



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

AGENDA
Thursday, October 22, 2020
1:30 p.m.

NOTE:
Rescheduled Date
(one week later than usual)

TELECONFERENCE AND VIDEO CONFERENCE MEETING ONLY

Zoom meeting link:
<https://us02web.zoom.us/j/87467167434>
Meeting ID: 874 6716 7434
Passcode: 304539
Alternately participants may dial-in: 1-669-900-9128
or iphone one-tap: +16699009128,,87467167434#

In compliance with guidance for gatherings issued by State and local health authorities and pursuant to the [Governor's Executive Order N-29-20](#) regarding public meetings, the Committee will convene a teleconference and video conference meeting only.

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, 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 September 17, 2020 ITAC meeting (Page 4)

REGULAR AGENDA

6. Status of transportation projects, programs, studies and planning documents
 - a. Verbal updates from ITAC members
 - b. Caltrans Announcements and Project Updates (*Page 9*)
7. Caltrans District 5 Active Transportation Plan (*Page 21*)
 - a. Report and presentation from Caltrans Planning Staff: Ingrid McRoberts, Audrey Ogden, and Terri Persons
8. Safe Pedestrian Intersection Design (*Page 23*)
 - a. Staff Report
 - b. Presentation from the Pedestrian Projects Ad-hoc Subcommittee of the Elderly and Disabled Transportation Advisory Committee
9. California's Adaptation Planning Guide (*Page 37*)
 - a. Staff Report
 - b. Presentation from Justin Meek, Watsonville Community Development
10. Climate Action Planning and Roundtable Discussion (*Page 41*)
 - a. Staff report
 - b. Presentation from Alex Yasbek, Watsonville Community Development on the Watsonville Climate Action & Adaptation Plan
11. Legislative Updates (*Page 51*)
 - a. Staff Report
12. Next Meeting – The next ITAC meeting is scheduled for 1:30pm on November 19, 2020. ITAC meetings are anticipated to be held by videoconference (Zoom). ITAC meetings will be canceled if there are no action items to be brought before the committee.

Adjourn

HOW TO REACH US: Santa Cruz County Regional Transportation Commission
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email: info@sccrtc.org / website: www.sccrtc.org

AGENDAS ONLINE: To receive email notification when the Committee meeting agenda packets are posted on our website, please call (831) 460-3200 or email rmoriconi@sccrtc.org to subscribe.

TELECONFERENCE MEETINGS: This meeting is being held by teleconference in accordance with guidance for gatherings issued by the California Department of Public Health and local health authorities. There is no option to attend this meeting in-person. The Governor's Emergency Declarations related to COVID-19 and [Governor's Executive Order N-29-20](#) allow local board and committee members and the public to participate and conduct meetings by teleconference and/or videoconference, in order to protect public health. Santa Cruz County Health Services Agency COVID resources are online at: www.santacruzhealth.org/coronavirus

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

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/wordpress/2018/07/03/video-communications-best-practice-guide>.

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

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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.)

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

DRAFT MINUTES

Thursday, September 17, 2020, 1:30 p.m.
Teleconference

Due to precautions associated with COVID-19 (coronavirus), the meeting was held by teleconference, consistent with Governor Newsom's Executive Orders which allow legislative bodies to hold Brown Act meetings via teleconference.

ITAC Members Present

Capitola Public Works and Planning (proxy) - Kailash Mozumder (Vice Chair)
Santa Cruz Public Works and Planning (proxy) - Claire Gallogly (Chair)
Watsonville Public Works - Murray Fontes
Watsonville Community Development - Justin Meek
Association of Monterey Bay Area Governments (AMBAG) - Heather Adamson
Caltrans District 5 - Gus Alfaro
Ecology Action Transportation Demand Management Program - Piet Canin
Santa Cruz Metropolitan Transit District (METRO) - Wondimu Mengistu
Santa Cruz Metropolitan Transit District (METRO) - John Uργο

ITAC Members Absent: County of Santa Cruz, Scotts Valley, University of California at Santa Cruz (UCSC)

RTC Staff Present: Rachel Moriconi, Ginger Dykaar, Amy Naranjo, Thomas Travers

Others Present:

Jacques Bertrand, RTC Commissioner/Capitola Council
Darron Hill, Joe Londono, Kelly McClendon, Doug Hessing, Jenna Shudson, and Malinda Gallaher, Caltrans District 5
Sasha Tepedelenova, AMBAG
John Thurston, Caltrans Headquarters Planning

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- 1. Call to Order:** Chair Gallogly called the meeting to order at 1:31 p.m.
 - 2. Introductions:** Roll call introductions were made. All attendees participated by teleconference.
 - 3. Oral Communications:** Justin Meek reported that the recent American Planning Association (APA) conference focused on equity and justice issues, and Watsonville is working on an environmental justice element for its General Plan. He agreed to share some of the lessons learned at a future

ITAC meeting. He also noted that he has been discussing with the state challenges associated with estimating vehicle miles traveled (VMT) and will report back with more information on that front. Gus Alfaro appreciated AMBAG for making a presentation to Caltrans's planning staff on its activities-based model.

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

CONSENT AGENDA

The Committee approved a motion (Fontes/Meek) approving the consent agenda (9-0), with members Fontes, Meek, Mozumder (2), Mengistu, Urgo, Canin, Gallogly (2) voting "yes" by roll call vote. Adamson abstained.

- 5. Approved Minutes of the August 20, 2020 ITAC meeting**

REGULAR AGENDA

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

ITAC members provided updates on Measure D-funded projects, RTC-funded projects, and other major projects and planning efforts.

Capitola – Kailash Mozumder reported that the city has been working through items for Caltrans encroachment permits for the 41st Avenue adaptive signal program.

Watsonville – Murray Fontes reported that the Airport Blvd/Holm Road signal project (Highway Safety Improvement Program-funded) is expected to start construction this month. Caltrans is working with Watsonville to integrate complete street bike and pedestrian improvements on Highways 129 and 152. The Active Transportation Program (ATP) application was submitted for bike and pedestrian facilities connecting to Pajaro Valley High School along Harkins Slough Road over Highway 1. Construction of Segment 18 of the Rail Trail is expected to restart soon.

Justin Meek reported that the Watsonville Community Development Department has been working on the VMT model and screening maps for infill development projects and reaching out to state OPR to discuss opportunities and challenges; met with Caltrans to discuss conceptual concepts in the Downtown Specific Plan; and planning is coordinating with public works on general plan and climate action plan development.

METRO – Wondimu Mengistu reported that METRO is implementing its electric bus implementation strategy to transition its fleet to zero emission. METRO finished installing charging infrastructure and 4 new buses will be arriving this fall. METRO is also starting to install up to 10 EV charging portals for non-revenue vehicles using Air District funds. METRO is also planning to use formula shares of SB1 State of Good Repair and Local Partnership Program (LPP) funds on several replacement buses.

AMBAG – Heather Adamson reported that AMBAG is working on the regional growth forecast, working with local jurisdiction staff to add forecast information to the regional travel demand model (RTDM) and within transportation activity zones (TAZ). Work also continues on the Metropolitan Transportation Plan (MTP) update. Requests for Regional Early Action Program (REAP) funding are due to AMBAG next month. While focused on housing, REAP funds can also be used for related planning work.

Ecology Action – Piet Canin reported that Ecology Action helped prepare Active Transportation Program (ATP) applications for Watsonville's Harkins Slough project, a County Health non-infrastructure grant for 12 schools in Watsonville, and two City of Santa Cruz Rail Trail projects. During Bike October people are encouraged to log their bicycle trips online. Ecology Action is also helping with National Drive Electric events.

SCCRTC – Rachel Moriconi reported that at its September 3, 2020 meeting the RTC board adopted the updated [Measure D 5-year plans](#) for regional projects; viewed a [video simulation](#) of TIG/m rail vehicles, with a live demonstration planned for spring 2021; and approved the preliminary list of projects for the [2045 Regional Transportation Plan \(RTP\)](#). She also reported that the Notice of Preparation (NOP) for the environmental document for Highway 1 auxiliary lanes/bus-on-shoulder between Freedom Boulevard and State Park Drive, including portions of rail trail Segment 12, will be released soon. Design and right-of-way for the Highway 1 41st Ave-Soquel Dr project work is expected to be completed by the end of the year. The draft EIR/EA for the Highway 1 State Park Dr to Bay/Porter project is also expected to be released later this year.

Santa Cruz – Clair Gallogly reported that construction continues on phase 1 of Segment 7 of the Rail Trail and HSIP-funded crossing improvements. The city submitted ATP grant applications for Rail Trail Segment 7 phase 2, Rail Trail Segments 8 and 9, and a Delaware-Swanton multiuse path. City staff is also working on their local safety plan and Cycle 10 Highway Safety Improvement Program (HSIP) application.

Caltrans – Gus Alfaro announced that Caltrans will be hosting a SB743 web-based workshop at 11:00 am on October 6, 2020. Caltrans planning grant guidelines are expected to be released soon, with applications likely due in November. He reminded agencies applying for HSIP funds to check in with Caltrans if their project may impact state highway right-of-way. He reported that Caltrans issued an emergency contract to address fire damage on Highway 9 and Highway 236, with reconstruction efforts underway. The fires and smoke did result in delays to most non-emergency projects. He also highlighted announcements and projects listed in the agenda packet – including the Pasatiempo shoulder widening, capital maintenance, pedestrian signal upgrades, and Highway 152 projects. Malinda Gallaher will be the new Local Assistance Engineer for Santa Cruz County. She will be taking over for Donn Miyahara who is retiring.

Follow-up for ATP Applicants: Heather Adamson reminded members that agencies are required to send copies of ATP applications to AMBAG.

7. Caltrans State Highway Operation and Protection Program (SHOPP) Update

Darron Hill and Joe Londono, Caltrans District 5, presented the [10-Year SHOPP Book](#) and [webviewer map](#). **Agencies should review planned projects and talk to Gus Alfaro and the project manager regarding where opportunities may exist to partner/coordinate, where there might be a conflict with local projects, and potential complete streets components.** Mr. Hill highlighted planned projects on Highways 1, 9, 17, and 236 which could be good candidates for coordination regarding transit, bike and pedestrian facilities and emphasized that it is most effective to provide input and suggest project modifications, such as complete street components, when projects are in the “planning” stage and before they have been programmed by the California Transportation Commission (CTC) for SHOPP funds.

8. Caltrans Draft 2050 California Transportation Plan

John Thurston, Caltrans Headquarters Statewide Long-Range Planning Branch, provided an overview of the 2050 California Transportation Plan (CTP), available online at www.CTP2050.com. He highlighted goals, modeling, strategies and recommendations to achieve state goals, differences from the 2040 CTP, and implementation plans. Interested parties are encouraged to provide input on the draft plan through October 22, 2020. A [webinar](#) will be held on September 25, 2020 from 11:30am to 1:00pm.

Committee members requested additional information about the models used to estimate VMT, commented that some strategies are more urban focused, that land use should remain locally driven, and expressed concerns that the plan is not financially constrained and that some strategies may not be reasonable to implement given available funding.

9. Caltrans District 5 Vulnerability Assessment

Jenna Schudson, Caltrans District 5, made a presentation regarding the [Caltrans District 5 Vulnerability Assessment](#). The report and maps include information on state highway facilities that are vulnerable to climate “stressors” such as temperature, sea level rise, wildfire, precipitation, storm surge and cliff retreat. Climate stressors can impact project design, maintenance, landscaping/vegetation management, bridges, culverts, visibility, evacuation routes, and result in other challenges. Caltrans plans to consider the information during project development and will be identifying at-risk projects and adaptation priorities. Some of the Caltrans tools may be helpful in local adaptation planning and project design efforts.

10. Metropolitan Transportation Improvement Program (MTIP)

Sasha Tepedelenova, AMBAG, provided an overview of the [Metropolitan Transportation Improvement Program \(MTIP\)](#) programming and amendment process. Projects that have been approved to receive federal funds or are considered regionally significant must be included in the MTIP in order to access certain state and federal funds. She reviewed the schedule for adoption of the next MTIP update.

11. The next meeting was re-scheduled to 1:30pm on October 22, 2020. This is one week later than the regular date. The meeting is anticipated to be held by teleconference.

Adjournment: The meeting adjourned at 3:30 p.m.

Minutes prepared by: Rachel Moriconi, RTC Planner

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October 22, 2020 INTERAGENCY TECHNICAL ADVISORY COMMITTEE (ITAC) ANNOUNCEMENTS

ITAC members,

First, I want to say thanks to the City of Santa Cruz, SCCRTC, SC Metro, and Watsonville for meeting with Caltrans in recent months to discuss future SHOPP projects and complete streets concepts in local plans. Caltrans continues to consider community supported local plans for opportunities to implement complete streets and partner as we develop SHOPP projects.

Second, I have several updates and announcements (see next pages).

HSIP: Caltrans rextended the HSIP Cycle 10 grant application deadline to **Nov. 2, 2020** due to impacts of the COVID-19 pandemic and California wildfires.

Sustainable Transportation Planning Grant - Changes to the FY 21-22 Schedule:

- **October 2020** – Caltrans released [Draft Sustainable Transportation Planning Grant Application Guide](#) for a formal 30-day public comment period (October 5 to November 4, 2020). Send comments to: Regional.Planning.Grants@dot.ca.gov no later than COB November 4.
- **November 2020** – Two final virtual workshops to receive input for the final guidelines, and release the call for applications (dates coming soon)
- **January 2021** - Grant application deadline (exact date to be determined)
- **June 2021** – Grant announcements
- **Fall 2021** – Grant recipients begin project activities
- **Winter-Summer 2024** – Grant projects are completed, and grant funds expire (expiration dates depend on grant recipient and fund-type)

Regards

Gus Alfaro

PHONE: 805-835-6490

WEBSITE: <https://dot.ca.gov/caltrans-near-me/district-5>

EMAIL: gustavo.alfaro@dot.ca.gov



Announcements continued...

State Announcement: National Pedestrian Safety Month – Reducing pedestrian injuries and deaths *(released Oct. 12, 2020)*

- October 2020 is the first-ever National Pedestrian Safety Month.
- Pedestrian deaths have increased nationwide over the last decade.
- In California, pedestrians are 37 times more likely to be injured in a collision than any other roadway user.
- Between 2008 and 2017, pedestrian-related incidents accounted for 19 percent of all collisions resulting in death or serious injury.
- At least two pedestrians or cyclists lose their lives on California's transportation system every day.
- **Caltrans is refining data-driven programs to enhance pedestrian safety and reduce injuries and deaths on California roadways.**
- **The CTC recently allocated \$100 million supporting pedestrian-focused infrastructure improvements statewide, including:**
 - Installing 310 miles of new and repaired bike lanes, and nearly 50 miles of sidewalk.
 - Nearly 3,000 new crosswalks.
 - 178 transit stop improvements, such as bus shelters.
- **In all, 47 countermeasures are being implemented for pedestrian safety on the state highway system, including:**
 - Signal timing enhancement and extended pedestrian crossing times.
 - Intersection and roadway design changes, such as sidewalks, curb extensions, and roundabouts or raised intersections providing enhanced pedestrian safety in high traffic locations.
 - New pedestrian signs and markings, including high-visibility crosswalks, advanced stop and yield markings or *yield to pedestrian* signs.
- **The California Office of Traffic Safety is also providing more than \$8 million for programs dedicated to safe and equal access of roads for pedestrians, including:**
 - Complete Streets Safety Assessments to assist local agencies statewide in identifying and implementing infrastructure improvements to pedestrian safety and accessibility.
 - Community Pedestrian and Bicycle Safety Training programs encouraging underserved communities to develop action plans to improve walking and biking safety.



- Coordinate Walking Tours and education outreach with health care providers and senior centers. Focus on high-collision areas for older adult pedestrians and measures to improve safe travel for the elderly.
 - Develop *walking school buses* with groups who walk with students to school and educate them on traffic rules and best safety practices.
- More information: <https://dot.ca.gov/news-releases/news-release-2020-031>

Federal Announcement: NHTSA News – October is national Pedestrian Safety Month & upcoming survey

- **The National Highway Traffic Safety Administration** recently designated October as the first national Pedestrian Safety Month focusing on improving safety for vulnerable road users.
- Each week this month, NHTSA will highlight dangerous driving behaviors placing pedestrians at risk as well as ways to improve safety, including providing a data visualization tool, safety tips and social media graphics and messaging.
- Earlier this summer, the Department hosted safety advocates and stakeholders together for the USDOT Summit on Pedestrian Safety, a multi-series event on reducing pedestrian fatalities and improving access.
- Soon, NHTSA plans to conduct its third National Survey on Bicyclist and Pedestrian Attitudes and Behaviors.
- Main study topics include how often people walk and bicycle as well as their understanding and opinions on traffic laws, infrastructure and safety.
- The survey will help inform and guide future policy and countermeasure decisions. More information: <https://www.nhtsa.gov/press-releases/national-pedestrian-safety-month-october>

REPORTS DUE: SB1 Local Streets & Roads Expenditure Reports due 12/1 to CTC

- City & County reports on FY19/20 SB1 LSR Expenditure Reports must be submitted via the CalSMART reporting system from October 20, 2020 to December 1, 2020.
- For more information on the Local Streets and Roads Funding Program visit the Commission's program page (<https://catc.ca.gov/programs>)
- Email all general program and reporting questions to LSR@catc.ca.gov.

FUNDING OPPORTUNITY - The California Strategic Growth Council (SGC)

Affordable Housing and Sustainable Communities (AHSC) program provides funding for affordable housing developments (new construction or renovation) and transportation infrastructure. This may include sustainable transportation infrastructure, such as new transit vehicles, sidewalks, and bike lanes; transportation-related amenities, such as bus shelters, benches, or shade trees; and other programs that encourage residents to walk, bike, and use public transit.

WHO IS ELIGIBLE TO APPLY? Eligible applicants include: » Local governments » Transportation and transit agencies » Non-profit and for-profit housing developers » Joint powers authorities » K-12 school, college and university districts » Federally recognized Indian tribes Historically, most applicants have been developers of affordable and mixed-income housing, local governments, regional transportation agencies, and public transit providers. Applicants are also welcome to submit joint proposals to co-develop a project.

Round 6 Timeline

- October 1, 2020: Webinar on Round 6 Draft Guidelines; Register Here October 6, 2020: Webinar on Round 6 Draft Guidelines; Register Here November 17, 2020 : Council meeting to consider Final Draft Guidelines
- December 15, 2020 : Deadline to Request AHSC Technical Assistance (allocated on a rolling basis)
- **February 2021: Application due date**
- June 2021: Awards date

The California Strategic Growth Council (SGC) is pleased to launch the Affordable Housing and Sustainable Communities (AHSC) Technical Assistance (TA) Program to support prospective applicants to AHSC's sixth funding round. The AHSC (TA) program provides statewide, no-cost direct application assistance and capacity building services to support prospective applicants to the AHSC Program. <https://sgc.ca.gov/programs/ahsc/>

FHWA News – Major federal funding for emergency road and bridge repairs (released Sept. 29, 2020)

- The Federal Highway Administration is providing up to \$574 million in emergency relief to help 39 states and Puerto Rico repair roads and bridges damaged in storms, floods and other unexpected events.
- The funding covers costs for reconstructing or replacing damaged highways and bridges plus detour coordination, guardrail replacement and other damaged safety devices.
- California will receive more than \$65 million statewide, including \$34 million for the November 2018 wildfires.
- Since 2017, the federal government has provided nearly \$4.9 billion nationwide in emergency funding to repair roads and bridges. More



information: <https://cms8.fhwa.dot.gov/newsroom/us-transportation-secretary-elaine-l-chao-announces-574-million-emergency-relief-road-and>.

FUNDING OPPORTUNITY - FHWA News – Call for Projects: Nationally significant federal lands and tribal projects *(released Sept. 8, 2020)-*

- FHWA is offering \$70 million nationwide for projects helping to construct and repair roads and bridges serving tribal or federal lands.
- Funding is provided through the Nationally Significant Federal Lands and Tribal Projects grant program.
- The federal share of a project can be as high as 90 percent and can be used to improve the condition of a critical transportation facility.
- Projects located in rural areas would deliver positive benefits for nearby communities consistent with the Department's Rural Opportunities to Use Transportation for Economic Success (ROUTES) initiative.
- Large-scale projects, estimated at \$50 million or more for construction, are a higher priority for award selection, but projects are eligible with estimated construction costs of at least \$25 million.
- The program aims to address the roadway needs of rural America, which has historically been neglected.
- The deadline to submit applications to FHWA is **Nov. 2, 2020**. For the Notice of Funding Opportunity and more information: <https://www.grants.gov/web/grants/viewopportunity.html?oppld=328898>.

State agencies address discriminatory names and inequities in state parks and transportation facilities *(released Sept. 25, 2020)*

- The California Natural Resources Agency, State Parks and Caltrans plan to identify and redress discriminatory names of features associated with State Parks and transportation systems.
- Through greater transparency and representation, a state advisory committee will recommend changes to geographic names of these facilities in California.
- The changes arise from a national conversation regarding the names of geographic features, markers and statues affiliated with the Civil War, genocide of Native Americans and other remnants of institutionalized discrimination.



- Additional measures are planned to honor *Native American Day* in California following the Governor's formal apology to Native Americans last year.
- Caltrans embraces the opportunity to stand with agency partners to help facilitate a new legacy celebrating diversity, equity and inclusion. More information: <https://dot.ca.gov/news-releases/news-release-2020-030>

CTC News – CTC to address housing, transportation and air quality with CARB and HCD (ongoing release)

- The California Transportation Commission (CTC) is scheduled to meet with the California Air Resources Board and state Department of Housing and Community Development **Wednesday, Nov. 4, 2020**, at 1 Gateway Plaza, Los Angeles.
- Topics to be addressed include the following:
 - Implementing the California Sustainable Freight Action Plan.
 - Developing the California Transportation Plan 2050.
 - Setting greenhouse gas emission reduction targets for the automobile and light truck sector for 2020 and 2035. For the agenda and more information: <https://catc.ca.gov/meetings-events/joint-carb-meetings>

How Caltrans reopens highways after wildfires: Reference to SCR County fire

<https://www.kcra.com/article/commuter-concerns-caltrans-reopens-highways-after-wildfires/34248429>





PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE NOVEMBER 5, 2020 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

PROJECTS UNDER CONSTRUCTION									
	Project	Location Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager (Resident Engineer)	Contractor	Comments
1.	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	June 2, 2019 – Winter 2020	\$22 million	SHOPP	Luis Duazo (GG)	Granite Construction Company Watsonville, CA	Work continues to finish striping, upgrade guardrail and complete miscellaneous work such as electrical and curb ramps. Work on schedule to be completed by winter.
2.	Highway 17 Pasatiempo Shoulder Widening (1C670)	South of Pasatiempo overcrossing (PM 0.2/0.5)	Shoulder widening and soil nail wall	Spring 2019- Winter 2020	\$5.7 million	SHOPP	Luis Duazo (BR)	Graniterock Company Watsonville, CA	Work continues to finish the paving, signage and miscellaneous work. Work to be completed by winter.
3.	Highway 17 North Route 17 CAPM (1F760)	Scotts Valley from just north of the Granite Creek Road over- crossing to SCL (PM 6.0/12.5)	Maintenance pavement overlay	Summer 2020	\$19 million	SHOPP SB-1	Doug Hessing (JW)	Granite Construction Company, Watsonville, CA	Work substantially complete. Minor punch list work remains.
4.	Pedestrian Signal Upgrades (1G160)	Various Locations: Highways 1, 9, 17, 129, and 152	Install Accessible Pedestrian Signal (APS)	January 2020 – Summer 2020	\$ 1.8 million	SHOPP	Mike Lew (FA)	Crosstown Electrical & Data, Inc	Contract was accepted on July 8 and we are currently in the closeout phase.



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE NOVEMBER 5, 2020 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

PROJECTS IN DEVELOPMENT									
	Project	Location Post Mile (PM)	Description	Construction Timeline	Estimated Construction Cost	Funding Source	Project Manager	Phase	Comments
5.	Highway 1 Soquel Creek Scour Protection (1H480)	In Capitola at Soquel Creek Bridge (PM 13.3)	Bridge preventative maintenance – Place scour protection	Winter 2022	\$2.2 million	SHOPP	Luis Duazo	PS&E	PA&ED was achieved 4/14/2020. Project to move into PS&E (Design Phase).
6.	TMS Detection Repair (1H990)	Various locations throughout District 5 along SRs 1, 17, 68, 156, 101 (PM Various)	Replace failed TMS Detection	Winter 2021	\$4.9 million	SHOPP SB-1	Brandy Rider (PD)	PS&E/RW	Project advertise and bids are complete. Project is anticipated for award in December 2020.
7.	Highway 1/ Highway 17 Ramp Safety Improvements (1H060)	From the fishhook to Pasatiempo overcrossing (PM 16.7)	Construct ramp safety improvements	Summer 2020	\$5.8 million	SHOPP	Luis Duazo	PS&E/RW	PS&E and R/W phase to be completed in June.
8.	Highway 1 Davenport Culvert Replacement (0J200)	Near Davenport and south of Waddell Creek Bridge (PM 31.9/35.7)	Replace culverts	Fall 2021	\$3.6 million	SHOPP SB-1	Heidi Borders	PA&ED	The project is in the design, right of way, and permitting phase.
9.	SCR 9 South Drainage and Erosion Control Improvements (1F920)	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.



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE NOVEMBER 5, 2020 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

PROJECTS IN DEVELOPMENT (Cont'd.)									
	Project	Location Post Mile (PM)	Description	Construction Timeline	Estimated Construction Cost	Funding Source	Project Manager	Phase	Comments
10.	Highway 9 PM 1.0 and 4.0 Viaduct (1K120)	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.
11.	SCr 9 Upper Drainage and Erosion Control Improvements (1G950)	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	The Draft Environmental Document has completed public circulation.
12.	Highway 9 San Lorenzo River Bridge and Kings Creek Bridge Replacement (1H470)	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.
13.	Highway 9 Hairpin Tieback (1K130)	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
14.	Highway 17 Wildlife Habitat Crossing (1G260)	From Laurel Road to just north of Laurel Road (PM 9.442-9.692)	Construct wildlife undercrossing	Summer 2021	\$7 million	SHOPP	Aaron Henkel	PS&E/RW	Project is in design and on schedule.



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE NOVEMBER 5, 2020 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

PROJECTS IN DEVELOPMENT (Cont'd.)									
	Project	Location Post Mile (PM)	Description	Construction Timeline	Estimated Construction Cost	Funding Source	Project Manager	Phase	Comments
15.	Highway 129/ Lakeview Road Intersection Improvements (1G990)	Near Watsonville, at Lakeview Road (PM 1.4)	Construct roundabout and improve street lighting	2020	\$4.5 million	SHOPP	Luis Duazo	PS&E/RW	Utility relocation work schedule to start in late summer/fall of 2020.
16.	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	PS&E	Design phase for this project started last month after the August CTC meeting.
17.	Crosswalks and Pedestrian Safety Enhancements (1G760)	Various Locations: Highways 1, 9, 129, and 152 (Note: Project also includes six locations in Monterey County, on Routes 68 and 183)	Electrical/Sign s/ Flashing Beacons/ Markings/ Pavements	Spring/ Summer 2020	\$1,000,000	Minor	Mike Lew	PS&E	Construction is scheduled to start on October 9.
18.	Highway 236 Heartwood Hill Wall (1M450)	Near Boulder Creek (PM 5.4)	Restore Embankment with a Retaining Wall	2022/2023	\$1.8 million	SHOPP	Doug Hessing	PS&E	The project is in the Design and Right of Way Phase.



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE NOVEMBER 5, 2020 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

19.	Santa Cruz & San Benito Rumble Strip & Striping Safety Project (1M330)	Various-multi-county locations. For SCr, the project includes 1, 9, 17, 129	Update Striping and Install Edgeline and Center Rumble Strips at Various Locations	2023	\$4.7 million	SHOPP Safety Collision Reduction	Brandy Rider (J.W.)	PS&E	Improvements at various highway locations, various postmiles: Rte. 1: Edge Line/Shoulder Rumble Strip Rte. 9: Update Striping Rte. 17: Edge Line/Shoulder Rumble Strip; Rte 129: Edge Line/Shoulder Rumble Strip; Centerline rumble strip; Update Striping
20.	Felton Safety Improvements (1M400)	On Route 9 in Santa Cruz County between Kirby Street and San Lorenzo Valley High School (PM 6.3/7.2)	Construct Accessible Pedestrian Path	2024/25	\$8 million	SHOPP Safety	Doug Hessing (J.W.)	PA&ED	Survey work is starting.
21.	129 Paving, Sign Panels, Lighting, TMS Improvement (1J830)	In Santa Cruz County, in and near Watsonville for SR129/1 separation to Salsipuedes Creek Bridge (PM 0/0.56)	Pavement Preservation, Lighting, Sign Panel Replacement and TMS Elements improvements	2024/25	\$8 million	SHOPP	Doug Hessing (J.W.)	PA&ED	Complete streets additions are being evaluated.



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE NOVEMBER 5, 2020 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

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

AGENDA: October 22, 2020

TO: Interagency Technical Advisory Committee (ITAC)

FROM: Caltrans District 5 Staff

RE: Caltrans District 5 Active Transportation Plan

RECOMMENDATIONS

Receive a presentation about the Caltrans District 5 Active Transportation Plan and provide input during a discussion session with Caltrans District 5 staff.

BACKGROUND

Caltrans District 5 is the first of the 12 Caltrans District offices that is developing an Active Transportation (AT) Plan. Caltrans District 5 includes the Counties of Santa Cruz, San Benito, Monterey, San Luis Obispo and Santa Barbara. Work on the AT Plan started in early 2019, and the Plan is expected to be completed in the Spring of 2021. The plan will identify bicycle and pedestrian needs on, across and parallel to, the State Transportation System. Toole Design Group, the consulting team for the plan, is coordinating with Caltrans Headquarters and District 5 on the development of the written Plan, Story Map and Explorer map. In September 2020, an initial draft of the written Plan was reviewed internally and by our Partner Team. Toole Design and Caltrans are addressing those comments and revising the Plan.

DISCUSSION

Currently, Caltrans staff are meeting with local agencies and organizations to provide an update on the AT Plan development and continues to build and expand partnerships with local agencies, community organizations, and other stakeholders. At this month's ITAC meeting, District 5 staff will provide an update on the Caltrans District 5 AT Plan project timeline, and tasks completed, and plan components in development. District 5 staff is also requesting input from the committee on:

- a) Types of gaps and barriers in the pedestrian and bicycle network;
- b) Incorporation of local plans and mapping data in the plan;

- c) Main street and intercommunity rural connectors in Santa Cruz County;
- d) List of needs in Santa Cruz County; and
- e) Written Plan and Story Map with Explore Map.

SUMMARY

Caltrans recommends that all members of the Interagency Transportation Advisory Committee participate in the discussion and provide input for the Caltrans District 5 Active Transportation Plan.

\\RTCSERV2\Shared\ITAC\2020\Oct2020\D5 Active Transport Plan-SR.docx

AGENDA: October 22, 2020

TO: Interagency Technical Advisory Committee (ITAC)

FROM: Amanda Marino, Transportation Planner and the Pedestrian Projects Ad-hoc Subcommittee of the Elderly and Disabled Transportation Advisory Committee

RE: Safe Pedestrian Intersection Design

RECOMMENDATION

Staff recommends that the Interagency Technical Advisory Committee (ITAC) receive a presentation from the Elderly and Disabled Transportation Advisory Committee's (E&D TAC) Pedestrian Projects Ad-hoc Subcommittee regarding safe pedestrian intersection design.

BACKGROUND

The Elderly and Disabled Transportation Advisory Committee's (E&D TAC) Pedestrian Projects Ad-hoc Subcommittee met over several months, identifying good and bad examples of intersections as they relate to pedestrian access and mobility. Ad-hoc Subcommittee members assembled pictures and videos illustrating many of the highlighted pedestrian issues featured in a presentation. The goal of this presentation is to start a dialog to establish possible routine collaboration in the future leading to the inclusion of all stakeholders in the early design and planning phases for intersection modification. This will lead to safer intersections for pedestrians at a reduced cost for the jurisdiction.

DISCUSSION

The Pedestrian Projects Ad-hoc Subcommittee would like to engage in a dialog with the Interagency Technical Advisory Committee on behalf of the E&D TAC, intending to create early and inclusive interactions with pedestrians in order to anticipate challenges and other safety concerns before projects are designed and built. In the process of identifying some of the main issues pedestrians face and finding examples of each, the ad-hoc subcommittee created a set of questions for ITAC members. These questions address both the reaction to, and future prevention of many of the identified challenges.

Staff recommends that Interagency Technical Advisory Committee receive and provide input on a presentation on Safe Pedestrian Intersection Design.

SUMMARY

The Pedestrian Projects Ad-Hoc Subcommittee of the RTC's Elderly and Disabled Transportation Advisory Committee (E&D TAC) will be discussing challenges pedestrian face at intersections with the ITAC. Guidance from the ITAC is welcomed and encouraged.

Attachment:

1. Intersection Designs That Challenge Pedestrians – Presentation Handout

Attachment 1

Intersection Designs That Challenge Pedestrians

Pedestrian Projects Ad-hoc Subcommittee



Curb Cuts, Placement and Design

High sides,
narrow cut, &
poor drainage.

Example:
Laurel/Felix



Pedestrian Projects Ad-hoc Subcommittee

Santa Cruz County Regional Transportation Commission



Curb Cuts, Placement and Design

Wide rounded flat single cut, wide area of truncated domes, leads to potential unsafe diagonal crossings.

Example: King/Bay

Example: Main/Second in Watsonville



Pedestrian Projects Ad-hoc Subcommittee

Santa Cruz County Regional Transportation Commission



Signalization and Beacon Usage

Location and standardization of buttons, length of walk phase, installation and maintenance, count-down timers, length of lead pedestrian interval.

Accessible count-down timers and locator tones are hard to hear.

Example: Mission/Younglove/Almar

Example: Main/Second in Watsonville



Pedestrian Projects Ad-hoc Subcommittee

Santa Cruz County Regional Transportation Commission



Signalization and Beacon Usage

Button location hard to access with light buttons far down the block.

Example:
Mission/Walnut



Pedestrian Projects Ad-hoc Subcommittee

Santa Cruz County Regional Transportation Commission



Signalization and Beacon Usage

Length of walk phase too short.

Example:
River/North Pacific



Pedestrian Projects Ad-hoc Subcommittee

Santa Cruz County Regional Transportation Commission



Signalization and Beacon Usage

Pressing walk light button does not provide haptic feedback.

(Button does not move)

- Example: All signalized intersections along Mission from King to Miramar.

Pedestrian Projects Ad-hoc Subcommittee

Santa Cruz County Regional Transportation Commission



Signalization and Beacon Usage

Length of walk phase good.

Example: Mt. Herman/Scotts Valley Dr. in Scotts Valley



Pedestrian Projects Ad-hoc Subcommittee

Santa Cruz County Regional Transportation Commission



Signalization and Beacon Usage

Good accessible signal volume.

Example:
Front/Cooper



Pedestrian Projects Ad-hoc Subcommittee

Santa Cruz County Regional Transportation Commission



Signalization and Beacon Usage

Good accessible pedestrian beacon.

Example:
Mission/Olive: good locator tone, nice braille on panel.



Pedestrian Projects Ad-hoc Subcommittee

Santa Cruz County Regional Transportation Commission



Signalization and Beacon Usage

Good count-down timer.

Example:
Laurel/Mission

Example:
Second/Main in
Watsonville



Pedestrian Projects Ad-hoc Subcommittee

Santa Cruz County Regional Transportation Commission



Messaging and Signage

Temporary pedestrian detours,
accessible
identification of
preferred pedestrian
crossings.

Ex: Church/Pacific



(Source: FHWA; Source: Washington State DOT Design Manual, Chapter 1510.17)



(Source: J. Barlow, Accessible Design for the Blind, TTI)

Pedestrian Projects Ad-hoc Subcommittee

Santa Cruz County Regional Transportation Commission



Islands, Bulb-outs and Curb Extensions

Use of truncated domes, accessible identification of bulb-outs, & locating pedestrian islands.

Bulb-out hard to recognize, leading to potentially dangerous turns, lip along sides is a tripping hazard.

Example: Laurel/King



Pedestrian Projects Ad-hoc Subcommittee

Santa Cruz County Regional Transportation Commission



Islands, Bulb-outs and Curb Extensions

Pedestrian island impossible to identify and locate.

Example: Water/Ocean



Pedestrian Projects Ad-hoc Subcommittee

Santa Cruz County Regional Transportation Commission



Islands, Bulb-outs and Curb Extensions

Traffic calming features forcing pedestrians to walk closer to vehicles.

Example: Seaside/Acadia



Pedestrian Projects Ad-hoc Subcommittee

Santa Cruz County Regional Transportation Commission



Right Turn Lanes: Create safe pedestrian crossings, limited temporarily, or at regular intervals

Very broad right turn lane.

Example:
Mission/King/Union



Pedestrian Projects Ad-hoc Subcommittee

Santa Cruz County Regional Transportation Commission



Right Turn Lanes: Create safe pedestrian crossings, limited temporarily, or at regular intervals

Right turns limited temporarily. Examples seen in other counties: "No right turn from May 29 through September 5," or "right turn only between 7:00 am and 9:00am."



Pedestrian Projects Ad-hoc Subcommittee

Santa Cruz County Regional Transportation Commission



Right Turn Lanes: Create safe pedestrian crossings, limited temporarily, or at regular intervals

Unsafe crossing of right-turn lane for pedestrian.

Example: Mt. Herman/Scotts Valley Dr.

Flashing beacon employed at right-turn lane crossing, northeast corner, does not provide adequate visibility between pedestrians and vehicles.



Pedestrian Projects Ad-hoc Subcommittee

Santa Cruz County Regional Transportation Commission



Roundabouts and Complex Intersection Geometry

Identifying accessible and safe pedestrian crossings, alerting vehicle drivers of pedestrians crossing, implementing pedestrian features in original design.

Confusing traffic cycle.
Example: Santa Cruz Wharf Roundabout



Pedestrian Projects Ad-hoc Subcommittee

Santa Cruz County Regional Transportation Commission

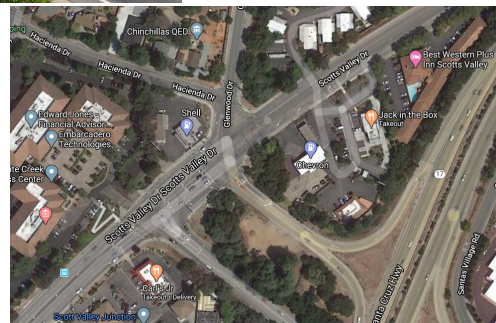


Roundabouts and Complex Intersection Geometry

Off and on-ramp crossings near freeways, creating pedestrian crossings with CalTrans.

Example: Scotts Valley Dr./Glenwood Dr./Hacienda Dr./Granite Creek Rd. (HWY 17 on and off ramps)

Lights not synced for pedestrian safety, no LPI, crosswalks are faded and lack visibility, could benefit from curb extension. This solution would require accessible pedestrian signals and accessible identification of safe pedestrian paths of travel.



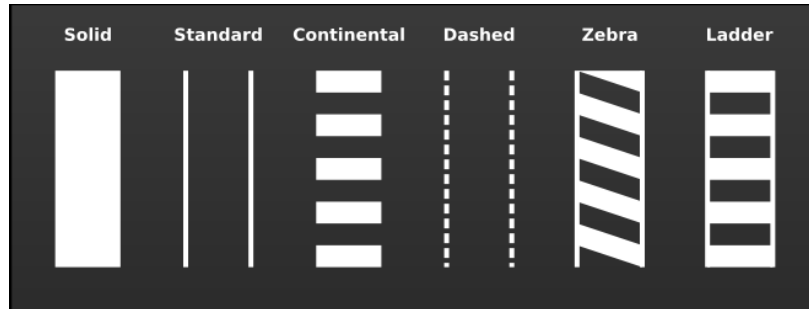
Pedestrian Projects Ad-hoc Subcommittee

Santa Cruz County Regional Transportation Commission



Crosswalks

Current favored designs include: solid, standard, continental, dashed, zebra, and ladder.



Pedestrian Projects Ad-hoc Subcommittee

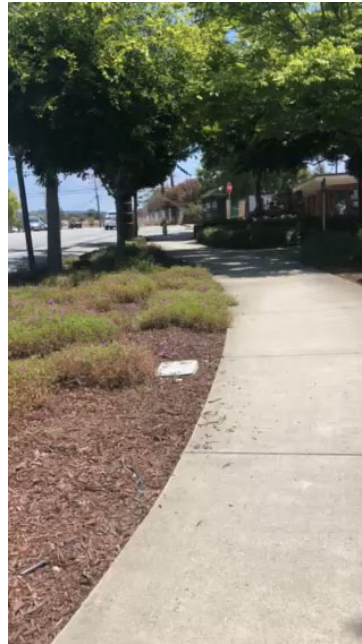
Santa Cruz County Regional Transportation Commission



Adjusting Intersection Design to Accommodate Changes in the Surrounding Area

Intersection design good, but unsafe path of travel to and from bus stop.

Example: 41st/Soquel



Pedestrian Projects Ad-hoc Subcommittee

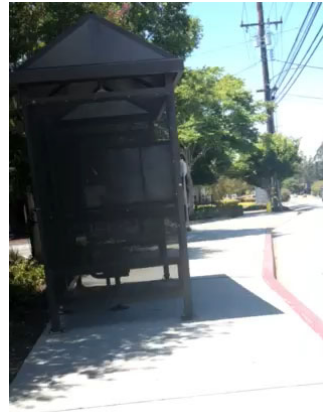
Santa Cruz County Regional Transportation Commission



Adjusting Intersection Design to Accommodate Changes in the Surrounding Area

Intersection design good, but unsafe path of travel to and from bus stop.

Example: 41st/Soquel



Pedestrian Projects Ad-hoc Subcommittee

Santa Cruz County Regional Transportation Commission



Adjusting Intersection Design to Accommodate Changes in the Surrounding Area

Intersection hazardous for pedestrians traveling through area.

Example: Felton: HWY 9/Graham Hill Rd.

Sidewalk on Graham Hill Rd - Install pedestrian walkway on the north side of Graham Hill Rd from the Hwy 9 intersection to the northbound transit stop on Graham Hill Rd where there is currently no sidewalk. These facilities would require infrastructure build-out to the edge of the right-of-way and may require acquisition of some right-of-way



Pedestrian Projects Ad-hoc Subcommittee

Santa Cruz County Regional Transportation Commission



Questions for ITAC

1. How do you consider the needs of disabled pedestrians beyond basic written regulations?
2. Which state regulations allow for choices when designing intersections?
3. How are decisions made regarding changes requested by pedestrians?
4. How can pedestrians ensure optimal pedestrian features before new intersection is designed or current intersection design is altered?
5. What types of early outreach would best avoid creating safety or accessibility problems for all pedestrians which could result in expensive reconstruction?
6. How is safety prioritized with respect to funding?

Pedestrian Projects Ad-hoc Subcommittee

Santa Cruz County Regional Transportation Commission



Questions, comments, or feedback?

Pedestrian Projects Ad-hoc Subcommittee

Santa Cruz County Regional Transportation Commission



DATE: October 22, 2020

TO: Interagency Technical Advisory Committee

FROM: RTC Staff

RE: California's Adaptation Planning Guide

RECOMMENDATION

Receive an update on the California's Adaptation Planning Guide from Justin Meek, Watsonville Community Development and discuss uses of the planning guide and online tools for local transportation projects.

BACKGROUND

Local governments have an important role to play in efforts to reduce greenhouse gas (GHG) emissions and limit the impacts of climate change. The State of California provides resources to local governments to support local action on climate change. The California Adaptation Planning Guide (APG) continues this effort by providing guidance to support communities in addressing consequences of climate change.

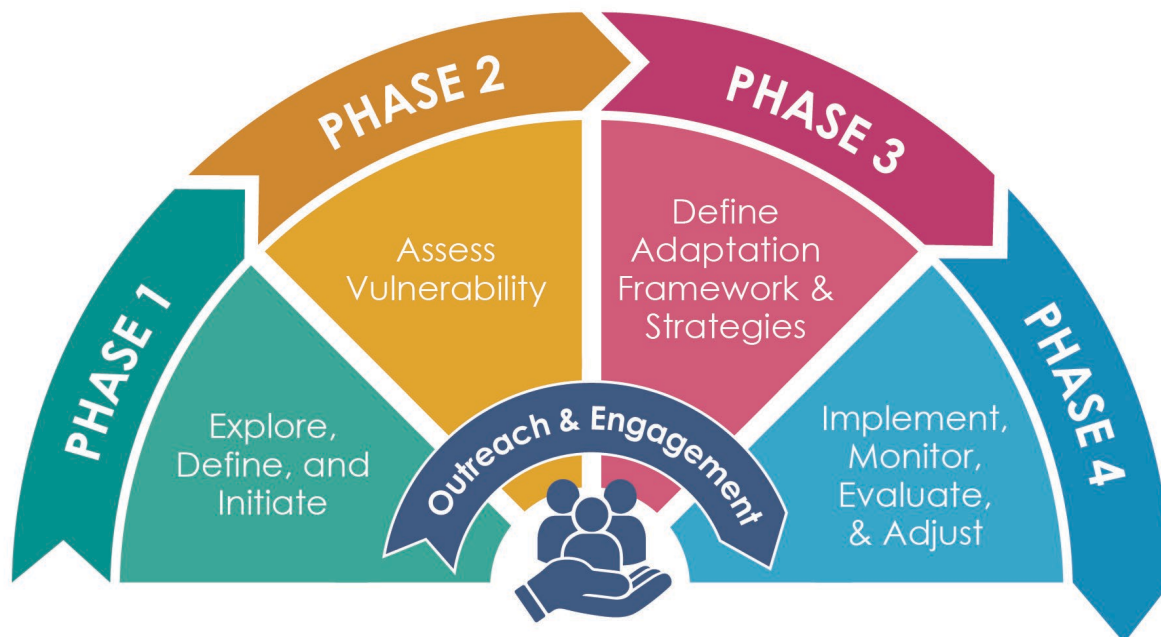
DISCUSSION

Earlier this year the state has released a [2020 update](#) of the Adaptation Planning Guide (APG 2.0). The APG provides guidance to local governments on local adaptation and resiliency planning. As illustrated in the figure below and described in [Attachment 1](#), the APG presents a step-by-step process that communities can use to plan for climate change. The APG is designed to be flexible and guide communities in adaptation planning that best suits their needs, whether taking a preliminary broad look at adaptation issues or conducting a detailed formal planning process. The APG also provides the most recent summaries of statewide information and guidance on where to find and how to use key adaptation planning tools.

The Adaptation Planning Guide adds to California's toolkit and will ultimately evolve to a web-based platform within the Adaptation Clearinghouse online at: <https://dev.resilientca.org/>. The goal is a highly accessible and practical one-stop-shop for local adaptation planning. The [online APG](#) includes a variety of features to navigate the step-by-step process, such as tools, research and data, examples, downloadable checklists and templates, and

connections to state and non-state resources searchable throughout the site. The online Adaptation Clearinghouse also includes equitable adaptation planning and practice resources including guidance, toolkits, and resources to support equitable adaptation responses.

Justin Meek, Watsonville Community Development, will provide an update on the California Adaptation Planning Guide at the October 22, 2020 ITAC meeting. Staff recommends that the ITAC discuss potential impacts and uses of the planning guide for local transportation projects.



SUMMARY

California's updated Adaption Planning Guide presents an updated, step-by-step process that communities can use to plan for climate change. Watsonville staff will provide an overview of the state's guide and Adaptation Clearinghouse at the ITAC meeting.

Attachment

1. What is the California Adaptation Planning Guide? (*Table 1 from the Adaptation Planning Guide*)

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Attachment 1

TABLE 1. WHAT IS THE CALIFORNIA ADAPTATION PLANNING GUIDE		
USE THE APG AS	THIS DOCUMENT IS NOT	RELATED RESOURCES
Guidance for local governments on how to plan for and adapt to climate change.	Guidance for state agencies.	<i>Safeguarding California Plan: 2018 Update</i> is a roadmap of the ongoing actions and next steps currently being taken by California's state government on climate resilience and adaptation. Agencies may also consult the State Hazard Mitigation Plan which incorporates climate change into the state's hazard mitigation strategies. The guidebook, <i>Planning and Investing for a Resilient California</i> , provides guidance to state agencies on how to incorporate climate change into state planning and state investment in decisions. ^{1, 2}
This update focuses on guidance for use by city, county, tribal, and regional governments in California. This update supports consistency between state, regional, and local adaptation planning efforts.		
A planning process for developing local climate adaptation and resilience policies, programs, and actions.	A clearinghouse of case studies, guidance, and resources for adaptation practitioners.	The Governor's Office of Planning and Research hosts the Adaptation Clearinghouse (https://resilientca.org) as part of its Integrated Climate Adaptation and Resiliency Program. The Adaptation Clearinghouse is California's centralized collection of adaptation and resilience resources intended to guide decision-makers at the state, regional, and local levels.
This update provides a four-phase process for local governments to develop specific adaptation and resilience strategies at the local level.		
A framework for local, solutions-oriented initiatives based in climate science.	A compendium of science on climate impacts and vulnerabilities.	<i>California's Climate Change Assessments</i> provide extensive information about climate impacts and vulnerabilities based on the latest climate change research. The underlying climate data for the assessments is made available on Cal-Adapt.org. Cal-Adapt provides tools and data for assessing local climate change impacts.
This update references the most recent climate science and provides guidance to obtain data and use California-specific climate science tools. It is not a comprehensive collection of science or research on hazards and vulnerabilities in California.		

TABLE 1. WHAT IS THE CALIFORNIA ADAPTATION PLANNING GUIDE

USE THE APG AS	THIS DOCUMENT IS NOT	RELATED RESOURCES
A framework for integrating an array of local government climate adaptation policies and programs, including local hazard mitigation plans and general plans.	Guidance on how to systematically prepare local hazard mitigation plans and general plan elements, such as safety elements.	FEMA's Local Mitigation Planning Handbook provides guidance on preparing a local hazard mitigation plan. State of California's General Plan Guidelines provide guidance on incorporating climate considerations into general plans. The Office of Planning and Research provides guidance on the preparation of general plans, including safety elements, and associated LHMP incorporation guidance in the General Plan Guidelines .
This update provides guidance to complete a vulnerability assessment and adaptation framework that can be used in a variety of local government plans. The APG's guidance includes considerations for different plans and plan integration of climate where applicable. It is not a comprehensive guide for updating a local hazard mitigation plan or safety element.		

DATE: October 22, 2020

TO: Interagency Technical Advisory Committee
FROM: Rachel Moriconi, Sr. Transportation Planner
RE: Climate Action Plans

RECOMMENDATION

Receive an update on Watsonville's Climate Action and Adaptation Plan and share information on other local climate action, adaptation and resiliency planning efforts.

BACKGROUND

Many local agencies have been preparing and implementing plans focused on reducing greenhouse gas emissions (GHG) and addressing climate change. Many GHG reduction and resiliency strategies are most effective when developed and implemented in collaboration with a broad set of governmental agencies, private sector and community based organizations.

DISCUSSION

The City of Watsonville is currently preparing its *2030 Climate Action and Adaptation Plan (CAAP)*. The Watsonville plan will identify ways for the City of Watsonville to reduce its greenhouse gas emissions; assess and adequately prepare for regional climate impacts; and explore realistic options for restoring and repairing the natural environment. **Alex Yasbek, Watsonville Community Development, will provide an update on the city's planning efforts (Attachment 1) at the ITAC meeting.**

In addition to receiving an update on and providing input on Watsonville's efforts, **staff recommends that ITAC members have a roundtable discussion and share information about other efforts their agencies have been involved with related to climate action and resiliency.**

SUMMARY

The City of Watsonville is preparing a Climate Action and Adaptation Plan. ITAC members are encouraged to provide input and share information about their respective agencies planning efforts and other efforts their agencies have been involved in at the October 2020 ITAC meeting.

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**City of Watsonville
ITAC Meeting October 22, 2020
Climate Adaptation and Resiliency Planning
Presentation by Alex Yasbek
Public Works and Utility Department
City of Watsonville**



Background:

The City of Watsonville is preparing our 2030 Climate Action and Adaptation Plan (CAAP) which will chart a clear path to reduce greenhouse gas (GHG) emissions; combat the impacts of climate change; and explore realistic options for restoring and repairing its natural environment.

The City of Watsonville's CAAP will have three focus areas: Climate Mitigation, Climate Adaptation, and Repair and Restoration.

Climate Mitigation. This component is based on the City's 2017 GHG inventory and consists of emission reduction targets and mitigation strategies to achieve these targets. Example mitigation strategies include installation of EV charging stations, promoting active transportation, and energy efficiency improvements.

Climate Adaptation. This component is based on the City's recent 2020 Local Hazard Mitigation Plan (LHMP) and considers the adaptations the City should implement to prepare for the impacts of climate change. Some example adaptation strategies include installing emergency generators, designating community cooling centers, developing distributed energy systems, and increasing tree canopy and green infrastructure.

Repair and Restoration. The final component will include an evaluation of potential regional actions such as: regenerative agriculture, large scale tree planting, and wetland restoration.

The City has included public input through a community survey, a community advisory committee, and stakeholder engagement.

Climate Strategies: Moving from Planning to Implementation. A strategy matrix was developed based on the GHG inventory, discussions with City staff, and input from the consultant. The strategies have been divided into 11 sectors which cover the various actions the City can take to address climate change, adapt, and become more resilient.

A holistic approach to climate adaptation and resiliency planning requires the consideration of the interconnected and interdependent nature of the strategies. For this reason the entire list is included here. The discussion at the ITAC meeting will focus on Transportation, Energy and Land Use.

City of Watsonville

Draft Climate Strategies - Summary List

Potential strategies are listed by sector and level of priority below. Please note that priority levels have been determined by staff based on existing capacity and programs. Feedback from community members and stakeholders has not yet been integrated.

The strategies are divided into 11 sectors:

- 1. Transportation**
- 2. Energy**
- 3. Construction**
- 4. Wastewater and Solid Waste**
- 5. Building Code and Ordinances**
- 6. Agriculture and Food**
- 7. Migration**
- 8. Sequestration and Restoration**
- 9. Financial**
- 10. Neighborhood and Community**
- 11. Policy and Public Health**

1. Transportation Sector Strategies

Goal - decrease greenhouse gas emissions from high levels of personal car usage and the usage of gasoline and diesel powered vehicles. Note that high car use is a symptom of employment opportunities, socio-economic issues, car-centric built environment and societal norms.

Strategies -

- High priority
 - Increase investment in EV infrastructure and incentives
 - Improve alternative transportation infrastructure (bike lanes/storage, trails, pedestrian improvements)
 - Implement eBike Share/eScooter Share programs
- Medium priority
 - Participate in development of regional alternative transportation connections
 - Enhance public transit services - Minibus concept study
 - Enhance public transit services and amenities
- Low priority
 - Synchronize traffic lights (already been done)
 - Incentivize City employee carpool program
 - Create carpool program for farmworkers

2. Energy Sector Strategies

Goal - reduce greenhouse gas emissions through the use of renewable energy and by conserving energy (increased energy efficiency). Create a more resilient energy grid to accommodate increased electricity demand [from EV's, electrification and increased cooling needs]. Increase the amount of renewable energy and power storage locally. Ensure that community centers have power even if the grid goes down.

Strategies -

High priority

- Participate in Community Choice Energy (Central Coast Community Energy/Monterey Bay Community Power) to ensure continued commitment to GHG reduction goals and local re-investment
- Pass ordinance requiring all new construction to be all-electric (fossil gas ban)
- Participate in Power Purchase Agreements for solar with storage. Develop Power Purchase Agreement for solar and storage for emergency shelters.
- Reduce energy required for cooling by implementing tree planting programs (see sector 8 - Sequestration and Restoration)
- Ensure transition to all-electric does not result in higher utility bills for residents
- Increase community preparedness for power outages by developing educational materials and conducting outreach
- Evaluate critical facilities for suitability for solar with battery storage backup.
- Appoint a staff person to assess solar and storage protection to critical and community serving facilities.
- Implement policies to promote solar and battery storage for resilient power for critical facilities and facilities serving low- income communities.
- Utilize bond financing (and other financing mechanisms) to develop solar and battery backup on public and nonprofit owned facilities
- Leverage state resources and funding for resilient energy projects and initiatives
- Replace/supplement diesel/gas generators backup power at critical facilities
- Develop energy efficiency policies and programs

● **Medium priority**

- Pass ultra-efficiency ordinance requiring energy efficiency commitments beyond required by title 24
- Incentivise replacement of fossil gas appliances and equipment with electric equivalents in residential and non-residential buildings
- Promote and incentivise energy efficiency retrofits for buildings (residential and non-residential)
- Develop community solar purchase agreement program, allowing residents, particularly renters, to go solar even if they do not own their property/roof
- Implement Solar dividend program (provide each resident with a 10kw solar array - EPICS program/concept (End Poverty In California with Solar))

● **Low priority**

- Make energy efficiency improvements to city owned water infrastructure
- Reduce water usage to save on pumping and treatment energy use

- Implement additional energy efficient improvements to street lights
- Install cool roof technology (white/green roofs) on city buildings (adopt policy/best-practice)
- Retrofit city HVAC (improve controls, best practice)
- Implement combined heat and power systems at City facilities

3. Wastewater and Solid Waste Strategies

Goal - reduce methane (a potent greenhouse gas) production and leakage, manage waste streams well - ideally in circular fashion

Strategies -

- High priority
 - Increase diversion of food waste and continue with compliance strategy to meet SB1383 mandate (State mandate that requires all food waste to be collected and composted, current plan is for all food waste to go to facility in Monterey) while preserving community composting options.
 - Eliminate single-use plastics and prioritize reuse in food preparation, distribution, and sale
- Medium priority
 - Retrofit Wastewater Treatment Plant to accept food waste (leads to biogas production, increased biosolids, and potentially biochar)
 - Adjust/modify community composting program as alternative to food waste collection
 - Zero Waste (identify specific strategies to promote zero waste practices)
- Low priority
 - Increase methane capture at landfill (regional effort, landfill is closed)
 - Improve equipment to reduce nitrogen oxide emissions (no possible changes to achieve this strategy)

4. Construction Strategies

Goal - reduce energy use and greenhouse gas production from construction activities

Strategies -

- Low Priority
 - Use alternative fuel/power source for construction (availability issues, rental equipment issues)
 - Limit Idling beyond existing regulation (existing regulation is difficult to meet and enforce - additional regulation would unlikely lead to any meaningful changes)

5. Building Code and Ordinance Strategies

Goal - change and adjust current codes and ordinances to support climate related goals

Strategies -

- (not prioritized)
 - Re-asses zoning and norms such as building height limits, parking minimums, density, etc
 - Pass Accessory Dwelling Unit ordinance (driven by State)
 - Explore decoupling parking and development
 - Restructure impact fee to incentivise compact development
 - Change zoning requirements to allow more families per lot
 - Adjust/Modify Carbon fund to remain viable (changes in code requirements have lead to less fees being levied and fewer contributions to fund)
 - Require trees by ordinance (i.e.. When you build - could be part of impact fee)
 - Incentivise tree planting through reduction in permitting fees if developer/owner plants trees as part of the project
 - Pass ordinance prohibiting new drive-throughs

6. Agriculture and Food Adaptation Strategies

Goal - enact changes in agricultural practices to sequester carbon, build soil, conserve water, and prepare for climate impacts. Note that the high cost of land forces farmers to maximize profits. Strategies need to acknowledge and adapt to this paradigm or consider changes in land ownership/land reform. Evaluate and implement local production and consumption of food. Protect farmworkers.

Strategies -

- Participate/Facilitate regional approach to agricultural resilience (in partnership with PVWMA)
 - Develop regional agriculture plan to preserve agricultural land and identify opportunities for and implement climate smart agricultural practices
 - Pilot project to promote regenerative agriculture
 - Publicise resources, grants, programs, and technical assistance for climate smart initiatives
 - Reduce plastic use in ag and collaborate in regional efforts to implement a take-back program (currently underway)
- Participate in regional approach to water management (in partnership with PVWMA)
 - Identify suitable locations for flood control, groundwater recharge, and multi-benefit habitat restoration
 - Utilize excess flood water and rainfall for reuse or recharge (College Lake)
 - Verify that most efficient water delivery and irrigation systems and conservation practices are in use.
 - Re-asses regulation, management, and use of recycled/reused water
 - Improve water quality through soil and farm water runoff and reduce runoff where appropriate
 - Increase water holding capacity of soil by improving soil structure and increase in organic matter
- Farmworker Safety

- Educate farmworkers about exposure to heat (high heat days)
- Provide resources and support to farmworkers
- Work with County to create ordinance that ensures workers are provided with adequate breaks/working conditions to accommodate health and safety concerns
- Outreach and Education
 - Launch an “Eat Local” initiative to inform public, restaurants, local businesses of benefits to sourcing locally grown food
 - Establish local preference purchasing policies for private companies, public schools, etc
 - Promote eco-literacy with focus on local agriculture
 - Expand Nature Center curriculum to teach about home gardening, permaculture, etc
- Promote local food production and community access to local food
 - Establish a working group of City staff and local stakeholders to research and implement local food production and access to local food. A city working group could:
 - Identify and remove barriers to street vendors
 - Identify and remove barriers to urban agriculture to encourage residents to grow food, raise chickens, etc. Explore allowing use of vacant land for growing food.
 - Maximize utilization and accessibility to federal food assistance programs - Permanently institute food access and nutrition policies to better serve vulnerable communities and allow greater flexibility for administrators (SNAP etc)
 - Expand and diversify alternative food access points (CSAs, urban ag networks, farmers markets, etc)
 - Establish city procurement policies that increase healthy food options for low income communities and improve local economies, sustainability, animal welfare, and labor standards
- Strengthen local food supply chains
 - Assess charitable/emergency food supply for future crises and identify possible improvements
 - Assess and increase the development/use of community gardens to support local food production and partnerships
- Land Reform
 - Explore options and opportunities to return land to first nations
 - Explore options that allow local farmers to own the land

7. Migration Adaptation Strategies

Goal - plan ahead to accommodate and benefit from increased migration to Watsonville as people begin to move away from areas experiencing extreme heat, wildfires, and sea level rise/flooding

Strategies-

- High Priority
 - Join Mayors Migration Council with C40
 - Create integrated policies and programs between staff working on climate change and those working on immigration and refugee services
 - Form climate migration study group composed of city staff and local stakeholders
 - Survey City's recent immigrants to determine if climate change was factor in moving (keep records)
 - Build relationships with neighboring districts and jurisdictions to approach issue at regional level
 - Modify City population forecasting and planning methods to include potential migration in the City's General Plan
- Medium Priority
 - Explore what it means for the City to become a "receiving community"

8. Sequestration and Restoration Strategies

Goal - promote interbeing, living in harmony with nature, healthy water, soils, air, rivers, forests, wetlands, and ocean - begin the process of healing the land and viewing earth as sacred.

Strategies -

- High priority
 - Implement 100' buffer for sloughs within City limits
 - Implement watershed improvements and habitat enhancements for sloughs, storm culverts, and channels
 - Explore natural resource protection (of native plants) and management policies(of invasive species)
 - Incentivise tree planting on public and private property (sequester carbon, provide shade and restore habitat)
 - Develop an urban forest management plan
 - Develop tree ordinance to protect existing trees
 - Implement "Adopt a Tree" program (look at examples in SF and Berkeley)
 - Develop and implement Green Infrastructure Plan (combination stormwater, habitat, trees, etc)
 - Coordinate meeting series with Amah Mutsun Tribal Band to discuss best practices on restoration strategies and actions
 -
- Medium Priority
 - Quantify the sequestration provided by the slough system
 - Pass herbicide and pesticide ban for non-agricultural usage
 - Establish local eco-corps
 - Convert biosolids and woody yard waste into biochar to be used as a soil amendment

- Coordinate the development of a regional biochar facility with other regional stakeholders
- Low Priority
 - Explore delineation of new wetlands due to sea level rise

9. Financial Strategies

Goal - Recognizing that investments often support fossil fuel industries that take a large environmental toll on the earth, the City aims to align our financial policies with the goals of our climate action plan. The City seeks to utilize finance in a way that is beneficial to environment and community

Strategies -

- High Priority
 - Urge divestment of city retirement accounts (CalPERS)
 - Support and utilize public banking (or credit union if public banking is not available)
- Medium Priority
 - Create new/modify City investment policy
 - Create carbon credits to sell as offsets (possibly through partnership with growers, or through tree program or through slough system)
- Low Priority
 - Purchase carbon offsets

10. Neighborhood and Community Strategies

Goal - build stronger neighborhoods that are resilient to short term shocks and long term stress associated with climate change Foster connections and mutual support amongst neighbors. Implement programs that encourage environmentally friendly practices.

Strategies -

- High Priority
 - Create neighborhood pods/networks for increased connection and resiliency
 - Create and operate resilience hubs - places of refuge like community centers
 - Invest in a regional broadband network to provide city-wide broadband access
 - Expand Green Business Program
 - Support PVUSD to improve climate literacy
- Medium Priority
 - City sponsored flea market for outreach and services
 - Support or create repair workshops, tool library, repair skill building
 - Create Green Jobs training programs
- Low Priority
 - Watsonville Intentional Community - create place for communal living/working/farming model

11. Policy and Public Health Strategies

Goal - Use the City's latent political power to change policies that don't benefit us and create new policies that serve the City. Identify and address how our healthcare system is not serving our community.

- High Priority
 - Increased access to healthcare (increased need with climate change - existing system not suitable as demonstrated with Covid)
 - Increase community education around health impacts of climate change
 - Advocate and lobby for policies that address City issues

AGENDA: October 22, 2020

TO: Interagency Technical Advisory Committee (ITAC)
FROM: Rachel Moriconi, Senior Transportation Planner
RE: Legislative Updates

RECOMMENDATIONS

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

1. Discuss federal and state legislative and policy updates;
 2. Share information about local efforts that support implementation of Executive Order N-79-20 regarding zero emission vehicles; and
 3. Identify any state or federal legislative or administration priorities that should be considered for the RTC's 2021 Legislative Program.
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BACKGROUND

The Regional Transportation Commission monitors state and federal legislative and administrative actions that could impact transportation funding or project implementation in Santa Cruz County.

DISCUSSION

State Legislation

The State Legislature's two-year 2019-2020 legislative session ended on August 31st. The Governor had until the end of September to sign or veto bills. Due to the COVID-19 pandemic and wildfires, there were far fewer days of active session and many bills were put on hold, as legislative leadership asked members to narrow down their bills to those related to COVID and economic recovery or of an urgent nature. About 70% fewer bills were enacted this year, as compared to past years.

Some of the bills approved this year that could impact local transportation projects or programs include:

- SB 146 (Beall) – authorizing virtual public outreach meetings and qualification of “pop up” meetings applicable to outreach requirements through 2022.

- SB 288 (Wiener) – includes provisions to expand statutory CEQA exemptions for bicycle and pedestrian facilities, bus rapid transit and other capital projects that do not require new right-of-way or expand capacity for automobiles. The bill becomes law on January 1, 2021 and unsets in 2023.
- AB 107 (Budget Committee) – Transit clean-up legislation to provide greater flexibility to transit operators with regard to expenditures from the State Transit Assistance (STA)-State of Good Repair program to allow these funds to be used to for transit service that would otherwise be cut and removing Transit Development Act (TDA) and STA penalties associated with fare-box requirements, especially as many transit agencies have waved or reduce fares in response to the COVID pandemic.

Governor's Executive Order N-79-20 Phasing Out Sales of New Gasoline-Powered Vehicles

On September 23, 2020 Governor Newsom released [Executive Order N-79-20](#) aimed at drastically reducing the demand for fossil fuels by phasing out new gasoline-powered cars by 2035 and trucks by 2045. The goals are expected to be achieved through a combination of policies, programs and regulatory actions, with the focus on requiring automakers to steadily sell more zero-emission vehicles (ZEV) until they make up 100% of new sales. The state will be working with utility companies, local jurisdictions, air districts, transportation agencies, and other stakeholders to significantly expand charging infrastructure throughout the state and provide affordable fueling and charging options for zero-emission vehicles, with an emphasis on serving all communities and in particular low-income and disadvantaged communities.

The Executive Order also directs state agencies to develop strategies to improve clean transportation, sustainable freight and transit options, including an integrated statewide rail and transit network, and supporting bicycle, pedestrian and micro-mobility options, particularly in low-income and disadvantaged communities.

The U.S. Environmental Protection Agency (EPA) Administrator Andrew Wheeler sent a letter to Governor Gavin Newsom attacking the Executive Order. Wheeler noting that the EPA has revoked the waiver allowing California to enforce its zero-emissions vehicle programs and the state would have to obtain a new one to enforce any regulation related to the executive order. Some entities have also expressed concerns about access to ZEVs in rural and low income communities and the reliability of the electric grid necessary to support EVs.

Staff recommends that ITAC members share information about local efforts supporting zero emission vehicles, including progress towards implementing Assembly Bill 1236 (2015), which requires local jurisdictions to streamline electric vehicle (EV) charging station permits in order to expedite the availability of EV charging stations, **and ARB requirements to reduce emissions from transit vehicles.** Local efforts have included work by the [Monterey Bay Electric Vehicle Alliance](#); the Monterey Bay Air Resources District (such as the [Monterey Bay Electric Vehicle Incentive Program](#) rebates and Zero Emission School Bus Program; Santa Cruz METRO and Community Bridges/Lift Line investments in electric infrastructure; and RTC efforts to prioritize multimodal, sustainable transportation projects.

Local agencies are encouraged to participate in and share information from discussions with state agencies on the implementation of the Executive Order. The Central Coast Coalition of Regional Transportation Planning Agencies (RTPA) from Santa Cruz to Santa Barbara counties is considering applying for a planning grant to build on and coordinate strategies for implementation of the Executive Order.

Federal Transportation Act

On September 30, 2020 the Federal Transportation Act (FAST Act) was set to expire. On September 22, 2020 the House approved a one-year extension of the 2015 FAST Act, wrapped into a continuing resolution (CR) aimed at averting a federal government shutdown from October 1 through December 11. The Senate approved the extension yesterday. The extension includes \$14 billion that is needed to keep the Highway Trust Fund afloat.

Federal Emergency Funding Package, State Trigger Cuts

Since Congressional and White House agreement on the CARES Act in March, negotiations on additional federal assistance related to COVID-19 and economic impacts remain at a standstill. Several compromise plans have been floated by congressional stakeholders recently - including a proposal issued earlier this month by the Congressional Problem Solvers Caucus, but a path forward remains uncertain. The State's trigger "cuts" are expected to take effect absent a Federal relief package. The State Budget Package approved earlier this year included \$11.1 billion in reductions and deferrals in several programs due to budget shortfalls expected as a result of the pandemic. As part of the agreement, the budget provided funding for restoration of those reductions and deferrals if at least \$14 billion in federal funds were received by October 15. Federal negotiations have yet to produce the necessary economic relief that would trigger either full or partial restoration of funding in accordance with California's 2020 Budget Act.

2021 Legislative Priorities

The State Legislature will convene the 2021-2022 Regular Session on December 7, 2020. Staff will be drafting 2021 legislative priorities over the next few months and **recommends that ITAC members identify any priorities for the RTC's 2021 state and federal legislative programs.** These may include legislative or administrative changes that would make it easier to implement local projects and/or goals and priorities.

SUMMARY

Staff recommends that the ITAC discuss state and federal legislative and administrative activities and identify priorities for 2021 legislative programs.

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