



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

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**AGENDA (updated)**  
**Thursday, November 16, 2023**

**1:30 p.m.\***

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

***\*Note: Active Transportation Program (ATP)  
Potential Applicants Workgroup will meet at  
12:30pm***

**Alternate In-Person Location – Caltrans, San Luis Obispo**

Caltrans District 5-Office of Transportation Planning-Collaboration Room  
**50 Higuera St, Room 136, San Luis Obispo, CA**

*Members of the public who wish to join at the SLO Caltrans Office in-person may enter the front of the building along Higuera Street and ask the security desk to meet with Paul Guirguis in Planning for the SCCRTC's ITAC meeting*

**Remote Participation-Zoom**

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=TDNjZDF3aloyenFRRU50QmZpKzBKdz09>

Meeting ID: 874 8219 8801; Passcode: 250250

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

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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

### **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 October 19, 2023 ITAC meeting

### **REGULAR AGENDA**

6. Status of transportation projects, programs, studies and planning documents
  - a. Verbal updates from ITAC members
  - b. RTC updates
7. 2023 Consolidated Grants and Regional Transportation Improvement Program Preliminary Recommendations
  - a. Staff report, Amy Naranjo  
*Action: Provide input on preliminary staff recommendations and recommend projects to receive funding.*
8. AMBAG Complete Streets Policies
  - a. AMBAG report, Regina Valentine  
*Action: Receive update and provide input on upcoming development of AMBAG Complete Streets Policies*
9. UCSC Transportation Demand Management (TDM) Plans
  - a. Presentation from Oxo Slayer, UCSC  
*Action: Receive update on UCSC plans.*
10. Storm Damage Lessons Learned
  - a. Emergency Relief Best Practices, Caltrans
  - b. Verbal updates from project sponsors and Caltrans  
*Action: Share information on best practices and lessons learned from storm and other emergency events.*

11. Funding Program Opportunities and Updates
  - a. Verbal updates on grant and funding programs
12. 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.*
13. Next Meeting and Future Items – The next ITAC meeting is scheduled for 1:30pm on **December 21, 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](mailto:info@sccrtc.org) / website: [www.sccrtc.org](http://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*

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**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.*

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

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**DRAFT MINUTES**

Thursday, October 19, 2023, 1:30 p.m.

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

**Online:** Zoom

**ITAC Members Present:**

County Public Works & Planning Proxy	Casey Carlson
Santa Cruz Public Works	Matt Starkey
Santa Cruz Planning Proxy	Claire Gallogly
Watsonville Public Works	Murray Fontes
Watsonville Community Development	Justin Meek
Association of Monterey Bay Area Governments	Regina Valentine
California Department of Transportation	Paul Guirguis
Ecology Action-Transportation Programs	Jeanne LePage (AB2449)
Santa Cruz Metropolitan Transit District and 1 Proxy	John Urgo

**Non-Voting Committee Members/Alternates Attending Remotely:**

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

**RTC Staff Present - In Person:** Rachel Moriconi, Guy Preston

**RTC Staff Participating Remotely:** Sarah Christensen, Brianna Goodman, Amy Naranjo

**Others Participating Remotely**

Rebecca Downing, METRO  
Miguel Lizarranga, City of Santa Cruz  
Leif Kohler, Caltrans Local Assistance

- 1. Call to Order:** Chair Matt Starkey called the meeting to order at 1:31p.m.
- 2. Roll Call/Introductions:** Introductions were made.
- 3. Consider AB2449 request(s) for voting members to participate in the meeting remotely:** Jeanne Lepage participated via teleconference due to a AB2449-defined "just case."
- 4. Additions, deletions, or changes to consent and regular agendas:** Item 10 and Item 8 were moved before Item 7.

**5. Oral Communications on Matters Not on the Agenda:** None.

**CONSENT AGENDA**

**6. Approved Minutes of the September 21, 2023, ITAC meeting**

**The Committee unanimously approved a motion (Gallogly/Guirguis) approving the consent agenda, with Members Gallogly, Starkey, Carlson, Meek, Fontes, Valentine, Guirguis, LePage, and Urgo voting “yes”.**

**REGULAR AGENDA**

**10. Murray Street Bridge Seismic Retrofit Update** (*moved after Item 6*)

Miguel Lizarranga, City of Santa Cruz provided an update on the Murray Street Bridge seismic retrofit and bridge replacement project. Construction is expected to take 2.5 years due to its complexity and constraints. The project involves relocating sewage facilities, upgrading numerous utilities, adding a new pedestrian walkway, bike lanes, and wider travel lanes. There will also be structural upgrades, new piles, and columns to support the bridge deck widening. Guy Preston and Sarah Christensen requested additional information about types of railing and design details. Miguel discussed the impact of the bridge construction project, detailing that only one-way vehicle traffic will be allowed and that bikes and pedestrian will be able to travel both directions. Miguel also discussed the impact on stakeholders and the importance of constant communication with RTC and the County of Santa Cruz on Highway 1 and Soquel Drive construction projects. The project team plans to move forward quickly, with construction bids due in November and a notice to proceed expected in January 2024.

**8. Climate Adaptation Vulnerability Assessment and Priorities Report (CAVA) – Prioritization Framework** (*moved before Item 7*)

Brianna Goodman provided an overview of the Santa Cruz County Climate Adaptation Vulnerabilities Assessment (CAVA) planning project, which involves analyzing climate hazards and transportation assets in Santa Cruz County, with a focus on predicting potential impacts of climate change in the next century and prioritizing transportation assets in the unincorporated areas of the County and RTC-owned Santa Cruz Branch Rail Line corridor. She emphasized that the project is not about deciding on adaptation or management strategies, but rather about identifying vulnerable infrastructure, and consideration of disadvantaged and vulnerable communities. The project is currently in the process of stakeholder engagement for the first milestone. Brianna requested feedback on the

project's draft milestone framework for further analysis and project completion.

Committee members suggested traffic signals and lighting be included in assets and discussed emergency response priorities for county roads and facilities, regular maintenance, and public feedback, potential impact of planned large-scale developments, such as planned low-income housing, on metrics and priorities.

## **7. Santa Cruz Metropolitan Transit District (METRO) Rapid Corridors Study** *(carried over from the September ITAC meeting)*

John Urgo presented information on the METRO Rapid Corridors study aimed at improving service quality and accessibility of METRO bus routes between Watsonville and Santa Cruz. METRO is working to address issues such as traffic congestion, bus stop redundancies, and suboptimal access to bus stops. Proposed changes to bus routes include the amalgamation of the 69 and 71 routes and increased frequency based on the Reimagined Metro phase one service map. He discussed plans to improve bus stop access, with 53% of bus stops in less than ideal locations and 69% lacking shelters or benches. The team aims to reduce wait times by improving bus service frequency and speed, and plans to rebrand and improve bus service with proposals for bus bulbs, transit islands, and signal priority at over 60 intersections. The plan also includes proposals to improve pedestrian crossings and significant reworking of the Morrissey/Soquel/Water intersection being considered. METRO estimates the total cost is \$26.7 million, with \$7.5 million already secured for bus stop enhancements. METRO will be conducting another round of outreach once the final report is ready (estimated December). The committee discussed travel time savings and differences in travel times between Northbound and Southbound buses.

## **9. Measure D: Five-Year Programs of Projects for Regional Projects and Strategic Implementation Plan (SIP) Update**

Rachel Moriconi presented proposed updates to the Measure D five-year program of projects for regional projects and categories. No new projects are proposed, but the plans reflect updated cost and schedule information. She highlighted the potential need for financing starting in 2025 to accelerate construction of highway and trail projects. Guy Preston and Sarah Christensen provided information on rail corridor maintenance, including short-line operator responsibilities, the strategy of waiting to make some rail infrastructure and bridge upgrades in combination with a rail transit project. They noted that additional funding would be needed for the remaining segments of the trail project, particularly Segments 13 to 20, maintenance of the rail and trail infrastructure, and strategies to partner with other agencies. Matt Starkey asked if some of the funds designated for the

highway category could be redirected to other categories once all the highway projects in the Expenditure Plan are complete; Guy responded that the voter-approved Ordinance identified the funding splits. Committee members did not recommend any changes to the proposed 5-year plans.

## **11. Funding Program Opportunities and Updates**

Committee members were encouraged to review grant opportunities and program updates listed in the agenda, as well as the Affordable Housing and Sustainable Communities Program (AHSC) grant opportunity. Agencies considering applying for Cycle 7 Active Transportation Program (ATP) funds were encouraged to meet after the ITAC to discuss project ideas, best practices, and opportunities to partner on applications.

## **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.

Santa Cruz: Matt Starkey and Claire Gallogly provided updates on West Cliff Drive, citywide paving, Bethany Culvert replacement, Metro Station relocation, and crosswalk projects.

County of Santa Cruz: Casey Calson reported on the County's progress in dealing with storm damage sites; paving of Emergency Routes in the mountains and other pavement management projects across the county. The County will rebid the Green Valley Road path project. The Soquel Drive multimodal project is scheduled to be completed in December 2024. The Holohan Road project is now scheduled to start construction Spring 2024. The County has several HSIP-funded crosswalk upgrade projects on Graham Hill Road, 7<sup>th</sup> Ave, and Green Valley Road.

Watsonville: Justin Meek reported on the adopted Downtown Plan, which includes new Complete Streets policies, exploring various growth scenarios for the downtown area, Highway 152/Beach/Lincoln decoupling, Freedom/Main roundabout, sidewalks, bulb outs, street furnishing, and upgraded bicycle facilities. He also provided updates on the General Plan development, storm response, grant applications to address truck impacts on the community, and using REAP 2.0 funds to apply for the state pro-housing designation. Murray Fontes reported city crews have been busy filling potholes and restriping roads. The Freedom Boulevard project is stalled due to supply chain issues.

AMBAG: Paul Hierling provided an update on the status of the Central Coast Sustainable Freight Study, including the review of the existing conditions



report and the preparation of project strategies. AMBAG is also considering Metropolitan Transportation Plan (MTP)/Sustainable Communities Strategy (SCS) goals at its November 8 meeting. Rincon Consulting will be kicking off the Environmental Impact Report (EIR) for the MTS/SCS. He also reminded agencies that one of the goals for the REAP 2.0 program is VMT reduction.

UCSC: Oxo Slayer and Georgina Aria shared information about recent developments and initiatives related to transportation on the UC Santa Cruz campus, including new bike sharrows, the launch of the new B-cycle system and upcoming traffic signal, bike and pedestrian, and circulation studies. They reported that B-cycle has been hugely popular, with over 3500 rides sold. They are focused on improving education and outreach to students, including providing free helmets. The California Transportation Commission approved an extension and allocation of Active Transportation Program (ATP) funds for ongoing educational and engagement activities.

METRO: John Urgo reported on the approval and upcoming implementation of the Reimagine Metro phase one plan, increasing service starting in December 2023; plans for even more frequent service next year; the purchase of 57 hydrogen fuel cell buses; and the award of a Clean California grant for upgraded bus stops. A \$1.2 billion grant program was also announced for producing clean hydrogen in California that METRO will pursue. He also reported on significant ridership increases in under 18 ridership (500%) and the return of students to campus and fitting increased riders on new articulated buses. He also mentioned the departure of Wondimu Mengistu.

Caltrans: Paul Guirguis reported he is processing agreements for recently awarded Caltrans planning grants and he encouraged agencies to apply for the next cycle, with applications due January 18, 2024. He also encouraged everyone to look at [Caltrans QuikMap](#) for the latest road closure information, including for full closures planned on Highway 1 and Highway 9. The monthly Caltrans project update list will be available in the RTC's November board meeting packet.

RTC: Sarah Christensen reported on Highway 1 projects, including planned closures. Guy Preston reported that RTC received an Air District grant for electric bikes for low-income individuals.

- 14. Next meeting.** The next meeting of the ITAC is scheduled for 1:30 p.m. on November 16, 2023, at the RTC conference room, 1101 Pacific Ave, Ste 250.

Chair Starkey adjourned the meeting at 3:47 p.m.

*Minutes prepared by Rachel Moriconi*

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**TO:** RTC Advisory Committees

**FROM:** Amy Naranjo, Transportation Planner

**RE:** *2023 Consolidated Grants and Regional Transportation Improvement Program Preliminary Recommendations*

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## **RECOMMENDATIONS**

Staff recommends that the Regional Transportation Commission's Bicycle Committee, Elderly and Disabled Transportation Advisory Committee (E&D TAC), and Interagency Technical Advisory Committee (ITAC) review and provide input on preliminary staff recommendations for programming approximately \$61.3 million in funds from various state and federal funding programs ([Attachment 1](#)) and make Committee recommendations to the Regional Transportation Commission (RTC).

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## **BACKGROUND**

As the Regional Transportation Planning Agency (RTPA) for Santa Cruz County, the Santa Cruz County Regional Transportation Commission (RTC) is responsible for selecting projects to receive certain state and federal funds.

This summer the RTC issued a consolidated call for projects for the region's anticipated shares of funds including:

- Discretionary Funds (\$26.6 Million)
  - Surface Transportation Block Grant Program/Regional Surface Transportation Program Exchange (STBG/RSTPX): \$17.4 Million
  - State Transportation Improvement Program (STIP): \$8.6 Million
  - SB1 Local Partnership Program (LPP): \$629 Thousand
- SB 125 Transit Funds (\$34.7 Million)
  - Transit and Intercity Rail Capital Program (TIRCP): \$27.6 Million
  - Zero Emission Transit Capital Program (ZETCP): \$7.1 Million

In total, approximately \$61.3 million is available for programming this cycle. Applications were due on October 25, 2023.

Collectively these funds can be used on a wide range of highway, local road, bridge, transit, rail, bicycle, and pedestrian transportation projects and

programs that advance regional, state, and federal priorities and performance metrics. While some STBG/RSTPX, LPP, TIRCP, and ZETCP funds are available for use beginning in this fiscal year (FY2023/24), STIP funds are programmed over 5 years and might not be available until FY26/27-27/28, since most of the new statewide capacity is in the last two years of the 2024 STIP.

## **DISCUSSION**

Project sponsors submitted 22 applications requesting over \$95 million. [Attachment 1](#) summarizes the projects and preliminary staff recommendations for anticipated funds. Project applications are posted on the RTC website <https://sccrtc.org/funding-planning/project-funding/23-24-rtip/>.

### Project Evaluation

FHWA emphasizes that regions should follow a performance-based planning and programming process, with projects evaluated based on how well they advance performance metrics. A performance-based approach to transportation planning and programming aims to ensure the most efficient investment of transportation funds, support improved decision-making, and increase accountability and transparency.

Applications were evaluated based on how well they advance one or more measures, goals or targets identified in the *Regional Transportation Plan (RTP)*, *Metropolitan Transportation Plan (MTP)*, *California Transportation Asset Management Plan (TAMP)*, federal MAP-21 and FAST Act, State Transportation Improvement Program (STIP) Guidelines, and other state and local plans. These include metrics related to safety, infrastructure condition, system performance, and reliability, sustainability, access for all, and/or health and equity. All the projects proposed for funding address at least one or more of the evaluation criteria and are not required to address all of them.

### Transit Funds

In addition to the money from the funding sources that are regularly available for programming, for this cycle, the RTC is also responsible for programming one-time funds that can only be used for transit projects. For this programming cycle, there is \$34.7 million available for transit capital and operations projects through the SB125 Transit and Intercity Rail Capital Program (TIRCP) and the Zero Emission Transit Capital Program (ZETCP). The amount of money available for TIRCP is about \$13.8 million per year in FY23/24 and FY24/25. The amount of money available for ZETCP is \$2.6 million in FY23/24 and about \$1.5 million per year in FY 24/25, FY25/26 and FY26/27.

### Recommendations

Given that available funding is insufficient to fully fund all the proposed projects, staff recommend partial funding for many of the projects. The staff recommendation focuses funds on projects that are critical to maintain existing facilities, services, and access; fill gaps in the existing bicycle and pedestrian network; or serve the greatest number of people. For projects recommended for partial funding, agencies may reduce the project scope and implement a portion of the project, increase Measure D, local or other funds committed to the project, or work to secure other grants for the project. These funding recommendations include 5% of the region's new STIP shares (\$430,000 through FY28/29), which are set aside for regional planning, programming, and monitoring activities (PPM) performed by the RTC.

**Staff recommends that RTC advisory committees provide input on preliminary staff recommendations and make recommendations to the RTC on which projects to fund with anticipated state and federal funds ([Attachment 1](#)).**

### Next Steps

RTC advisory committees are concurrently reviewing proposals for funds at their November 2023 meetings (BAC, EDTAC, ITAC). Staff will consider input from committees when developing final staff recommendations. The RTC board is scheduled to consider final staff recommendations, committee recommendations, and public input at its December 7, 2023, meeting.

Staff will work with project sponsors to determine the best funding source for each project, considering the project schedule, possible risks to delivery, and the agency's ability and capacity to meet the requirements for each funding source.

Approved projects are programmed in the RTC's *Regional Transportation Improvement Program* (RTIP) and/or RTC budget. Projects that add travel lanes, may affect air quality conformity, or are scheduled to receive federal funding are also included in the Federal/Metropolitan Transportation Improvement Program (MTIP), which is prepared by the Association of Monterey Bay Area Governments (AMBAG). Projects approved by the RTC for State Transportation Improvement Program (STIP), or Local Partnership Program funds are subject to concurrence from the California Transportation Commission (CTC). The RTC's recommendations for STIP funds are due to the CTC on December 15, 2023, with CTC action on the STIP scheduled for March 2024.

## SUMMARY

The RTC is responsible for selecting projects to receive certain state, federal, regional and local funds. Approximately \$26.6 million in State Transportation Improvement Program (STIP), Surface Transportation Block Grant Program/Regional Surface Transportation Program Exchange (STBG/RSTPX), and SB1 Local Partnership Program (LPP) funds are currently available for programming to projects in Santa Cruz County and another \$34.7 million in Transit and Intercity Rail Capital Program (TIRCP) and Zero Emission Transit Capital Program (ZETCP) funds for transit capital and operations projects. RTC staff are asking advisory committees for input on projects proposed to receive these limited funds. The RTC will select projects at a public hearing in December 2023.

### Attachment:

1. [Summary of Applications Received and Preliminary Staff Recommendations](#)

*[https://rtcsc.sharepoint.com/sites/programming/shared documents/2023-next-rtip/staffreports/23-11 sr rtip prelim recs.docx](https://rtcsc.sharepoint.com/sites/programming/shared%20documents/2023-next-rtip/staffreports/23-11%20sr%20rtip%20prelim%20recs.docx)*

**2023 Consolidated Call for Projects Preliminary Recommendations**  
**\$26.6 million available for STIP, STBG/RSTPX, LPP and \$34.3 million for SB125 TIRCP, ZETCP**

**RTC Discretionary Funds**

ID	Agency	Project Name <a href="#">Click link for project application</a>	Funds Requested (\$)	Total Project Cost (\$)	Anticipated # of Daily Users	Recommend for Award?	Recommended Award Amount (\$)	Recommendation Comments
1	Capitola	<a href="#">41st Avenue Pavement Rehabilitation and Mul</a>	\$ 2,000,000	\$ 2,250,000	35,500	Partial	\$ 1,000,000	Improved traffic flow, enhanced safety, and roadway preservation; 41st is a major arterial.
2	County of SC	<a href="#">Coralitos Corridor Resurfacing</a>	\$ 2,125,000	\$ 2,400,316	6,284	Partial	\$ 1,500,000	System preservation; enhanced bike/ped connectivity to Green Valley Road; serves transit routes (Metro 72 & 72W).
3	County of SC	<a href="#">Emergency Routes Phase 2 Resurfacing</a>	\$ 4,522,000	\$ 5,107,873	2,724	Partial	\$ 3,200,000	System preservation; low ADT but critical routes for emergency access and evacuation during disasters
4	County of SC	<a href="#">Glen Arbor Road Sidewalk</a>	\$ 3,632,243	\$ 4,102,838	40	Partial	\$ 2,100,000	Improves pedestrian safety in rural area but low daily use; identified in SR9/SLV plan as need
5	County of SC	<a href="#">Green Valley Road Multi-Use Path</a>	\$ 3,000,000	\$ 8,916,097	23,524	Partial	\$ 2,000,000	Retains Clean California grant award; benefits a disadvantaged community (equity); improves bike/ped access and increases transit access.
6	County of SC	<a href="#">Highway 17 Corridors Resurfacing</a>	\$ 3,724,000	\$ 5,849,994	15,380	Partial	\$ 1,500,000	System preservation; 15k users/day; used by bikes but no shoulder widening elements.
7	County of SC	<a href="#">Intercounty Routes Resurfacing</a>	\$ 2,044,000	\$ 2,308,822	6,933	Yes	\$ 2,044,000	System preservation; roads heavily used by freight; benefits a disadvantaged community (equity).
8	County of SC	<a href="#">Rio Del Mar Resurfacing</a>	\$ 885,000	\$ 999,661	17,900	No	\$ 300,000	System preservation; lacks bike/ped improvements considering residential project location.
9	County of SC	<a href="#">Robertson Street and Soquel Drive Signalization</a>	\$ 1,595,536	\$ 1,802,254	21,136	Yes	\$ 1,595,536	Enhances the Adaptive Traffic Signal System; Soquel is a major arterial road and transit route; Project located near a school.
10	Ecology Action	<a href="#">Youth SRTS Bike/Pedestrian Education</a>	\$ 310,870	\$ 346,527	1,890	Partial	\$ 300,000	Continue existing, popular program aimed at reducing crashes and getting more kids biking & walking
11	Santa Cruz	<a href="#">Bay Corridor Desian</a>	\$ 399,000	\$ 450,000	15,000	Yes	\$ 399,000	Integrates Complete Streets and innovative elements; leverages AHSC grant; public support for the project.
12	Santa Cruz	<a href="#">Bay Street Paving</a>	\$ 875,000	\$ 989,000	10,000	Yes	\$ 875,000	System preservation; improves road suface for cyclists; enhances connectivity between rail trail and Bayview Elementary.
13	Santa Cruz	<a href="#">Bethany Culvert Replacement</a>	\$ 1,500,000	\$ 11,815,850	10,000	Yes	\$ 1,500,000	City's highest priority project; Climate resilience infrastructure; leverages federal funds
14	Santa Cruz	<a href="#">Escalona Complete Streets</a>	\$ 3,401,000	\$ 3,841,000	3,500	Partial	\$ 2,941,656	Improved pedestrian access (ADA ramp upgrades, fill gaps in sidewalks); Cold-in-place asphalt recycling.
15	SCCRTC	<a href="#">Go Santa Cruz County Bicycle Incentives Progra</a>	\$ 305,100	\$ 500,000	850	Yes	\$ 305,100	Public support of program; promotes mode shift, reduce emissions, benefits disadvantaged communities
16	SCCRTC	<a href="#">Felton-SLV Schools Complete Streets Improvem</a>	\$ 2,313,000	\$ 32,721,746	19,500	Partial	\$ 1,800,000	Public support; enhances safety in rural area, adds bike/ped safety elements, pavement preservation
17	SCCRTC	Planning, Programming, and Monitoring (PPM)	\$ 430,000	\$ 430,000	-	Yes	\$ 430,000	Per CTC guidelines 5% of STIP funds for regional planning, programming, and monitoring activities (PPM) performed by the RTC to be spread across the years covered by the STIP
18	Scotts Valley	<a href="#">Mount Hermon Road Improvements</a>	\$ 523,000	\$ 723,000	27,648	Yes	\$ 523,000	System preservation; regionally significant road; incorporates multimodal elements.
19	Scotts Valley	<a href="#">Scotts Valley Drive Corridor Improvements</a>	\$ 500,000	\$ 1,078,000	16,542	Yes	\$ 500,000	City's highest priority project; system preservation; regionally significant road; incorporates multimodal elements.
20	Watsonville	<a href="#">Green Valley Road Rehabilitation</a>	\$ 1,833,000	\$ 4,320,000	18,500	Yes	\$ 1,833,000	Benefits a disadvantaged community; adds bike/ped improvements; improves accessibility
			<b>\$ 35,917,749</b>	<b>\$ 90,952,978</b>			<b>\$ 26,646,292</b>	<b>Total</b>

**SB 125 Transit Projects**

ID	Agency	Project Name	Funds Requested (\$)	Total Project Cost (\$)	Anticipated # of Daily Users	Recommend for Award?	Recommended Award Amount (\$)	Recommendation Comments
1	SCCRTC	<a href="#">Zero Emission Passenger Rail and Trail</a>	\$ 16,450,000	\$ 26,237,000	13,169	Partial	\$ 8,500,000	Transit and Intercity Rail Capital Program (TIRCP) funding and anticipated future benefits
2	SCMTD	<a href="#">Rapid Corridors Projects</a>	\$ 8,179,000	\$ 25,051,000	4,985	Partial	\$ 2,275,000	Goal to expand service and reliability; benefits transportation disadvantaged populations
3	SCMTD	<a href="#">Transit Operations</a>	\$ 34,339,199	\$ 34,339,199	20,625	Partial	\$ 23,564,199	Funds service recovery/expansion; benefits disadvantaged communities
			<b>\$ 58,968,199</b>	<b>\$ 85,627,199</b>			<b>\$ 34,339,199</b>	<b>Total</b>
							<b>\$ 346,861</b>	<b>1% Set-Aside for SB125 Administration</b>
							<b>\$ 34,686,060</b>	<b>Total SB125 Allocation for Santa Cruz County</b>



**MEMORANDUM**

**TO:** SCCRTC Interagency Technical Advisory Committee

**FROM:** Regina Valentine, Senior Planner

**SUBJECT:** AMBAG Complete Streets Policies

**MEETING DATE:** November 16, 2023

AMBAG staff will provide an overview of the upcoming development of the AMBAG Complete Streets Policies for committee member feedback.

**BACKGROUND/ DISCUSSION:**

With the passing of the Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law (IIJA/BIL) of 2021, the Association of Monterey Bay Area Governments (AMBAG), as the federally designated Metropolitan Planning Organization (MPO) for the Monterey Bay region, is required to set aside a portion of the agency's Federal Highway Administration (FHWA) Metropolitan Planning Funds (PL funds) allocation to conduct complete streets planning. Complete streets prioritize the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.

As identified in AMBAG's Overall Work Program, staff will begin developing Complete Streets Policies in coordination with AMBAG's member agencies, including the Santa Cruz County Regional Transportation Commission (SCCRTC). Although this is a new federal requirement, complete streets planning has been a priority historically for AMBAG and the jurisdictions in the Monterey Bay region. As an example, AMBAG prepared a *Monterey Bay Area Complete Streets Guidebook* in August 2013. For this reason, these Complete Streets Policies will serve more to memorialize the transportation planning work already being conducted in the region.

For committee feedback, a draft outline and anticipated timeline is provided below:

### ***Draft Outline***

- Introduction
- Purpose and Need
- Complete Streets Definition
- Complete Streets Vision
- Complete Streets Goals
- Principles of Complete Streets
- Complete Streets Policies
- Consistency with Regulations
- Scope of Complete Streets Policies
- Exceptions
- Design Guidance
- Context Sensitivity
- Evaluation and Performance Measures
- Implementation and Reporting
- References

### ***Anticipated Timeline***

- **November 2023:** Present an overview of the development of AMBAG Complete Streets Policies to regional Advisory Committees, Planning Directors Forum, and to the AMBAG Board of Directors
- **December 2023 – January 2024:** Prepare the Draft AMBAG Complete Streets Policies
- **February 2024:** Present Draft AMBAG Complete Streets Policies to regional Advisory Committees, Planning Directors Forum, and to the AMBAG Board of Directors
- **February 1, 2024 – March 15, 2024:** Public Comment Period
- **March 2024:** Prepare the Final AMBAG Complete Streets Policies
- **April 2024:** Present Final AMBAG Complete Streets Policies to regional Advisory Committees and Planning Directors Forum
- **May 8, 2024:** AMBAG Board of Directors will be asked to adopt the Final AMBAG Complete Streets Policies

### ***Next Steps***

AMBAG staff will incorporate committee feedback and prepare the Draft AMBAG Complete Streets Policies in coordination with our partner agencies and local jurisdictions. The Final Complete Streets Policies will be incorporated into the 2050 Metropolitan Transportation Plan/Sustainable Communities Strategy.

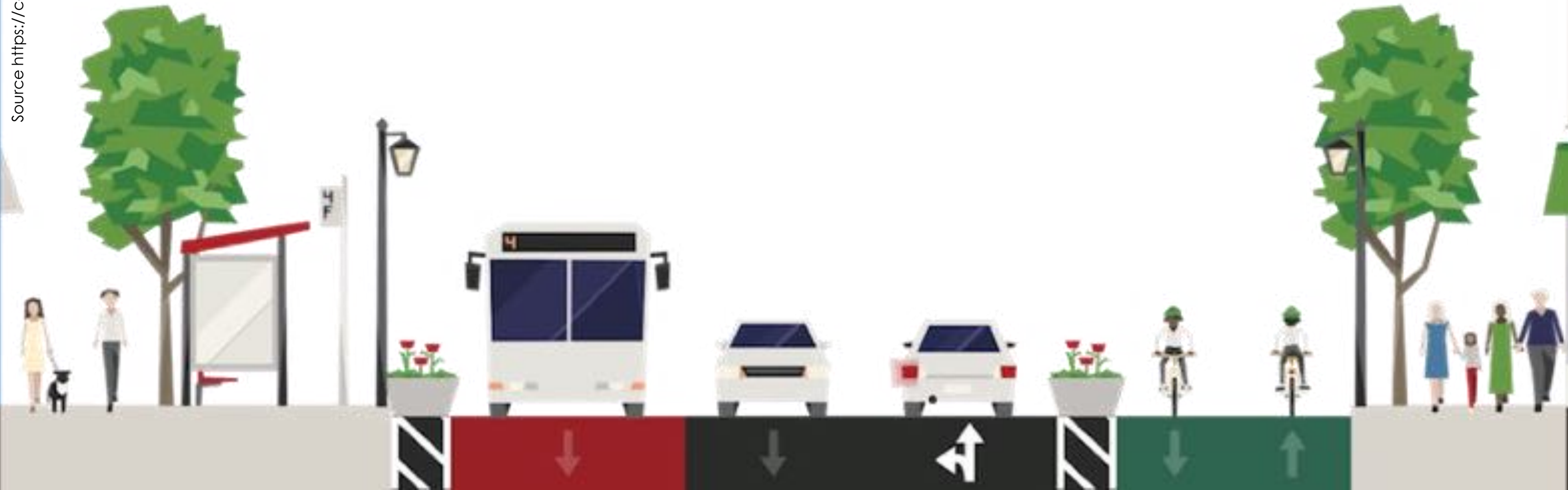


Source <https://catsip.berkeley.edu/news/what-are-complete-streets>

Association of Monterey Bay Area Governments

# Complete Streets Policies

*November 2023*



# Background



**IIJA/BIL of 2021:** Requires MPOs to use FHWA Planning Funds (PL) set aside for complete streets planning

**Complete streets** prioritize safe and adequate accommodation of all users

**Monterey Bay Area Complete Streets Guidebook**, August 2013

**Incorporate** RTPA and local jurisdictions policies and guidelines



# Draft Outline

Introduction  
Purpose and Need  
Complete Streets Definition  
Complete Streets Vision  
Complete Streets Goals  
Principles of Complete Streets  
Complete Streets Policies  
Consistency with Regulations  
Scope of Complete Streets Policies  
Exceptions  
Design Guidance  
Context Sensitivity  
Evaluation and Performance Measures  
Implementation and Reporting  
References

# Anticipated Timeline

- **November 2023:** Present to Committees/Board
- **December 2023 – January 2024:** Prepare Draft
- **February 2024:** Draft to Committees and Board
- **February 1 – March 15, 2024:** Public Comment
- **March 2024:** Prepare Final
- **April 2024:** Final to Committees
- **May 8, 2024:** Board Adoption



# Next Steps

- Incorporate Feedback on Draft Outline
- Encourage RTPAs/local jurisdictions to send Complete Street policies to AMBAG
- Prepare Draft Complete Streets Policies

Source <https://www.walksacramento.org/2343/>





**Regina Valentine**

Senior Planner

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831-264-5096



# District 5 Local Assistance

November 2023

## EMERGENCY RELIEF PROGRAM

### Best Practices and Lessons Learned

1. Emergency Opening (EO) work has 100% reimbursement for 270 days starting from the disaster start date (per declaration). EO work is defined as work that is necessary to restore essential traffic, **or** protects the remaining facility, **or** prevents further damage to an existing facility. For District 5, most sites damaged in the latest disasters were eligible for EO funding. [ref: [FHWA Memo 3/07/22](#)]
2. Betterments are any additions to the roadway that were not present prior to the disaster. They can be completed as EO work. Justification is required on the DAF. Examples of approved betterments are retaining walls, drainage improvements, and bridges.
3. EO work does not need competitive bidding, competitive consultant selection, or a DBE goal if the proclamation waives these requirements. Local agencies can hire consultants and contractors directly, via phone or email. Several quotes can be requested but is not necessary. Document how the solicitation was conducted, who was contacted, and the responses. [ref: [FHWA ER Manual](#)]
4. EO contracts must have the **Form FHWA-1273** and **Federal Wage Rates** physically attached. Also, **Buy America** requirements do apply.
5. Have a single point of contact for gathering damages, either a person or group email address.
6. Take photos of the damage roadway prior to making any repairs.
7. If possible, deploy staff that are familiar with the roads and assets to do damage assessments.
8. Submit Damage Assessment Forms (DAF's) ASAP. Include cover sheet, photos, map, sketch, and estimates.
9. If Quick Release funding is available, it is first-come, first-served. When funding has been exhausted, then it's "AC" until converted to Federal funds. It takes about 6-12 months for the conversion.
10. If FEMA declares an area as Public Assistance Category A eligible, then debris removal is reimbursed by FEMA (not FHWA).
11. ER funding can be requested for pedestrian and/or bicycle facilities within a local agency's right-of-way when they are along an eligible Federal-aid route.
12. Parking lots are not eligible.
13. Securing the job site is an eligible cost.
14. If ROW acquisition is required for EO work, immediately contact your area engineer and/or the Caltrans Local Programs ROW Liaison. A "Right of Entry Agreement" is required.
15. If Google Street View shows prior damage, then ER funding is not possible for pre-disaster damage.
16. To expedite Environmental clearance. Include GPS coordinates on DAF or a separate document.



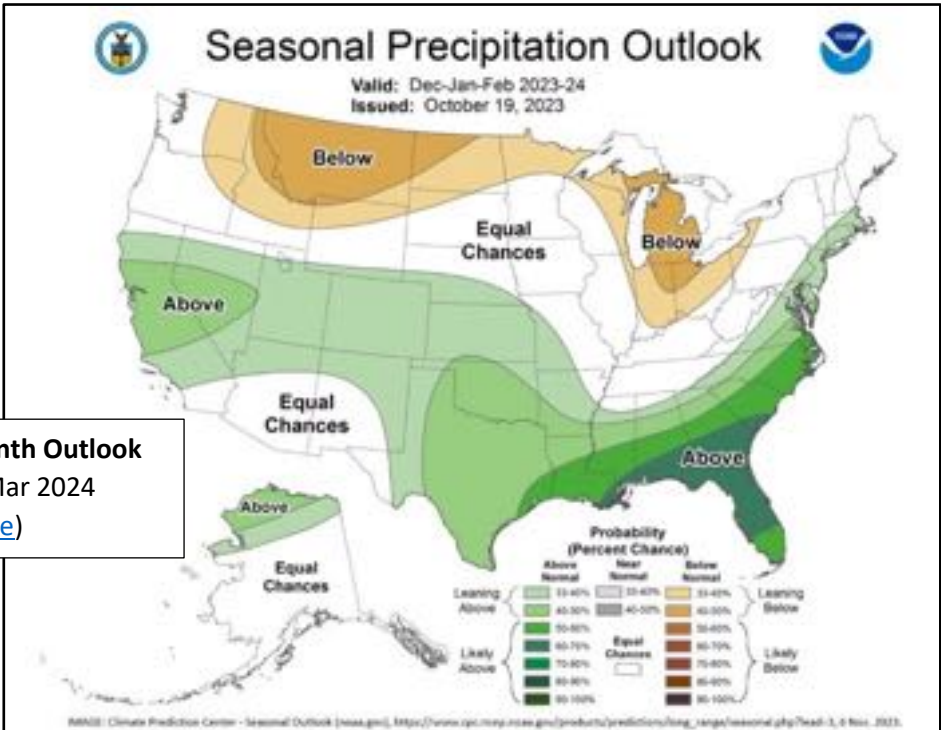


# District 5 Local Assistance

## November 2023

### Preparing for Future Disasters

1. Know your Federal-aid routes. Only urban minor collector and above is eligible for ER funding. [California Road System [map link](#)]
2. Update roadway functional classifications. If appropriate, consider applying to change road classifications for roads that are on the “cusp”. Feedback from multiple agencies suggests that the FHWA’s EO process is easier than submitting through FEMA. [Caltrans Functional Classification [website](#)]
3. If feasible update your GIS system with On and Off System layer, so it’s easy for your staff to identify and report damages to the correct recovery agencies (FEMA versus FHWA).
4. Document current roadway conditions on Federal-aid routes, so damage directly related to the disaster can be determined. Do your best to document the condition of your roads and other assets (culverts, signs, ditches etc.) prior to the rainy season. Photographs are best, but even maintenance logs would be sufficient. Keep Maintenance records handy.
5. Discuss what basic information and details need to be reported from the field with the staff that will likely be deployed to document the damages (i.e. GPS coordinates, photographs, description of damages, measurements and quantities if feasible).
6. Make a list of engineering consultants (design, geotech), biological monitors, and contractors for ER work.
7. Learn more about the ER program through online training. [[website](#)]
8. Prepare for Federal funding by submitting:
  - a. LAPM Exhibits 9-A (if latest version has not been submitted),
  - b. Exhibits 9-B and 9-C (annual), and
  - c. Quality Assurance Plan (every 5 years).



**NOAA Three-Month Outlook**  
for Jan-Feb-Mar 2024  
([website](#))





# District 5 Local Assistance

## November 2023

**District 5 Contact List**

<b>Name</b>	<b>Position</b>	<b>Contact</b>
<b>Evelyn Frederic</b>	Area Engineer for Cities	<a href="mailto:Evelyn.Frederic@dot.ca.gov">Evelyn.Frederic@dot.ca.gov</a> (805) 478-5428
<b>Malinda Gallaher</b>	Area Engineer for County	<a href="mailto:Malinda.Gallaher@dot.ca.gov">Malinda.Gallaher@dot.ca.gov</a> (805) 266-0543
<b>Reinie Jones</b>	District Local Assistance Engineer (Senior Engineer)	<a href="mailto:Reinie.Jones@dot.ca.gov">Reinie.Jones@dot.ca.gov</a> (805) 542-4686
<b>Kelso Vidal</b>	Environmental Coordinator	<a href="mailto:Kelso.Vidal@dot.ca.gov">Kelso.Vidal@dot.ca.gov</a> (805) 478-8952
<b>Sunny McBride</b>	Environmental Senior	<a href="mailto:Sunny.McBride@dot.ca.gov">Sunny.McBride@dot.ca.gov</a> (805) 440-9575
<b>Kevin Thorne</b>	Local Programs Right of Way Liaison	<a href="mailto:Kevin.Thorne@dot.ca.gov">Kevin.Thorne@dot.ca.gov</a> (805) 779-0647

**Questions for Local Agencies**

1. Did your agencies have any strategies to streamline the repair process?
2. What were the challenges for your agency?
3. What resources would be helpful for future events?
4. How could Local Assistance support your agency better during a disaster (office hours, setting up discussions with agencies, weekly updates, create Microsoft team with all agencies)?

