordination, and employer assistance for workplace-based commute programs. The Cruz511 presence on Facebook and Twitter are intended to drive traffic to the Cruz511.org website where the transportation resources and tools are offered.

### **Carpool and Vanpool Matching**

Cruz511 currently offers online carpool and vanpool matching using the 511 Ride Match Service (RMS) offered by the Metropolitan Transportation Commission (MTC). Commuters can register directly at <https://www.ridematch.511.org/SanFrancisco/>

or via Cruz511 at <https://cruz511.org/drive/shared-rides/carpooling/>. There are 1,705 active participants who live or work in Santa Cruz County looking to join or form a carpool and 31 new participants have registered thus far in 2019.

	New Registrations	Total Active
2015	102	1490
2016	80	1570
2017	53	1623
2018	51	1674
2019*	31	1705

Beginning in Fall 2019, the RTC with the City of Santa Cruz, will be piloting a cloud-based commuter management platform to provide multi-modal trip planning, carpool and vanpool route matching, and passive trip tracking via Cruz511.org. A limited number of employer groups will have access to the project during a soft launch in the Fall. Open access to the general public will be available in Spring 2020.

### **Park & Ride Lot Coordination and Development**

There are 4 official and 1 temporary Park & Ride lots in Santa Cruz County. South County commuters have access to the Park & Ride lot in Monterey County just south of Watsonville.

- Summit (Santa Clara/Santa Cruz county line) – lot capacity: 12
- Pasatiempo (Santa Cruz/Highway 17) – lot capacity: 60
- Scotts Valley Transit Center (Scotts Valley) – lot capacity: 223
- Resurrection Church (Aptos) – lot capacity: 82
- Hilltop/Salinas Rd (just outside of Watsonville) – lot capacity: 64
- *Capitola Mall (new temporary) – lot capacity: 20*

Park & Ride lot closures in recent years have impacted users. The park & ride lots located at the Quaker Meetinghouse (lot capacity: 12) and Soquel/Paul Sweet Rd. (capacity: 51) have been permanently closed. The closure of the Soquel/ Paul Sweet Rd lot impacted vanpoolers who used the lot as a meetup location and for overnight parking. After extensive outreach to owners of potential park & ride lots, Cruz511 staff secured an informal agreement for 20 park & ride spaces at Capitola mall on 41<sup>st</sup> Avenue through the end of summer to ensure dedicated parking for established vanpools. The owner of the Capitola has been very cooperative, and it is anticipated that the park & ride lot at the Capitola mall will become a permanent park & ride lot. The Resurrection Church plans to close its park & ride lot for a

temporary period due to construction at their facilities. Cruz511 staff will work with the Resurrection Church and the park & ride lot users to assist through that temporary closure.

### **Transportation Help Desk - Personal Trip Planning**

Cruz511 provides personal trip planning services via website, email, and phone. Most trip planning resources are available on Cruz511.org anytime and include travel directions by trip mode, carpool options, countywide bike and trail maps, and traffic/construction alerts. People can contact Cruz511 Help Desk staff by calling 429-POOL, submitting a question online, or emailing [info@cruz511.org](mailto:info@cruz511.org). Common inquiries to the Help Desk include questions about real-time traffic conditions, getting to San Francisco Bay Area locations including its airports using transit, and requests for print copies of the RTC's bicycle map. In addition, the Help Desk frequently refers callers requesting paratransit services to the appropriate service provider.

### **Public Information & Awareness**

Promoting awareness is an integral part of implementing and launching any web-based service, especially a regionally oriented informational site such as Cruz511.org. Staff participates and promotes Cruz511's offerings at community events, festivals, and local business, environmental, and wellness fairs. During the past year, staff focused efforts on developing, launching, and building awareness for the new rideshare/carpool and commute tracker tools coming Fall 2019. Once the new tools are available there will be significant outreach in partnership with other agencies and employers to ensure that potential users are aware of the new tools, know how to use them and are taking advantage of them.

### **Performance Measures**

Web analytics and metrics are especially valuable in marketing and outreach activities and for fine-tuning how information is organized and presented on a website. Digital metrics allow staff to track and measure the effectiveness of content and outreach efforts and note how well a website and other digital services are performing, and are typically derived from tools that measure usage, traffic, site quality, and performance. Web analytics help gauge user response and engagement with services, and enable comparisons to similar systems. Cruz511.org metrics for July 2018 through June 2019 are provided below with the previous year comparisons noted in parenthesis:

- 89,565 users (up 44%) – 7,464 users per month or 245 users per day
- 210,498 sessions (up 39%)

- 366,971 pageviews (up 55%)
- 55% of users access Cruz511 using a mobile phone (primarily, iPhone)
- 66% of users find Cruz511 directly from a search engine
- 85% of pageviews are for the traffic map, traffic cameras, and travel alert notices
- Users visit cruz511 most often on Tuesday, Wednesday, and Thursday at 8am and 3-5pm.

Web traffic to Cruz511.org has increased year over year since the website was implemented in June 2015 and it is more than four times the annual web traffic of the RTC's primary website, [sccrtc.org](http://sccrtc.org). Traveler information is the primary reason people access [cruz511.org](http://cruz511.org) and usage spikes during inclement weather, road construction, and major traffic incidents. As a result, staff are improving outreach efforts to raise awareness for the other services offered on [cruz511.org](http://cruz511.org), including multi-modal trip planning and ridematching.

### **Upcoming TDM Initiatives**

The next phase of modernizing TDM efforts is to encourage and facilitate easy access to shared mobility services. In January 2019, the Commission approved a budget amendment to implement a commute manager online platform and in June, the RTC in partnership with the City of Santa Cruz, entered into an agreement with RideAmigos. As a full-featured TDM platform, RideAmigos offers end-users a commuter dashboard and unified trip planner with ridesharing, vanpooling, local transit, bikepooling, and walk/bike options. This planner provides quick modal comparisons: route, time, distance, environmental, health impact, and custom data points. Challenge, incentive, and network features integrate alongside the trip planner to allow administrators to create advanced TDM programs and campaigns. Additional platform highlights include automated trip tracking, commute calendar and history, detailed reporting and GIS mapping, custom points of interest, and integration with 3rd-party apps and data streams. The Transportation Agency for Monterey County (TAMC), San Luis Obispo Council of Governments (SLOCOG), Santa Barbara County, and San Mateo County also use RideAmigos' commuter management platform for their TDM programs.

A phased approach will be used to implement the commute manager over the course of two years, beginning with a soft launch in Fall 2019 for anchor employers. Anchor employers are large employers that have demonstrated a commitment to sustainable transportation and have the staffing capacity to administer a TDM program. The City of Santa Cruz, UC Santa Cruz, and Ecology Action (including employers enrolled in the Sustainable Transportation Membership program) are the designated anchor employers for the soft launch with a primary objective to build a

sufficient critical mass of users prior to full launch. The City of Santa Cruz will facilitate enrollment for downtown employees through its new Downtown TDM services program.

Cruz511 is also collaborating with TAMC and the Monterey Bay Economic Partnership (MBEP) to encourage 'smart commuting' throughout the Monterey Bay region, promote employee participation amongst MBEP members, and coordinate program messaging. Staff expects to roll out the program to other large employers in Watsonville/South County prior to the full launch for the general public in Spring 2020.

Even though the platform will be implemented first with large employers, staff expects the software to be useful for a wide variety of organizations. It can be used to help with event management, school-pools, recreational visitors and general-purpose trip planning. The built-in survey mechanism and trip tracker will allow administrators (employers and RTC staff) to monitor behavior changes due to the platform and customize features that address customer needs. If the program is successful within the first two years, as measured by decreases in single occupancy vehicle trips and vehicle miles travelled, the staff would make appropriate recommendations to the RTC to consider extending the contract with the service provider.

## **SUMMARY**

For most of its existence, RTC has offered local transportation users a service that helps them to successfully use all modes within the existing transportation system. Cruz511 is the umbrella brand under which all TDM activities take place at the RTC, and includes Cruz511.org. Cruz511.org is a mobile-responsive, centralized online resource for multi-modal traveler information featuring a traffic map with real-time information. The next phase of modernizing Cruz511 TDM efforts is to encourage and facilitate easy access to shared mobility services using a commute manager platform.

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**TO:** Interagency Technical Advisory Committee (ITAC)  
**FROM:** Rachel Moriconi, Senior Transportation Planner  
**RE:** Programming Regional Transportation Funds

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## **RECOMMENDATIONS**

Staff recommends that the Interagency Technical Advisory Committee (ITAC) provide input on the following tentative proposed process for programming RTC discretionary funds:

- a. Program the region's shares of FY18/19-FY20/21 Surface Transportation Block Grant Program/Regional Surface Transportation Program Exchange (STBG/RSTPX) funding (approximately \$10 million total) by population formula to cities and the County of Santa Cruz, with a minimum of 5% of revenues to each jurisdiction;
- b. Program up to \$350,000 of RSTPX funds (estimated pre-FY18/19 RSTPX balances) for transportation projects identified by non-governmental community organizations, University of California at Santa Cruz (UCSC), and others through a competitive process;
- c. In order to leverage potential state grants, continue to implement regional priorities in the preferred scenario of the Unified Corridor Investment Study, program the RTC's formula shares of State Transportation Improvement Program (STIP), Local Partnership Program (LPP), and one-time Highway Improvement Program (HIP) funds to the Highway 1 Auxiliary Lanes/Bus on Shoulders and Chanticleer Bicycle/Pedestrian Overcrossing regional projects;
- d. Hold in abeyance for three years a 2017 RTC decision that gradually reduces the allocations of the region's population shares (PUC 99313) of STA and SGR funds to METRO from 100% in FY18/19, 85% in FY19/20, 80% in FY20/21, and 75% in FY21/22, with the balance (approximately \$1.5 million over 3 years) available through a competitive process; and instead pass through all but \$100,000 in STA funds per year (FY19/20-21/22) to METRO.
- e. Allocate \$100,000 per year of the RTC's 99313 shares of FY19/20-FY21/22 State Transit Assistance (STA) funds to Community Bridges Lift Line. Program the balance of the RTC's share of FY19/20 State Transit Assistance (STA) and 100% of the region's FY19/20 SB1-transit State of Good Repair funds to Santa Cruz METRO.

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## **BACKGROUND**

As the Regional Transportation Planning Agency (RTPA) for Santa Cruz County, the Santa Cruz County Regional Transportation Commission (RTC) is responsible for programming and



allocating regional shares of certain state and federal funds. These include funds available through the State Transportation Improvement Program (STIP), Surface Transportation Block Grant Program/Regional Surface Transportation Program Exchange (STBG/RSTPX), SB 1 formula Local Partnership Program (LPP-f), State Transit Assistance (STA), SB1-transit State of Good Repair (SGR) program, as well as a one-time infusion of funds from the FHWA Highway Infrastructure Program (HIP).

## **DISCUSSION**

In the past the RTC has typically programmed discretionary funds through a consolidated competitive process; however, at its June 5, 2019 meeting, the RTC board approved a motion indicating that it is the Commission's intention to distribute RSTP/STBG funds by a formula basis to the local jurisdictions for the current round of funding. The RTC also directed staff to continue to meet with its stakeholders for input and return to the RTC with a proposed process and timeline for programming the RTC's discretionary funds.

Based on several subsequent conversations between public works departments and city managers, Santa Cruz METRO, RTC staff, and some other stakeholders, agreement was reached between cities and the county that the RTC's shares of FY18/19-20/21 STBG/RSTPX funds be distributed on a population formula basis to cities and the County, with a minimum of 5% of funds per jurisdiction. Some agencies indicated support for setting aside an amount for programs and projects implemented by agencies like Ecology Action, Bike Santa Cruz County, and University of California at Santa Cruz (UCSC). The exact amount and programming years were not determined. Watsonville staff suggested a total of \$350,000, which is the pre-FY18/19 carry-over balance, but some entities have requested more information on the priorities of the proposed recipients.

Based on discussions with METRO and Community Bridges Lift Line, a proposal was put forth to allocate \$100,000 per year of the RTC's 99313 shares of FY19/20-FY21/22 State Transit Assistance (STA) funds to Community Bridges Lift Line and to pass through the balance of the RTC's share of State Transit Assistance (STA) and 100% of the region's SB1-transit State of Good Repair funds to Santa Cruz METRO. This would be in lieu of a 2017 RTC decision that would have gradually reduced the allocations of the region's population shares (PUC 99313) of STA and SGR funds to METRO from 100% in FY18/19, 85% in FY19/20, 80% in FY20/21, and 75% in FY21/22, with the balance (approximately \$1.5 million over 3 years) available through a competitive process.

For the balance of RTC discretionary funds: State Transportation Improvement Program (STIP), Local Partnership Program (LPP-f), and Highway Improvement Program (HIP), public works and METRO staff indicated support for allocating those funds to the Highway 1 Auxiliary Lanes/Bus on Shoulders and Chanticleer Bicycle/Pedestrian overcrossing. Most other regional agencies in the state also focus their STIP and LPP formula funds to regionally significant projects and programming these discretionary funds to this project is expected to also increase the RTC's ability to leverage competitive state grants for the project.

**Staff recommends that the ITAC provide input on the proposals for this programming cycle.**

The following table summarizes the estimated funding available in this programming cycle.

<b>Funding Source</b>	<b>Funds</b>	<b>Notes</b>
Surface Transportation Block Grant Program/ Regional Surface Transportation Program Exchange (STBG/RSTPX)	Approximately \$10.7 million through FY20/21	Available for wide range of transportation projects. Match: 11.47% <b>Proposal:</b> distribute up to \$350,000 to non-city/county agencies, with balance distributed to cities and county on a population formula basis, with a minimum of 5% to each city.
State Transportation Improvement Program (STIP)-regional shares	\$1,057,000-\$3.4 million new funds through FY24/25 ( <i>total TBD by CTC</i> ), plus \$950k lapsed funds	Available for most transportation projects, except ongoing transit and local road maintenance and operations. RTC must select projects by 12/15/19, subject to concurrence from CTC. <b>Proposal:</b> indicate intent to program funds to Hwy 1 Aux/Bus on Shoulders projects.
Highway Infrastructure Program (HIP)	Approx. \$680,000 (one time)	One-time infusion of federal funds available for highway, bridge and local road projects. Must be obligated by 9/30/21. <i>Not eligible: Rural minor collectors or local access, transportation alternatives (bike/ped), ferries, transit, or transportation planning and studies.</i> Match: 13.5% <b>Proposal:</b> indicate intent to program funds to Hwy 1 Aux/Bus on Shoulders projects.
Local Partnership Program-formula (LPP-f)	\$302,000 FY19/20; could increase to ~\$600k/yr pending legislation	Funds available FY19/20-FY20/21, and possibly FY21/22, pending legislative and CTC decisions. Available due to Measure D. METRO receives equal amount directly for its sales tax measure. Match: 1-to-1 <b>Proposal:</b> indicate intent to program funds to Hwy 1 Aux/Bus on Shoulders projects.
State Transit Assistance (STA) (99313)	Est. \$2,686,000 FY19/20	RTC previously indicated intent to program 15% on competitive basis in FY19/20, 20% in FY20/21, and 20% in FY21/22. <b>Proposal:</b> indicate intent to program \$100,000 to Lift Line and balance to METRO in FY19/20 – 21/22
SB1 State of Good Repair (99313)	Est. \$374,250 FY19/20	RTC previously indicated intent to program 15% on competitive basis in FY19/20, 20% in FY20/21, and 20% in FY21/22. <b>Proposal:</b> indicate intent to program all to METRO in FY19/20 – 21/22

## **SUMMARY**

The RTC is responsible for selecting projects to receive certain state and federal funds. This staff report provides a summary of the proposed process and Staff recommends that the ITAC provide input on proposals for State Transportation Improvement Program (STIP), Surface Transportation Block Grant Program (STBG)/Regional Surface Transportation Program Exchange (RSTPX), Local Partnership Program (LPP), Highway Infrastructure Program (HIP), State Transit Assistance (STA) and SGR funds in 2019.

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**TO:** Interagency Technical Advisory Committee

**FROM:** RTC Staff

**RE:** Draft 2019 Public Participation Plan

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## **RECOMMENDATION**

Staff recommends that the Interagency Technical Advisory Committee review the *Draft 2019 Public Participation Plan* and discuss outreach strategies that are effective for engaging members of the Santa Cruz County Community in transportation planning, programming, and project implementation.

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## **BACKGROUND**

The *Draft 2019 Public Participation Plan* (PPP) has been prepared by the Association of Monterey Bay Area Governments (AMBAG) in collaboration with the Santa Cruz County Regional Transportation Commission (SCCRTC), the Council of San Benito County Governments (SBtCOG), and the Transportation Agency for Monterey County (TAMC). A public participation plan is required to be updated and approved by metropolitan planning organizations and regional transportation planning agencies every four years. Once adopted by the RTC, the *2019 Public Participation Plan* will serve as the official public participation plan for the agency for the four-year period from 2019-2023. The Draft PPP complies with applicable federal and state legislation including the current federal transportation act, Fixing America's Surface Transportation Act (FAST Act), which was enacted in 2015.

The purpose of this plan is to establish the process by which the public can participate in transportation planning, programming and project implementation including the development of the Santa Cruz County Regional Transportation Plan (RTP) as well as the Metropolitan Transportation Plan/Sustainable Communities Strategy for the AMBAG region and the Regional Transportation Plans for Monterey and San Benito counties. The *Draft 2019 Public Participation Plan* incorporates strategies to ensure that, to the greatest extent possible, interagency consultation and public participation are an integral part of the regional transportation planning and decision-making process.

## **DISCUSSION**

Under the California Transportation Commission 2017 Regional Transportation Plan Guidelines, a documented public involvement process should be prepared prior to each RTPA's development of its Regional Transportation Plan. The requirements for the Public Participation Plan under the FAST Act include increased involvement and

collaboration with members of the public, decision makers, and staff from the local jurisdictions and partner agencies within the region.

The *Draft 2019 Public Participation Plan* incorporates strategies to ensure that, to the greatest extent possible, interagency consultation and public participation are an integral part of the regional transportation planning and decision-making process. The plan emphasizes the transportation decision-making process, including the expanded use of visualization techniques and innovative online strategies in public outreach.

Below are key dates for developing the 2019 Public Participation Plan:

- August 14, 2019: AMBAG Public Hearing on *Draft 2019 Public Participation Plan* scheduled to be held at the AMBAG Board of Directors August Meeting.
- August 28, 2019: Close of the public comment period.
- October 3, 2019: SCCRTC Board of Directors scheduled to adopt the *Final 2019 Public Participation Plan*.
- October 9, 2019: AMBAG Board of Directors scheduled to adopt the *Final 2019 Public Participation Plan*.

The *Draft 2019 Public Participation Plan* can be viewed at:

<https://ambag.org/programs-services/planning/public-participation-plan>.

**Staff recommends that the Interagency Technical Advisory Committee review the *Draft 2019 Public Participation Plan* and discuss outreach strategies that are effective for engaging members of the Santa Cruz County Community in transportation planning, programming, and project implementation.**

## **SUMMARY**

The RTC is required by federal and state regulations to prepare and maintain a public participation plan for the county to establish the process by which the public can participate in transportation planning, programming, and project implementation including the development of the 2045 Santa Cruz County Regional Transportation Plan. Once adopted, the *2019 Public Participation Plan* will meet these requirements.

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