



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

AGENDA
Thursday, September 21, 2023
1:30 p.m.

In-Person Meeting

**SCCRTC Conference Room: 1101 Pacific Ave, Suite 250
Santa Cruz, CA**

Remote Participation

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

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

Meeting ID: 874 8219 8801; Passcode: 250250

Remote participants may also call: 1-669-900-9128 & use meeting ID and passcode.

Alternate In-Person Location

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

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

NOTICE:

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

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

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

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

CONSENT AGENDA

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

6. Approve Minutes of the June 15, 2023 ITAC meeting

REGULAR AGENDA

7. Chair and Vice Chair Elections
8. Status of transportation projects, programs, studies and planning documents
 - a. Verbal updates from ITAC members
 - b. Caltrans notices
 - c. RTC updates
9. AMBAG 2050 Metropolitan Transportation Plan (MTP)/Sustainable Communities Strategy (SCS) Update
 - a. Memorandum and Presentation from Heather Adamson, AMBAG
Action: Receive update from AMBAG staff on the 2050 MTP/SCS.
10. AMBAG Regional Travel Demand Model (RTDM)
 - a. Presentation from Gina Schmidt, AMBAG
Action: Receive update from AMBAG staff on the Regional Travel Demand Model, including hybrid components.

11. Caltrans Highway 17 Resiliency and Adaptation Plan
 - a. Staff Report
 - b. Presentation from Matt Welker, Caltrans District 5 System Planner
Action: Receive Caltrans District 5 presentation on the kick-off for the Highway 17 Resiliency and Adaptation Plan

12. Santa Cruz Metropolitan Transit District Planning Updates: Reimagining METRO and Rapid Corridors
 - a. Staff Report
 - b. Presentation from John Urgo, Santa Cruz METRO
Action: Receive presentation from METRO staff and provide input

13. 2023 Measure D – Strategic Implementation Plan Update
 - a. Staff report, Tommy Travers
Action: Receive update and provide input on proposed updates

14. Funding Program Opportunities and Updates
 - a. [RTC Consolidated Grants Call for Projects](#) – Applications due 10/25/23
 - b. Active Transportation Program (ATP) Updates
 - i. [Cycle 7](#) (\$555 million FY25/26-FY28/29) – Applications due June 2024
 - ii. [Current ATP projects status report](#) – review and provide updates/corrections to [CTC staff by 9/29](#)
 - c. [Caltrans Planning Grants](#): FY23/24 awards; FY23/24 call for projects October; applications due January 2023
 - d. [Outdoor Equity Grants Program](#) (CA Parks and Recreation) – Applications due 12/14/23
 - e. Grant writing support: <https://localinfrastructure.org/about/>

15. Next Meeting and Future Items – The next ITAC meeting is scheduled for 1:30pm on **October 19, 2023 at the RTC conference room, 1101 Pacific Ave, Ste 250**. ITAC meetings will be canceled if there are no action items to be brought before the committee.

Adjourn

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HOW TO REACH US: Santa Cruz County Regional Transportation Commission

1101 Pacific Avenue, Ste 250; Santa Cruz, CA 95060; phone: (831) 460-3200
email: info@sccrtc.org / website: www.sccrtc.org

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REMOTE PARTICIPATION –Committee Members (AB2449)

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

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

REMOTE PARTICIPATION - Public

The public may participate in the meetings of the Regional Transportation Commission (RTC) and its committees in person or remotely via the provided Zoom link. If technical difficulties result in the loss of communication for remote participants, the RTC will work to restore the communication; however, the meeting will continue while efforts are being made to restore communication to the remote participants. Members of the public participating by Zoom are instructed to be on mute during the proceedings and to speak only when public comment is allowed, after requesting and receiving recognition from the Chair.

PARTICIPACIÓN REMOTA – El público

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

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

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

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

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

DRAFT MINUTES

Thursday, June 15, 2023, 1:30 p.m.

In Person: RTC Conference Room, 1101 Pacific Ave, Ste 250, Santa Cruz, CA
Alternative Locations: *Online Zoom and
Caltrans-50 Higuera St, San Luis Obispo, CA*

ITAC Members Present:

County Public Works & Planning (via Zoom-AB2449)	Steve Wiesner
Santa Cruz Public Works and Planning Proxy	Mark Starkey
Scotts Valley Public Works and Planning Proxy	Chris Lamm
Watsonville Public Works	Murray Fontes
Watsonville Community Development	Justin Meek
Association of Monterey Bay Area Governments	Chris Duymich
California Department of Transportation (via Zoom)	Paul Guirguis
Santa Cruz Metropolitan Transit District and 1 Proxy	John Urgo

Non-Voting Committee Members/Alternates Attending Remotely:

(Did not meet AB2449 requirements)

University of California at Santa Cruz (UCSC): Georgina Arias
AMBAG Alternates: Paul Hierling, Will Condon, Heather Adamson

Excused Absences

Kailash Mozumder, Capitola Public Works

RTC Staff Present - In Person: Sarah Christensen, Amy Naranjo, Rachel Moriconi

RTC Staff Participating Remotely:

Others Present In-Person:

Faina Segal, Friends of the Rail & Trail (FORT)

Others Participating Remotely

Ben Vernazza

- 1. Call to Order:** Vice Chair Chris Lamm called the meeting to order at 1:30p.m.
- 2. Roll Call/Introductions:** Introductions were made.
- 3. Consider AB2449 request(s) for voting members to participate in the meeting remotely:** Steve Wiesner participated remotely due to an AB2449

“just-cause.” It was noted that Paul Guirguis is attending remotely under regular Brown Act rules with the Caltrans office noticed on the agenda as an alternate location open to the public. Other committee members and alternates attending remotely did not meet AB2449 requirements and were not eligible to vote or count towards quorum.

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

Presentation slides for Item 8 AMBAG Public Participation Plan, Item 9 Programming Process for RTC Discretionary Funds, and Item 11 State Road Charge, and public comments are posted on the [ITAC meeting webpage](#).

5. Oral Communications on Matters Not on the Agenda:

- Ben Vernazza encouraged the RTC to consult with the California Coastal Commission about planned projects.
- Rachel Moriconi announced:
 - **Chair/Vice Chair Elections next month:** The committee will consider chair and vice chair elections at its next meeting. In accordance with RTC Committee bylaws, all officers shall continue in their respective offices until their successors have been elected and have assumed office.
 - **Year End Invoices:** Rachel Moriconi reminded agencies to submit invoices to RTC for RSTPX, Measure D, TDA, and other expenditures for FY22/23 as soon as possible but no later than early-July. Agencies should invoice Caltrans for other programs at least every six months to ensure funds do not lapse or become inactive.
 - **VMT Projects:** Rachel Moriconi reminded agencies to provide lists of projects that will reduce vehicle miles traveled for consideration in the County’s [VMT Mitigation Program](#) to Anais Schenk by 6/16/23.
 - **Measure D 5-year Plans:** Rachel Moriconi reminded agencies to solicit public input and post plans online.

CONSENT AGENDA

6. Approved Minutes of the May 18, 2023, ITAC meeting

7. Received Notices and Headlines

The Committee unanimously approved a motion (Fontes/Urgo) approving the consent agenda, with members Duymich, Fontes, Guirguis, Lamm, Starkey, Urgo, and Wiesner voting “yes”.

(Committee member Meek was not present for the vote.)

REGULAR AGENDA

Member Meek joined the meeting at 1:40pm

8. **AMBAG Draft 2023 Public Participation Plan**

Heather Adamson, AMBAG presented the draft Public Participation Plan for regional transportation planning and programming documents. The plan has been updated to respond to federal and state legislation since 2019, including the Infrastructure Investment and Jobs Act (IIJA) and addresses SB375 (2006) requirements for the Metropolitan Transportation Plan (MTP). The plan includes public outreach strategies and best practices, including innovative online outreach and visualization techniques, identifies key stakeholders, and strategies for increasing equity-focused engagement with Limited-English Proficiency (LEP) Populations, low-income households, people of color, persons with disabilities, and tribal groups. She shared preliminary input received on outreach methods, including in-person, virtual, and hybrid meetings and pop-up outreach events and community events, such as farmers markets. **Comments on the draft plan are due August 23, 2023**, with the AMBAG board scheduled to adopt the plan in October. **She requested that ITAC members provide input and help solicit input on the plan.**

ITAC members shared information about successful outreach techniques, including in-person pop-up surveys and signage near project sites (such as West Cliff Drive); Spanish-only meetings; having surveys at events/gathering places both electronically and in paper; soliciting input at food distribution locations, ethnic grocery stores, senior centers; sandwich boards with project and input information; mailing surveys and postcards with QR codes and web addresses to households; getting local leaders (such as stakeholder groups, chambers, school districts) to serve as ambassadors to share information about projects.

9. **Programming Process for RTC Discretionary Transportation Funds**

Amy Naranjo presented the proposed process and evaluation criteria for programming regional shares of Surface Transportation Block Grant Program (STBG)/Regional Surface Transportation Program Exchange (RSTPX), State Transportation Improvement Program (STIP), and SB-1 LLP formula funds in 2023.

Committee members requested additional time be built into the schedule for project sponsors to prepare applications and indicated support for the application to be kept short (especially compared to several state grant applications). Members discussed potential scoring rubrics for evaluation criteria including: whether to use pass/fail, high/medium/low or give some

criteria more weight than others; using a median and eliminating outliers and allowing the lowest/non-responsive criteria to be dropped; ensuring geographic equity; not providing funding for projects with negative impacts; and support for criteria as presented. Metro staff suggested equity, safety and climate change impacts be given the highest priority. County staff expressed concern about measuring the scale of benefits/number of users benefiting from a project. Caltrans staff suggested setting targets for ensuring at least some percent of the funds are directed to equity communities and focusing funds in areas historically underserved that have greater needs. Several committee members suggested a public engagement process should have resulted in identification of projects/priorities. Committee members suggested Paul Guirguis serve on the application review team.

Public Comments: Ben Vernazza suggested public safety be prioritized, the Coastal Commission be considered, and expressed concern about shared use bike/pedestrian paths. Faina Segal expressed support for considering the California Climate Action Plan for Transportation Infrastructure (CAPTI) in determining how to spend funds and taking politics out of decision-making process and using evaluation criteria.

The committee unanimously approved a motion (Fontes/Lamm) recommending the RTC use the evaluation criteria presented by staff and allowing the lowest scoring criteria per project to be dropped from consideration, with Urgo, Starkey, Fontes, Duymich, Guirguis, Lamm, Starkey, Wiesner, and Meek voting “yes”.

10. State Legislative Update

Matt Schroeder provided an update on state legislation, including a summary of state budget proposals and bills that may impact local transportation projects and planning.

11. State Road Charge Update

Amy Naranjo provided an update on the state Road Usage Charge (RUC) pilot program, which would allow drivers to pay a per-mile fee instead of the state’s gas tax.

Committee members mentioned heavier electric vehicles have a greater impact on pavement than lighter vehicles, considering equity in how fees are collected, phased implementation, out-of-state vehicles, and other considerations for new per mile fees.

12. Status of transportation projects, programs, studies, and planning documents

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

METRO: John Urgo reported that METRO will consider its Measure D 5-year plan at its June meeting and METRO has been seeking input on public priorities for METRO service through the “Reimaging Metro” effort, with public indicating preferences for more frequent service. METRO will also be seeking public input on the “Rapid Corridors” options to speed up service for cross-county routes this summer.

Santa Cruz: Mark Starkey reported on West Cliff Drive short and long-term storm damage repairs, that (pending bids) the Murray Street Bridge project could start construction as soon as December 2023, the bikeshare program launch, and that the Measure D 5-year plans were approved on June 13.

Watsonville: Murray Fontes reported the Freedom Boulevard repaving project is starting, the city is seeking a federal earmark through Senator Padilla for Downtown Specific Plan improvements, and the Highway 1/Harkins Slough Road bike/pedestrian bridge project time extension is going before the California Transportation Commission (CTC).

Justin Meek expressed interest in applying for planning grants with METRO for affordable housing at Metro’s Watsonville Transit Center; the EIR for the Downtown Specific Plan is out for public review that includes more housing downtown, with council review scheduled for September; work is underway on the city’s General Plan and Housing Element updates; and the city is coordinating with Caltrans on planning Main Street/Highway 152 and other specific plan recommendations, including traffic calming, safety, and street modifications.

AMBAG: Chris Duymich reported that the AMBAG board approved the REAP 2.0 guidelines, with a grant workshop on July 11, and applications due in August.

Scotts Valley: Chris Lamm reported city council approved the Measure D 5-year plan, SB1 Local Streets and Roads project list, and pavement management program updates at its June meeting. The city is also soliciting input on its draft Housing Element. The city has awarded a contract to repave Bean Creek Road this summer.

County of Santa Cruz: Steve Wiesner reported that its draft Housing Element is also out for public review. The County’s Measure D 5-year plan is scheduled to be reviewed by the Board of Supervisors on July 27. The

County and RTC kicked off the Climate Adaptation Vulnerability Assessment for transportation facilities. They are also working with partners to start the Safe Street for All plan and will be updating its Pavement Management System this year.

Construction started on several summer pavement projects, funded by a combination of STIP, RSTPX, Measure D, and other funds. The County awarded a contract for the Soquel Drive buffered bike lanes and road rehabilitation project and will coordinate construction schedules with the City of Santa Cruz's Murray Street bridge and Caltrans Highway 1 projects. The Holohan/152 intersection is expected to start construction in late summer/fall, pending coordination on other Caltrans projects. The county plans to go out to bid on the Green Valley Road multiuse path in late June. The County continues to make repairs to nearly 200 locations damaged during winter storms, with emergency projects at 20 sites completed so far, 40 under construction, and another 10 starting in the next few weeks. Sewer line construction on East Cliff Drive from 13th-26th Avenues and several projects in southern parts of the county, including Paulsen, are also underway.

Chris Duymich left the meeting.

Caltrans: Paul Guirguis reported on road closures, including for permanent repairs to Highway 9 near Ben Lomond and Highway 236 near Big Basin. He encouraged members to sign up for Caltrans construction news releases. Caltrans will be having meetings to discuss plans for the north coast of Highway 1 and how increased tourism will impact the area. Rachel Moriconi noted she included several Local Assistance updates in the consent agenda and that items for the August California Transportation Commission (CTC) meeting are due to Caltrans on June 19.

SCCRTC – Rachel Moriconi reported that comments on the SLV Schools Access plan are due June 30. The Highway 1 Freedom-State Park Drive and Trail Segment 12 project team are working on responses to comments on the draft environmental document, and RTC board authorized staff to pursue grants for a countywide bike subsidy program.

13. Funding Program Opportunities and Updates

The Committee received information about several upcoming grant opportunities and shared information on potential applications. Rachel Moriconi highlighted that a lot of work went into quickly obligating the balance of Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) funds that were rescinded as part the congressional Debt Ceiling deal, including funds designated for the Capitola Road/41st Ave project.

14. Next meeting. The next meeting of the ITAC is scheduled for 1:30 p.m. on August 17, 2023 at the RTC conference room, 1101 Pacific Ave, Ste 250. RTC committees do not meet in July. ITAC meetings will be canceled if there are no action items to be brought before the committee.

Vice Chair Lamm adjourned the meeting at 3:52 p.m.

Minutes prepared by Rachel Moriconi

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District 5 Local Assistance

September 2023 Updates

STAFF NEWS

- Heidi Borders is the new Office Chief for Local Assistance and Environmental Stewardship Branch.
- Reinie Jones is the District Local Assistance Engineer.
- Evelyn Frederic is the area engineer for all Santa Cruz cities, SCCRTC, and Santa Cruz County Health Services Agency.
- Malinda Gallaher is the area engineer for Santa Cruz County and the District ER program coordinator.
- Zachary Cotter is the Clean CA manager for all agencies in District 5.

Heidi Borders , Chief	Heidi.Borders@dot.ca.gov
Reinie Jones , DLAE.....	Reinie.Jones@dot.ca.gov
★ Evelyn Frederic , Area Engineer (cities, SCCRTC, HSA)...	Evelyn.Frederic@dot.ca.gov
★ Malinda Gallaher , Area Engineer (county)	Malinda.Gallaher@dot.ca.gov
Cori Marsalek (DBE goals and consultant selection)	Cori.Marsalek@dot.ca.gov
Zachary Cotter (Clean CA).....	Zachary.Cotter@dot.ca.gov
Invoicing team (Leif Kohler and Zachary Cotter)	D5LA.invoice@dot.ca.gov
Kelso Vidal , Environmental NEPA Coordinator.....	Kelso.Vidal@dot.ca.gov
Kevin Thorne , Right of Way Coordinator	Kevin.Thorne@dot.ca.gov

★ Area engineer is best first contact for questions.

FEDERAL FISCAL YEAR (FFY) 23/24

- From October 1, 2023 to September 30, 2024
- Any Federally funded projects in FFY 23/24 need to be shown in the MTIP
- Any agencies with Federal funds programmed in FFY 23/24 needs to submit the annual DBE and ADA forms before requesting the funds.
 - Annual DBE form: LAPM Exhibit 9-B
 - Annual ADA form: LAPM Exhibit 9-C
- LAPM Exhibit 9-A "DBE Implementation Agreement for Local Agencies" also needed if it has not been submitted since September 2020 (last update).
- For the annual DBE form, **Method 1** is recommended for retention method. It is the method Caltrans uses, and FHWA has informed Local Assistance that local agencies need to follow the same method. An Office Bulletin will be released that discusses this change.



District 5 Local Assistance

September 2023 Updates

TRAINING RESOURCES

Many Local Assistance topics have training videos that can be accessed at any time.

- **Local Assistance website:** <https://dot.ca.gov/programs/local-assistance/training>
 - Disadvantaged Business Enterprises (DBE)
 - Federal & State Funding Webinar
 - Indirect Cost Rate Plan
 - CTC Funding Allocation and Time Extensions
 - A&E Procurement and Contracts
 - Resident Engineer Academy
 - Single Audit Report
- **Cooperative Training Assistance Program (CTAP):** <https://ca-ctap.org/index.cfm?pid=1611>
 - 2023 Civil Rights Academy
 - At-Risk PE
 - Federal Aid Series (i.e. the Local Assistance process)
 - Real Property CFR Compliance
 - Local Assistance Day Webinars
 - FHWA Emergency Relief program
- **Local Technical Assistance Program (LTAP):** <https://www.youtube.com/@caltap>
 - Build America Buy America (BABA)
 - Emergency Relief Time Extensions
 - Contract Management
- **CTC Workshops** for SB1 Funding Programs: <https://catc.ca.gov/meetings-events/workshops>

UPDATES

Sign up for Local Assistance news and blog updates.

- <https://dot.ca.gov/programs/local-assistance/other-important-issues/subscribe-to-dla-email-list>
- <https://www.localassistanceblog.com/>

UPCOMING DATES

- Early October: Highway Bridge Program releases the Fall bridge list
- Mid-October: Federal funding can be requested again
- 10/09/2023 for Allocation forms due District for Dec 6-7 CTC meeting
- 2024 CTC Preparation Schedule (draft): <https://dot.ca.gov/-/media/dot-media/programs/financial-programming/documents/proposed-2024-draft-prep-external-063024.pdf>

MEMORANDUM

TO: SCCRTC Interagency Technical Advisory Committee

FROM: Heather Adamson, Director of Planning

SUBJECT: 2050 Metropolitan Transportation Plan/Sustainable Communities Strategy Update

MEETING DATE: September 21, 2023

RECOMMENDATION:

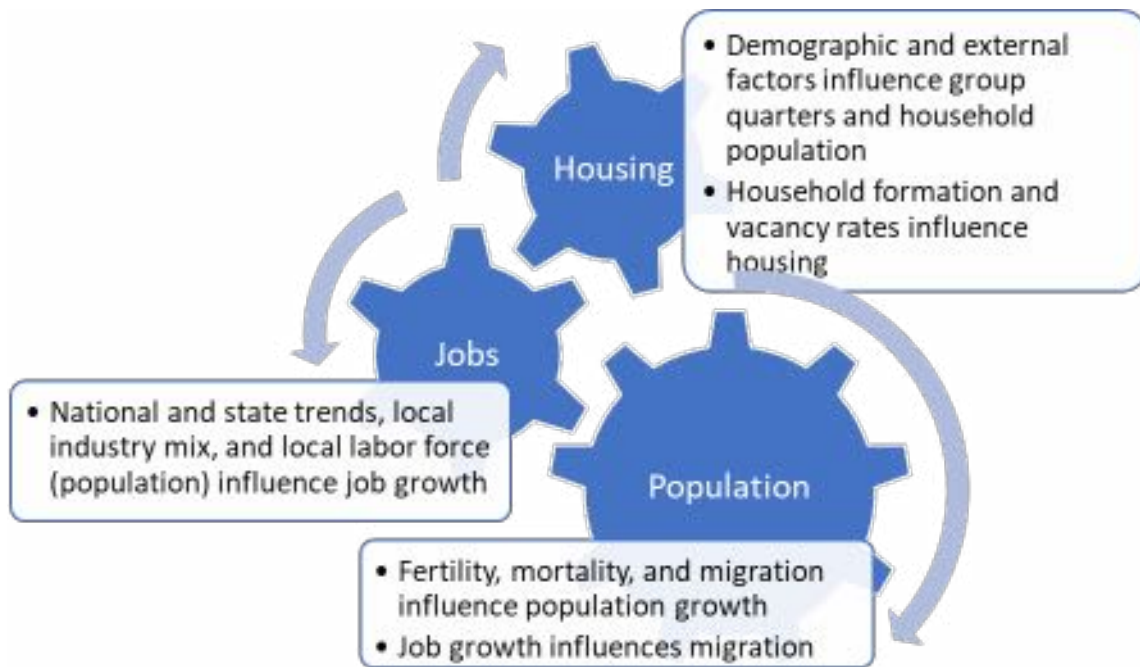
Receive an update on the development of the 2050 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS).

BACKGROUND/ DISCUSSION:

AMBAG adopted the 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) in June 2023. Federal and state law requires that AMBAG prepare a long-range transportation plan every four years. In accordance with state and federal guidelines, the 2050 MTP/SCS is scheduled for adoption by the Board of Directors in June 2026. Staff developed the 2050 MTP/SCS Plan Work Program and Schedule which was approved by the AMAG Board of Directors in April 2023. Initial 2050 MTP/SCS activities underway are highlighted below.

2026 Regional Growth Forecast

The process to update the Regional Growth Forecast has been initiated. Staff explored its various forecast methodology options to use in the development of the Regional Growth Forecast. The AMBAG Board of Directors approved using the Cohort Component Population Method. This methodology implements a cohort component model for the population forecast that uses birth, death, and migration information to predict future population.



- Employment: Employment growth by industry is driven by projected national and statewide trends for all industries in the region using a shift-share model with input from the population model through the working-age population forecast.
- Population: Fertility, mortality, and migration trends influence population growth. Employment forecast influences migration levels.
- Household Population and Households: Demographic factors (e.g., age, sex, race/ethnicity) and external factors (e.g., major group quarters facilities like colleges and universities, correctional facilities, etc.) influence the household population and household formation rates (i.e., the number of people per household).
- Housing Units: Housing projections are driven by the household population projection, demographic characteristics of the household population (age, sex, race/ethnicity), household formation rates, and housing vacancy rates.

Advantages of this approach:

- Consistent with other California COGs.
- Allows closest linkages between model components.
- Produces detailed demographic characteristics without relying on a forecast update from DOF.

The next step in updating the growth forecast is establishing the regional numbers. The preliminary draft tri-county regional employment, population and housing figures have

been prepared and will be presented at the Planning Directors Forum on September 25, 2023 for review, input and discussion. The AMBAG Board of Directors will be asked to accept the regional numbers late 2023/early 2024.

Once the regional numbers have been accepted, the draft growth forecast will be disaggregated to the subregional and jurisdiction level. AMBAG staff will be scheduling meetings with all local jurisdictions, LAFCOs, and the two universities (UC Santa Cruz and CSU Monterey Bay) beginning in early 2024 to discuss and receive feedback on the subregional growth forecast. Draft subregional forecast numbers are scheduled to be available in spring 2024. The 2026 Regional Growth Forecast is scheduled to be accepted for planning purposes in October 2024.

2050 MTP/SCS Draft Vision and Goals

With each MTP/SCS update, AMBAG starts the planning process by establishing a framework of a vision and goals to guide the development of the Plan. This is a key first step, as it is the policy foundation for the MTP/SCS and identifies the “big picture” of what we aim to achieve. Ultimately, performance measures will be developed to measure how well the MTP/SCS meets the goals. The draft vision and goals for the 2050 MTP/SCS are shown below. The AMBAG Board of Directors will be asked to approve the vision and goals in late 2023.

Vision – An accessible and connected region for a safe, resilient, and equitable future.

Goals

Mobility – Build and maintain a safe and robust transportation network.

- Support investments that are well-maintained, coordinated, and resilient, while improving safety.
- Ensure safe, reliable, accessible, and affordable travel options while striving to enhance equitable mobility options in the region.

Environment – Create a healthy region for all.

- Develop communities that are resilient and sustainable.
- Integrate the region’s development pattern and transportation system to reduce greenhouse gas emissions.
- Develop a comprehensive climate resilient transportation network to mitigate vulnerabilities and enhance adaptation.
- Conserve and protect the region’s natural and agricultural resources.

Communities – Develop, engage, connect, and sustain communities that are livable and thriving.

- Reinforce vibrant, human-centered communities in urban, suburban, and rural settings to increase mobility options.
- Promote and preserve a diversity of housing types in supportive land uses to improve affordability, accessibility, and choices for all.
- Foster inclusive communities free from barriers that restrict access to opportunity, and actively seek to reduce racial and economic disparities.

Economic – Support a sustainable, efficient, and productive regional economic environment that provides opportunities for all.

- Advance a resilient and efficient goods movement system that supports the economic vitality of the region and quality of life for our communities.
- Improve regional multimodal transportation system infrastructure and efficiency to enhance the region’s economic competitiveness.
- Increase the accessibility and mobility of people and for freight.

Equitable – Plan for people of all ages, abilities, and backgrounds.

- Prioritize equitable and resilient solutions in the transportation system.
- Increase transportation opportunities for historically underrepresented and underserved communities.

Transportation Project Database and Project List

AMBAG is currently developing a new transportation project database to track all MTP/SCS projects. In 2024, AMBAG will soon begin work with the RTPAs, transit operators, Caltrans and local jurisdictions to update the transportation project list for the 2050 MTP/SCS. As part of this required “Call for Projects,” AMBAG will work closely with the RTPAs to make changes to the existing projects included in the 2045 MTP/SCS, such as changes to cost estimates and project phasing. Additionally, the RTPAs will be able to add new projects or delete those that have been completed. RTPA staff will work with local jurisdictions and other project sponsors to obtain updates to local projects to be entered into MTP/SCS database.

Next Steps

Staff will continue to develop the initial components of the 2050 MTP/SCS working with the Planning Directors Forum, Technical Advisory Committees, partner agencies and key stakeholders.

AGENDA: September 21, 2023

TO: Interagency Technical Advisory Committee
FROM: Rachel Moriconi, Senior Transportation Planner
RE: Highway 17 Resiliency and Adaptation Plan

RECOMMENDATIONS

Staff recommends that the Interagency Technical Advisory Committee (ITAC) receive information on Caltrans’s Highway 17 Resiliency and Adaptation Plan.

DISCUSSION

Caltrans District 5 is kicking off its Highway 17 Resiliency and Adaptation Plan and will provide information on the scope and timeline for the plan at the ITAC meeting. The Highway 17 Resiliency and Adaptation plan is a Comprehensive Multimodal Corridor Plan (CMCP) that will use the lens of climate adaptation to envision the next 20+ years of the Highway 17 corridor between Santa Cruz and San Jose. This plan will build upon predecessors such as the *Highway 17 Access Management Plan* and the *Highway 17 Transportation Concept Report* and will include a project list and recommendations for strategies to help enhance the Highway 17 corridor. Going forward, the Highway 17 Resiliency and Adaptation Plan will be referenced when creating project documents and referencing opportunities for projects being scoped or developed in the Highway 17 corridor.

Caltrans invites staff from local agencies to participate in development of the plan. Contact Matt Welker of Caltrans District 5 System Planning for more information.

Attachments:

1. Resilient Corridor Planning Team Description

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Resilient Corridor Planning Team Description

The purpose of the Resilient Corridor Planning team is to provide subject matter expertise and guide the development of the *State Route 17 Climate Adaptation and Resiliency Plan* (Plan). The Plan will address climate change events that affect roadway operation on State Route (SR) 17 in Santa Cruz to Interstate 280/880 in San Jose. The Plan will establish a corridor vision and recommend projects and strategies that would strengthen the resiliency of the SR 17 Corridor. Additionally, the developed Plan will identify strategies consistent to address emergency management, equity, wildlife habitat connectivity, transportation, and land use.

The Resilient Corridor Team is a diverse group consisting of functional units from Caltrans District 4 and District 5 (Transportation Planning, Environmental Planning and Engineering, Traffic Operations, Maintenance, Design, and Program/Project Management), Caltrans Headquarters Divisions (Transportation Planning, Rail and Mass Transportation, Sustainability, Environmental Analysis, Public Affairs, Safety, and Maintenance), Association of Monterey Bay Area Governments, Metropolitan Transportation Commission, Santa Cruz County Regional Transportation Commission, Santa Clara Valley Transportation Authority, Santa Cruz Metropolitan Transit District, cities and counties along the Corridor, California Governor's Office of Emergency Services, California Natural Resources Agency, California Fish and Wildlife Service, California Department of Forestry and Fire Protection, Midpeninsula Regional Open Space District, Land Trust of Santa Cruz County, California Highway Patrol, local first responders, and members of the Safe on 17 Task Force.

The Resilient Corridor Planning Team will be responsible for reviewing and commenting on draft products for each major task of the Plan. Plan objectives guided by the Resilient Corridor Planning Team include:

- Collaboratively establishing resiliency-based corridor vision, goals, objectives, and associated performance measures as well as data needs and analysis framework
- Define, review, and document corridor resilience challenges and emergency evacuation/access needs, in the context of transportation, community, economic, equity, sustainability, and environmental factors, and concerning other corridor issues, including but not limited to, congestion, alternative modes, access management, and wildlife connectivity.
- Propose, evaluate, and prioritize adaptation strategies that help advance corridor goals, including but not limited to, adaptation, emergency response, multimodal accessibility, sustainability, and equity.

The Resilient Corridor Planning Team is expected to meet a maximum of six (6) times, depending on need.

AGENDA: September 21, 2023

TO: Interagency Technical Advisory Committee

FROM: RTC Staff

RE: Santa Cruz Metropolitan Transit District Planning Updates:
Reimagining METRO and Rapid Corridors

RECOMMENDATIONS

Staff recommends that the Interagency Technical Advisory Committee (ITAC) receive updates and provide input on the Reimagine METRO and Watsonville-Santa Cruz Rapid Corridors plans.

DISCUSSION

Reimage METRO

Reimagine METRO is a planning and public engagement process that evaluates METRO’s entire bus network, re-envisioning where buses go and how often they should run to be more convenient, reliable and sustainable.

Key goals include:

- Increase the amount of service provided
- Make transit more relevant to the community’s needs
- Adapt to post-COVID travel patterns
- Create a network that is useful and attractive for many people’s trips

METRO has been soliciting input from riders and stakeholders through surveys, focus groups, interviews, and public meetings. METRO is currently soliciting input on Phase 1 early action service changes, proposed to start December 2023 (public hearing scheduled for the September 22 METRO board meeting). Phase 2 and 3 proposals for longer-term service modifications, including potential increases in service in 2024 and beyond are still being prepared.

Additional information is online at: <https://www.scmttd.com/reimaginemetro> and <https://amma.mysocialpinpoint.com/santa-cruz-metro-reimage/>.

Rapid Corridors Project: Watsonville-Santa Cruz

METRO is also working with the community to identify solutions aimed at making travel by bus between the cities of Watsonville and Santa Cruz faster, more reliable, and easier to access. This study, funded through a

Caltrans Sustainable Transportation Planning grant, will identify opportunities to improve METRO's customer experience through improved travel times, better pedestrian and bicyclist access to bus stops and upgraded bus stop amenities.

Project Objectives include:

- Evaluate traffic and travel conditions along the corridor. Identify existing needs for pedestrian, bus stop amenity and transit priority improvements.
- Develop strategies and solutions for improving transit service and access.
- Engage community members to understand needs and opportunities.
- Coordinate with local jurisdictions and key stakeholders to identify steps to implementation.

METRO is starting a second round of outreach on the Rapid Corridors project this fall.

SUMMARY

METRO staff will provide an update on its Reimagining METRO and Rapid Corridors projects at this meeting.

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TO: Interagency Technical Advisory Committee

FROM: Tommy Travers, Transportation Planner and
Guy Preston, Executive Director

RE: 2023 Measure D – Strategic Implementation Plan (SIP)

RECOMMENDATIONS

Staff recommends that the Interagency Technical Advisory Committee (ITAC) receive information on key updates to the Measure D Strategic Implementation Plan (SIP) and provide input.

BACKGROUND

On November 8, 2016, the voters of Santa Cruz County approved Measure D (the Ordinance) enacting a retail transaction and use tax dedicated to making transportation improvements in the county. The Ordinance includes an [Expenditure Plan](#) and a requirement that the Santa Cruz County Regional Transportation Commission (RTC), in its role as the Measure D Authority, allocate, administer, and oversee the expenditure of all Measure Revenues which are not directly allocated by formula to other agencies through an Implementation Plan, which it will update at least every 5 years, following a public hearing.

Approximately 53% of the Expenditure Plan is not directly allocated by formula to other entities, which includes the following regional projects and programs:

- Highway Corridors
- San Lorenzo Valley (SLV) – Highway 9 Corridor
- Highway 17 Wildlife Crossing
- Active Transportation – Coastal Rail Trail
- Rail Corridor

The Ordinance also requires that each agency receiving Measure Revenues adopt, after a public hearing, a five-year program of projects (Five-Year Plan), including information about each of the projects to be funded with Measure Revenues allocated according to the Expenditure Plan. Five-Year Plans are updated annually, with the updated Plans for RTC-managed regional projects scheduled to be reviewed by RTC advisory committees in October 2023 and a public hearing at the Commission's November 2023 meeting.

In February 2020, the Commission adopted the inaugural [Strategic Implementation Plan \(SIP\)](#). The purposes of the Strategic Implementation Plan (SIP) are to define the scope, cost, and delivery schedule of each Regional project or program, detail the revenue projections and possible financing tools needed to deliver the Expenditure

Plan within the 30 years promised to the voters, and describe the risks, critical issues, and opportunities that the Authority should address to deliver the Expenditure Plan. Based on anticipated capacity in the Highway Corridors investment category, the Commission also amended the Expenditure Plan to add auxiliary lanes along Highway 1 between State Park Drive and Freedom Boulevard and Bus-on-Shoulder Improvements throughout the corridor in February 2020. Staff is currently updating the SIP and seeking input from the ITAC.

DISCUSSION

The Commission and its partners have made several important decisions and achieved significant accomplishments since the adoption of the inaugural SIP. In December 2020, RTC secured over \$107 Million in Senate Bill 1 (SB1) grants to fully fund the Highway 1 projects between Soquel Drive and State Park Drive. In May 2022, the Commission programmed beyond Measure D's pay-as-you-go capacity of Measure D Active Transportation and Highway categories and adopted a resolution which included a commitment to future actions to use financing to deliver programmed Measure D projects if determined necessary to meet funding commitments. In 2022, the City of Santa Cruz and the County leveraged Measure D funds to secure over \$103 million in Active Transportation Program (ATP) funds for Coastal Rail Trail Segments 8-11. (*This is in addition to over \$13 million in ATP Santa Cruz and Watsonville secured for Segments 7-9 and Segment 18 in prior years.*) In 2023, the RTC and Caltrans leveraged Measure D to secure \$30 million from the federal MEGA program. In April 2023, RTC leveraged Measure D to secure \$3.45 million for a concept report for Zero Emission Passenger Rail and Trail project. The Highway 17 Wildlife Crossing has been completed, and an earmark was secured for Highway 9-SLV improvements. Over this period, RTC also increased its funding commitments for Highway 1 and Coastal Rail Trail projects. The Commission has entered into several trail maintenance agreements, committing additional Measure D funds. Additional grants are being sought to complete additional project funding plans, including a combined Highway 1 auxiliary lane/bus-on-shoulder/Rail Trail Segment 12 project. These grants commit Measure D matching funds, and the Commission will need careful management of Measure D capacity to ensure sufficient cash flow.

RTC has contracted with KNN Public Finance to assess the financial status of Measure D and update Measure D financing options. Staff has updated cost estimates on projects and provided estimated expenditure timing, based on current and expected commitments.

Although Measure D provides significant funding for delivering the Regional investments identified in the Expenditure Plan, it is not intended or necessary to fully fund all investments. To maximize delivery of the Expenditure Plan, it is important that Measure D funds continue to be used strategically to help leverage significant additional Federal, State, and local funds to maximize the buying power of Measure D. Leveraging remains a central theme of the SIP, as discussed in the SIP's approach (Chapter 3), policies (Chapter 4), and fact sheets (Chapter 6).

As anticipated during the drafting of the inaugural SIP, the 2023 update will model the probable financing to deliver on the 5-Year Plan commitments. Due to the ambitious

programming to deliver Highway and Coastal Rail Trail projects on an accelerated timetable and to conduct the environmental assessment of nearly all the remaining segments of the Coastal Rail Trail along with Rail service between Pajaro and Santa Cruz, it is also important to expand upon the programming methodology to be used in prioritizing the use of Measure D funds within the Regional categories of investments.

Financing

The 2023 SIP will update the current status of Measure D revenue and provide updated revenue projections. The Plan will describe potential financing tools; model the use of revenue bonds; and estimate total debt, and debt service. The analysis will be based on the expected availability of major grant programs, the schedules for regional highway, rail and trail projects which have been programmed by the RTC, as well as cost estimates through the remaining years of the 30-year sales tax, especially for ongoing programs and maintenance.

Programming

Staff is reviewing and considering recommending updates to the policy section addressing Programming Methodology. As the Commission continues to support the maximization of delivery of the Measure D Expenditure Plan, based on the near-term expected availability of major grant sources, there arises not only a need for financing but also to carefully manage near-term capacity. There may be a need to increase Measure D funds programmed to projects within the Regional categories of the Expenditure Plan in the next few years. These short-term decisions will impact long-term capacity to deliver additional projects. The 2023 SIP will consider overall Measure D Ordinance and Regional Transportation Plan goals and provide an evaluation tool to use as individual decisions on programming arise going forward.

- *Highway Corridors*: The RTC will likely have capacity to proceed with additional projects not currently identified in the Expenditure Plan. As a first step, staff recommends conducting a planning study to prioritize additional Highway 1 projects that advance the Measure D goals to improve transit, safety, traffic flow and efficiency. Projects may include a northbound bus-on-shoulder extension between Mar Monte and Freedom Boulevard, a solution to the short weaving length between 41st Avenue and Bay/Porter that could include additional bus-on-shoulder improvements, and/or an improvement to the southbound bus-on-shoulder configuration at the existing auxiliary lane between Morrissey Boulevard and Soquel Drive.
- *Active Transportation (Coastal Rail Trail)*: Using these funds to maintain the trail segments, once constructed, impacts the capacity left to complete construction of the entire Coastal Rail Trail. Based on updated cost estimates for the trail adjacent to the rail line, there is also insufficient capacity in the Measure D - Active Transportation category to effectively leverage grant funding to complete construction of the Coastal Rail Trail as standalone projects. Based on the Commission's approval in 2022 of proceeding with the environmental component of the Zero Emission (ZE) Rail & Trail Project, the RTC may be able to leverage grants to complete an Environmental Impact Report (EIR) for the joint rail transit and trail project without overcommitting the Active Transportation category. Environmental clearance of the combined project would provide the public with a full understanding of the benefits, impacts, and probable cost of the rail transit and trail project. At that time, the

Commission may want to consider a new local revenue source to complete and maintain the trail in conjunction with a new passenger rail transit project.

- *Rail*: Staff is developing a capital improvement plan for preserving the rail infrastructure. While a significant amount of rail category funds has been programmed for rail infrastructure preservation, the RTC has also programmed funds to leverage grants to conduct more detailed analysis of rail service between Pajaro and Santa Cruz. This includes Measure D funding the RTC has committed to successfully leverage a grant to complete a concept report for the ZE Rail & Trail project. The purpose of the concept report is to scope the definition of the passenger rail and trail project, prior to commencing environmental review. RTC plans to leverage Measure D and other local fund sources to fully fund the environmental component of the project. Once environmental work is complete, the Commission would need to secure a new local fund source to complete the ZE Passenger Rail project which, as stated above, could include completion and maintenance of the trail as part of the expenditure plan for the potential new revenue source.

Staff recommends that the Committee provide input on proposed SIP updates at this meeting.

Next Steps

Staff is preparing and plans to recommend the 2023 Measure D Strategic Implementation Plan and the Measure D 5-Year Plans for Regional Projects at the November 2, 2023 RTC meeting. Staff will seek input from the Bicycle and the Elderly & Disabled Transportation advisory committees in October 2023.

SUMMARY

The RTC is responsible for preparing a Strategic Implementation Plan (SIP) for Measure Revenues which are not directly allocated by formula annually to other agencies, and to update it at least every 5 years. Staff recommends that the Committee provide input on the 2023 SIP update based on the key points provided in this report.

Attachment:

1. 2020 Measure D Strategic Implementation Plan (SIP) – *available online at:* www.sccrtc.org/measured