AGENDA

Thursday, September 5, 2019
9:00 a.m.

NOTE LOCATION THIS MONTH
County Board of Supervisors Chambers
701 Ocean Street, 5th Floor
Santa Cruz, CA

NOTE
See the last page for details about access for people with disabilities, translation services, and meeting broadcasts.

En Español
Para información sobre servicios de traducción al español, diríjase a la última página.

AGENDAS ONLINE
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COMMISSION MEMBERSHIP
Caltrans (ex-officio) Tim Gubbins
City of Capitola Jacques Bertrand
City of Santa Cruz Sandy Brown
City of Scotts Valley Randy Johnson
City of Watsonville Trina Coffman-Gomez
County of Santa Cruz Greg Caput
County of Santa Cruz Ryan Coonerty
County of Santa Cruz Zach Friend
County of Santa Cruz John Leopold
County of Santa Cruz Bruce McPherson
Santa Cruz Metropolitan Transit District Ed Bottorff
Santa Cruz Metropolitan Transit District Aurelio Gonzalez
Santa Cruz Metropolitan Transit District Mike Rotkin

The majority of the Commission constitutes a quorum for the transaction of business.
1. Roll call

2. Oral communications

   *Any member of the public may address the Commission on any item within the jurisdiction of the Commission that is not already on the agenda. The Commission will listen to all communication, but in compliance with State law, and may not take action on items that are not on the agenda.*

   *Speakers are requested to sign the sign-in sheet and state their name clearly so that their names can be accurately recorded in the minutes of the meeting.*

3. Additions or deletions 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 RTC or public wishes an item be removed and discussed on the regular agenda. Members of the Commission 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 Commissioner objects to the change.*

MINUTES

4. Approve draft minutes of the August 1, 2019 Regional Transportation Commission meeting

5. Accept draft minutes of the August 15, 2019 Interagency Technical Advisory Committee meeting

POLICY ITEMS

6. Accept Legislative Updates

7. Approve Regional Transportation Improvement Program (RTIP) Amendments (Resolution)

PROJECTS and PLANNING ITEMS

8. Accept Highway 1 Corridor Investment Program Update

BUDGET AND EXPENDITURES ITEMS

9. Accept status report on Transportation Development Act (TDA) revenues

10. Accept status report on Measure D revenues and distribution

ADMINISTRATION ITEMS

11. Approve staff recommendations for the appointments of a delegate and a representative to the California Association of Councils of Government (CalCOG) and the Coast Rail Coordinating Council (CRCC)
12. Approve New Job Classification and Staff Reclassification

INFORMATION/OTHER ITEMS

13. Accept monthly meeting schedule
14. Accept correspondence log
15. Accept letters from RTC committees and staff to other agencies
   a. Letter to Sharon Beasley, Compliance Liaison, Caltrans Division of Rail and Mass Transportation regarding the Draft State Management Plan – Federal Transit Programs from Guy Preston, RTC Executive Director
16. Accept information items
   a. Letter from the County of Santa Cruz regarding Designing and Constructing a Safe Crossing of Highway 1 in Davenport

REGULAR AGENDA

17. Commissioner reports – oral reports
18. Director’s Report – oral report
   (Guy Preston, Executive Director)
19. Caltrans report
   a. Santa Cruz County project updates
20. Programming Process for Regional Transportation Funds
   (Rachel Moriconi, Senior Transportation Planner and Guy Preston, Executive Director)
   a. Staff report
   b. RTC Discretionary Fund Description
   c. Sample STBG/RSTPX Distribution Scenarios
   d. Letters from Ecology Action and Bike Santa Cruz County
   e. Letter from UCSC
21. FY19-20 State of Good Repair (SGR) PUC Section 99313 & 99314 Project List
   (Grace Blakeslee, Senior Transportation Planner)
   a. Staff report
   b. Resolution approving the Santa Cruz County Project List for the California FY19/20 State of Good Repair Program
   c. Santa Cruz METRO Board Letter and Resolution
22. Potential Rail Vehicle Demonstration
   (Luis Mendez, Deputy Director)
   a. Staff report
   b. Excerpted slides from a presentation on TIG/m’s rail vehicles

23. Ad-Hoc Committee for the Alternatives Analysis for High Capacity Public Transit on the Rail Right-of-Way
   (Guy Preston, Executive Director and Ginger Dykaar, Senior Transportation Planner)
   a. Staff report

24. Review of items to be discussed in closed session

   **CLOSED SESSION**

25. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION.
   Initiation of litigation pursuant to paragraph (4) of subdivision (d) of Section 54956.9: One Case

   **OPEN SESSION**

26. Report on closed session

27. Next meetings

   The next RTC meeting is scheduled for Thursday, October 3, 2019 at 9:00 a.m. at the County Board of Supervisors Chambers, 701 Ocean Street, 5th floor, Santa Cruz, CA.

   The next Transportation Policy Workshop meeting is scheduled for Thursday, September 19, 2019 at 9:00 a.m. at the RTC Offices, 1523 Pacific Ave, Santa Cruz, CA.

**HOW TO REACH US**
Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue, Santa Cruz, CA 95060
phone: (831) 460-3200 / fax: (831) 460-3215

Watsonville Office
275 Main Street, Suite 450, Watsonville, CA 95076
phone: (831) 460-3205
e-mail: info@sccrtc.org / website: www.sccrtc.org

**COMMENTS FROM THE PUBLIC**
Written comments for items on this agenda that are received at the RTC office in Santa Cruz by noon on the day before this meeting will be distributed to Commissioners at the meeting.
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La RTC conduce sus programas y otorga sus servicios sin considerar raza, color u origen nacional de acuerdo al Título VI del Acta Sobre los Derechos Civiles. Cualquier persona que
cree haber sido ofendida por la RTC bajo el Título VI puede entregar queja con la RTC comunicándose al (831) 460-3212 o 1523 Pacific Avenue, Santa Cruz, CA 95060 o en línea al www.sccrtc.org. También se puede quejar directamente con la Administración Federal de Transporte en la Oficina de Derechos Civiles, Atención: Coordinador del Programa Título VI, East Building, 5th Floor-TCR, 1200 New Jersey Avenue, SE, Washington, DC 20590.
1. Roll call

The meeting was called to order at 9:01 a.m.

Members present:

- Aileen Loe (ex-officio)
- Jacques Bertrand
- Virginia Johnson (alt.)
- Andy Schiffrin (alt.)
- Ed Bottorff
- Randy Johnson
- John Leopold
- Patrick Mulhearn (alt.)
- Mike Rotkin
- Sandy Brown
- Greg Caput
- Trina Coffman-Gomez

Staff present:

- Luis Mendez
- Yesenia Parra
- Ginger Dykaar
- Amy Naranjo
- Yolanda Gomez
- Sarah Christensen
- Joanna Edmonds
- Tracy New
- Shannon Munz

2. Oral communications

Public comments received from:

- Michael Saint
- Sally Arnold
- Rebecca Downing
- Jennifer Lake

3. Additions or deletions to consent and regular agendas

Replacement pages for items 9 and 19, and handout for item 17.
**CONSENT AGENDA**

Commissioner Alternate Schiffrin moved and Commissioner Bertrand seconded the consent agenda. The motion carried unanimously with Commissioners Bertrand, R. Johnson, Coffman-Gomez, Caput, Leopold, Brown, Bottorff, Rotkin and Commissioner Alternates Mulhearn, Schiffrin and V. Johnson voting “aye”.

**MINUTES**

4. Accepted draft minutes of the June 10, 2019 Bicycle Advisory Committee meeting

5. Accepted draft minutes of the June 11, 2019 Elderly and Disabled Transportation Advisory Committee

6. Approved draft minutes of the June 27, 2019 Regional Transportation Commission special meeting

**POLICY ITEMS**

*No consent items*

**PROJECTS and PLANNING ITEMS**

7. Approved letter of support for the Appeal of Permits for Rail Trail Phase II of Segment 7 in the City of Santa Cruz

**BUDGET AND EXPENDITURES ITEMS**

8. Accepted status report on Transportation Development Act (TDA) revenues

9. Accepted Measure D revenues and distribution

10. Approved FY 2018-19 budget amendments *(Resolution 46-19)*

**ADMINISTRATION ITEMS**

*No consent items*

**INFORMATION/OTHER ITEMS**

11. Accepted monthly meeting schedule

12. Accepted correspondence log

13. Accepted letters from committees and staff to other agencies

   a. Letter to Steve Palmisano, Public Works Director, City of Watsonville from the Bicycle Advisory Committee regarding support for the Preferred Alternative in the Downtown Complete Streets Plan
14. Accept information items – non

**REGULAR AGENDA**

15. Commissioner reports – oral reports

Commissioners thanked the RTC for support on projects in Scotts Valley and extended an invitation to the Strawberry Festival in Watsonville.


Luis Mendez, Deputy Director, reported on: City of Santa Cruz’s progress on the Monterey Bay Sanctuary Scenic Trail segments in the city limits and the current lawsuit filed against them which also named the RTC; Work done by Caltrans to address some concerns outlined in the Hwy 9 Corridor implementation Plan; RTC’s continued community engagement activities; the need to fill vacancies on the Elderly and Disabled Transportation Advisory Committee; and that the RTC Executive Director had a bicycle accident over the weekend but is doing OK.

Commissioner Schiffrin moved and Commissioner Rotkin seconded to direct staff to send a get well card to Executive Director Guy Preston and wish him a speedy recovery.

17. 9:30 A.M. PUBLIC HEARING: Draft 2019 Public Participation Plan

Shannon Munz, Communications Specialist, presented the Draft 2019 Public Participation Plan. Ms. Munz noted that if the plan is adopted, it would meet all federal and state requirements and will be the official Public Participation Plan for the RTC through 2023.

Commissioners Comments and questions: the Santa Cruz METRO section on METRO Advisory Committee (MAC) needs updating; language assistance and other accommodations are provided as needed after requested using the process outlined on RTC meeting agendas; Watsonville residents must be engaged and outreach should be multi-lingual; Community workshops are not affective in Watsonville so advisory groups must include Watsonville representatives; what lessons were learned from previous plans and were those incorporated in this plan. Staff noted that committee members were engaged, the 7 guiding principals were incorporated as well as complying with the FAST Act. The comment period was extended from 45 days to close to 90 days. Email blasts were sent to stakeholders and announcements have been made throughout several meetings. The item will return to the October RTC meeting for approval.

Chair Bottorff opened the Public Hearing at 9:41

Public comments received from:
Heather Adamson
RTC Minutes              August 1, 2019

Sally Arnold
Michael Saint

Public Hearing was closed at 9:47

18. Caltrans report

Aileen Loe, District 5 Deputy Director, noted that Bob Franzoia has been appointed as Acting Director for Caltrans in Sacramento. Ms. Loe noted that the collaboration with RTC on the Highway 9 cooperative agreement was greatly appreciated and would help move projects along the Hwy 9 corridor. Ms. Loe said that the Caltrans HWY 9 interdisciplinary team is looking for all possible improvements on the corridor.

Commissioner discussed: appreciation to Caltrans and RTC staff for coming up with short and long term plans for the HWY 9 Corridor and for being responsive. Commissioners also discussed the impacts of the Federal Highway funding withholding to several counties in California. Commissioners requested the construction timeline for the Hwy 1/17 ramp safety improvement project.


Ginger Dykaar, Senior Transportation Planner, presented the staff report. She noted that the RFP would be released on August 5th with a proposal deadline of September 2, 2019. Staff will provide consultant recommendations to the Commission at their October 3rd meeting. The final Alternative Analysis Report will be ready by January 2021.

Commissioner comments: appreciation to staff for including all pieces; sufficiency of currently allocated funding; forming an ad-hoc committee and ensuring Watsonville is represented. Commissioners noted request from the community to ensure the document is easily readable, for example, not smaller than 12 point.

Public comments received from:
Sally Arnold
Michael Saint

Commissioner Alternate Schiffrin motioned and Commissioner Leopold seconded to direct Chair Bottorff to consult with staff of the METRO and RTC and return with a proposed ad hoc committee to oversee the process. The motion carried unanimously with Commissioners Bertrand, Brown, R. Johnson, Rotkin, Bottorff, Coffman-Gomez, Leopold, Caput, and Commissioner Alternates Mulhearn, Schiffrin and V. Johnson voting “aye”.

20. Cruz511 Program Update

Amy Naranjo, Transportation Planner, gave a Cruz511 Program Update and responded to Commissioner questions.
Commissioners discussed: electric vehicles (EV) and EV charging stations; difficulty of securing park and ride lots; Partnering with Cabrillo College; funding for the program; a letter to the Metropolitan Transportation Commission (MTC) encouraging the agency to participate with Ride Amigos.

Commissioner Leopold motioned and Commissioner Alternate Schiffrin seconded to direct the RTC Chair to write a letter to MTC to encourage use of Ride Amigos. The motion carried unanimously with Commissioner Leopold, Bertrand, Caput, Brown, R. Johnson, Rotkin, Bottorff, Coffman-Gomez, Commissioners Alternate Schiffrin, Mulhearn, and V. Johnson voting “aye”.

21. Legal Services Contract

Commissioners thanked County Counsel for their many years of service to the RTC and welcomed Meyers Nave to the team. Steve Mattes from Myers Nave noted that their office offers the full spectrum of services and that the team is looking forward to working with the RTC.

Commissioner Leopold moved and Commissioner Schiffrin seconded staff recommendation to approve Resolution (47-19) authorizing the Executive Director to enter into a legal services contract with the firm Meyers, Nave, Ritback, Silver and Wilson, PLC.

The motion carried unanimously with Commissioners Coffman-Gomez, Leopold, Bottorff, Bertrand, Brown, R. Johnson, Rotkin, Caput, Commissioners Alternate Schiffrin, Mulhearn, and V. Johnson voting “aye”.

22. Review of items to be discussed in closed session- no closed session was held.

CLOSED SESSION

Closed session item was canceled

23. CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION.
Initiation of litigation pursuant to paragraph (4) of subdivision (d) of Section 54956.9: One Case

OPEN SESSION

24. Report on closed session-no report

25. Next meetings

The next meeting is scheduled for Thursday, September 5, 2019 at 9:00 a.m. at the County Board of Supervisor, 701 Ocean Street 5th floor.
The next Transportation Policy Workshop meeting is scheduled for Thursday, August 15, 2019 at 9:00 a.m. at the Watsonville City Council Chambers 275 Main Street, Suite 400.

The meeting adjourned at 11:11 a.m.

Respectfully submitted,

Yesenia Parra

**Attendees:**

- Heather Adamson: AMBAG
- Mike Saint: Campaign for Sustainable Transportation (CFST)
- Pete Rasmussen: Santa Cruz METRO
- Rebecca Downing: Seacliff Improvement Association
- Sally Arnold: Friends of the Rail and Trail (FORT)
- Steven Mattas: Meyers, Nave, Riback, Silver and Wilson, PLC
1. **Call to Order:** Chair Fliesler called the meeting to order at 1:33 p.m.

2. **Introductions:** Self introductions were made.

3. **Oral communications:** Piet Canin announced that the 2019 National Drive Electric Week will be taking place Downtown Santa Cruz from September 14-22.

4. **Additions, deletions, or other changes to consent and regular agendas:** Letters from Ecology Action and Bike Santa Cruz County were handed out for Item 10. The agenda was modified to take Item 10 in advance of Item 8. Item 9 was tabled to a future meeting.

**CONSENT AGENDA**

*The Committee unanimously approved a motion (Fontes, Jordan) approving the consent agenda, with all members present voting “yes”.*

5. **Approved Minutes of the April 18, 2019 ITAC meeting**
6. **Received Caltrans Updates**
7. **Received Article:** “Senate EPW Committee Unanimously Advances Five-Year Surface Transportation Bill” *AASHTO Journal, August 2, 2019*
REGULAR AGENDA

10. RTC Transportation Funding Updates and Recommendations - Item moved ahead of Item 8 by Chair Fliesler

Rachel Moriconi discussed the different RTC discretionary funding sources and reported that at the June 06, 2019 RTC meeting the Commission indicated its intent to distribute the current cycle of Surface Transportation Block Grant Program/Regional Surface Transportation Program Exchange (STBG/RSTPX) funds by formula to local jurisdictions, directed staff to work with cities and the County to determine the formula for STBG/RSTPX funds, and directed staff to discuss options for other RTC discretionary funds with stakeholders. Ms. Moriconi provided an overview of proposals discussed by representatives of public works departments and city managers, Santa Cruz METRO, and others on how to distribute RTC discretionary funds and the proposal allocation formula for the region’s share of STBG/RSTPX funds this programming cycle. She asked that ITAC members provide input into the proposals to:

a. Program the region’s shares of FY18/19-FY20/21 Surface Transportation Block Grant Program/Regional Surface Transportation Program Exchange (STBG/RSTPX) funding (approximately $10 million total) by population formula to cities and the County of Santa Cruz, with a minimum of 5% of revenues to each jurisdiction;

b. Program up to $350,000 of STBG/RSTPX funds (estimated pre-FY18/19 RSTPX balances) for transportation projects identified by non-governmental community organizations, University of California at Santa Cruz (UCSC), and others through a competitive process;

c. In order to leverage potential state grants, continue to implement regional priorities in the preferred scenario of the Unified Corridor Investment Study, program the RTC’s formula shares of State Transportation Improvement Program (STIP), Local Partnership Program (LPP), and one-time Highway Improvement Program (HIP) funds to the Highway 1 Auxiliary Lanes/Bus on Shoulders and Chanticleer Bicycle/Pedestrian Overcrossing regional projects;

d. Hold in abeyance for three years a 2017 RTC decision that gradually reduces the allocations of the region’s population shares (PUC 99313) of STA and SGR funds to METRO from 100% in FY18/19, 85% in FY19/20, 80% in FY20/21, and 75% in FY21/22, with the balance (approximately $1.5 million over 3 years) available through a competitive process; and instead pass through all but $100,000 in STA funds per year (FY19/20-21/22) to METRO; and

e. Allocate $100,000 per year of the RTC’s 99313 shares of FY19/20-FY21/22 State Transit Assistance (STA) funds to Community Bridges Lift Line. Program the balance of the RTC’s share of FY19/20 State Transit Assistance (STA) and 100% of the region’s FY19/20 SB1-transit State of Good Repair funds to Santa Cruz METRO.

Ms. Moriconi noted that additional proposals have included allocating some STBG/RSTPX funds off the top to METRO, allocating additional Transportation Development Act (TDA) funds off the top for bicycle and pedestrian encouragement and safety programs, having a consolidated competitive process focused on regionally significant projects, prioritizing cost increases or
additional funding needs on previously programmed projects for all funding sources, and programming $100,000 in Measure D funds included in the Highway 5-year plan for Transportation Demand Management (TDM) as part of a competitive process. Guy Preston requested that the committee consider proposals to allocate $350,000 of STBG/RSTPX funds to community groups on a competitive basis and $100,000 per year to METRO. He noted METRO is an eligible recipient for STBG/RSTPX funds, has previously received these funds, and that an allocation of $200,000 to METRO would be a decrease from an earlier suggestion which would have redirected $400,000 of TDA funds currently allocated to cities and the County to METRO instead. Mr. Preston suggested that allocating some STBG/RSTPX funds directly to METRO, in addition to the proposals outlined in the staff report, is a holistic way to try to ensure that everyone has funding.

ITAC members discussed the proposals outlined in the staff report, as well as the potential to bypass a competitive process and instead program $150,000 to Ecology Action, $50,000 to Bike Santa Cruz County, and $100,000 to METRO per year for FY19/20 and FY20/21 ($600,000 total). Matt Machado suggested continuing discussions on providing longer term certainty of funding amounts for all entities and proposed a $200,000 competitive pot for non-profit organizations, comprised of $100,000 in TDA funds currently allocated to cities and the County and $100,000 from the Measure D Highway-TDM fund. Chris Schneider stated that the City of Santa Cruz would not want to lose any TDA funds and uses its TDA allocations on bicycle educational, infrastructure, and maintenance programs; he wondered how regional infrastructure projects like the Highway 1/9 intersection and project on Highway 1/Mission St. would be funded in the future. Piet Canin provided an overview of Ecology Action’s programs and services and discussed how accessibility to RTC funding sources has been pivotal to support Ecology Action’s efforts. Barrow Emerson noted criteria for any competition would influence which projects receive funds, expressed concern that a few agencies would be required to compete for a small amount of funding and stated that METRO staff vehemently opposes any proposal that does not include STBG/RSTPX funds for METRO. Mr. Emerson suggested that METRO be apportioned $100,000 a year of RSTPX funds, and recommended that the RTC hold in abeyance its 2017 policy to gradually reduce direct allocations of STA and SGR funds to METRO, and instead allocate $300,000 STA to Lift Line over the next three years ($100,000 per year) and the balance to METRO, and supported allocating other discretionary funds towards RTC’s Highway 1 projects. Teresa Buika stated that while UCSC does not anticipate applying for funds this cycle, she asked to ensure that UCSC remain eligible and not be cut out of funding opportunities in future STBG/RSTPX cycles. Chair Fliesler brought up the RTC’s commitment to backfill $6.4 million to the Harkins Slough Rd Bike/Pedestrian Overcrossing with STBG/RSTPX or STIP if the project is not awarded Active Transportation Program (ATP) funds by the California Transportation Commission (CTC). This commitment is one of the reasons why formula distribution of RSTPX should not be set in perpetuity. Ms. Fliesler noted that the proposed distribution of funds proportionally reflects historical distribution of funds. Murray Fontes expressed concern that some entities would be excluded from funding, noting suggestions have been made to provide some funding to Ecology Action and Bike Santa Cruz County.

The ITAC approved a motion (Fontes/ Fliesler on a vote of 9 “yes”, 2 “no”, and 2 “abstentions”) to accept the recommendations outlined in the staff report, with Item b. revised as follows: Set aside $350,000 of RSTPX funds and $100,000 in Measure D Transportation Demand Management (TDM) funds included in the
existing Measure D Highway Corridors 5-year plan) for $450,000 total this cycle that would be available on a competitive basis for applicants other than the four cities and the county. Members Bailey, Schneiter, Jordan, Fontes (including Watsonville Planning proxy), Schenk, Fliesler, Canin, and Buika voted yes; Emerson and Mengistu voted no; Alfaro and Hierling abstained.

Daryl Jordan, Matt Machado, and several Commission staff left the meeting following Item 10.

8. Alternative Analysis for High Capacity Public Transit in Rail Corridor Update

Ginger Dykaar, Senior Transportation Planner, provided an update on the Alternatives Analysis for High Capacity Public Transit in the Santa Cruz Branch rail corridor, which included an overview of the RTC’s ownership of the Santa Cruz Branch Rail Line, subsequent plans and studies, and Measure D requirements.

9. Cruz511 Traveler Information Program Update

Item 9 was postponed to a future meeting due to time constraints.

11. Draft 2019 Public Participation Program

Rachel Moriconi and Paul Hierling reported that the Public Participation Program ensures compliance with federal regulations as it relates to public participation for the Association of Monterey Bay Area Governments and transportation planning agencies in Santa Cruz (RTC), Monterey, and San Benito Counties. The public participation plan will be used for each county’s Regional Transportation Plan. Staff recommended the ITAC review the draft plan. Comments on the draft plan are due August 28, 2019. Staff recommended that ITAC members also share outreach strategies that are effective for engaging members of the community in transportation planning, programming and project implementation with RTC staff Shannon Munz.

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

Santa Cruz Public Works - Chris Schneiter reported that the right-of-way phase continues for the Highway 1/9 intersection project. He reported that the following projects will be going out to bid: River St. paving (partially STIP-funded); Safe Routes to School projects; and Monterey Bay Sanctuary Scenic Trail Network (MBSST) Segment 7 - Phase 1. He also provided updates on the Segment 7-Phase 2 project.

Watsonville Public Works and Planning Proxy - Murray Fontes reported that construction for the Airport Blvd. project is completed, that a contract has been awarded for the Bike Safety Improvements Project, which includes green lanes, that construction of multi-modal improvements to Green Valley Road is slated for the Fall, and that the City of Watsonville submitted a construction allocation request to the California Transportation Commission (CTC) for a portion of Segment 18.

AMBAG – Paul Hierling reported that there were no major updates.

METRO - Barrow Emerson recommended bus riders watch for service alerts.
Caltrans – Gus Alfaro asked that committee members refer to the project updates list included in the consent agenda. He also announced that a project initiation document (PID) is under development for a soldier pile wall and roadway restoration project on Highway 236, with a construction timeline of 2022/23. Highway 129 roundabout project information is being circulated to residents and other stakeholders.

County Public Works – Tim Bailey reported that the County recently completed storm damage projects on Eureka Canyon Road, Mountain and Grove Streets in Boulder Creek, and Felton-Empire; and completed three stripping and guardrail projects throughout the county. He stated that storm damage repair work is starting on Glen Haven Road, Mount Charlie Road, Grove Street, Bean Creek Road, and Lompico Road. He also said that the County’s Measure D-funded resurfacing project is close to completion, and that the County is working on a guardrail project on La Madrona Drive and a Capitola Road emergency culvert repair. The County is going out to bid on three additional storm damage sites soon.

County Planning – Anais Schenk reported that the General Plan is undergoing a massive update, as well as code modification. The County is also working with others on Senate Bill 743 implementation.

University of California Santa Cruz (UCSC) – Teresa Buika reported that the RSTPX/ATP-funded Great Meadow bike path is under final design and that construction is scheduled for Summer 2020. UCSC is using part of the ATP grant for bike safety and working to create a 4-year bike safety education program in partnership with Ecology Action. UCSC is also working with the RTC and other stakeholders on the Ride Amigos commute platform. The East Remote parking lot is under reconstruction, it will include electric vehicle charging stations, and it is expected to be completed by Fall 2019.

Ecology Action (EA) – Piet Canin reported that EA is also working with UCSC, City of Santa Cruz, and the RTC to kick off Ride Amigos, in addition to collaborating with the City of Santa Cruz for the downtown Go Santa Cruz TDM project. Mr. Canin stated that EA is kicking off the RSTPX-funded Cycle September Bike Challenge, that October 3rd is Fall Bike to Work/School Day, and that Measure D Neighborhood-funded bike/pedestrian youth safety programs are being rolled out at schools throughout the county. He noted that EA advocated in support of Segment 7-Phase 2 to the Coastal Commission, is undertaking on-going National Drive Electric Day outreach efforts, is wrapping up Safe Routes to School projects with the County and the cities of Watsonville and Scotts Valley, and that EA is starting the planning process for an Active Transportation Plan for Scotts Valley.

Bike Santa Cruz County (BSCC) – Gina Cole reported that as part of BSCC’s Earn-A-Bike Program, youths were served this summer at the Boys and Girls Club with high school mentors volunteered as bike techs for middle schoolers, and approximately 280 bikes were given in the last few years to youth in the county; she noted that Earn-A-Bike programs are planned for Watsonville, Live Oak, and Santa Cruz in the Fall. Ms. Cole reported that there will be a pop-up delineated bike lane on 17th Avenue from Brommer St. to Felt St. in October, and that BSCC continues to work towards having a bike/ped trail along the rail corridor.

City of Santa Cruz Planning – Clair Fliesler reported that the City of Santa Cruz applied for
Proposition 68 grants for Segment 7- Phase 2 and the Riverwalk rehabilitation, that the Go Santa Cruz program is kicking off, an expanded TDM project targeting downtown employees, being implemented in partnership with METRO, Ecology Action, JUMP, RTC, will be kicking off soon. The Project goal is to leverage all local transportation partnerships and meet people where they are and offer as many alternatives for how downtown employees get to work.

**Santa Cruz County Regional Transportation Commission (RTC)** – Rachel Moriconi reported that the California Transportation Commission approved allocation to the RTC for environmental review of the Highway 1 Bay Porter/State Park Dr. Auxiliary Lanes Project, that the design phase for the Highway 1 41st/Soquel Ave. Auxiliary Lanes and Chanticleer Ped/Bike Bridge is underway, and that the RTC expects to seek competitive SB 1 grant programs run through the CTC for that project which includes Bus on Shoulders – achieved through close collaboration with Caltrans. Ms. Moriconi also reported that the final Highway 9/ San Lorenzo Valley Complete Streets Corridor Plan was adopted in June 2019 and is available on the RTC website: [https://sccrtc.org/projects/streets-highways/hwy-9-plan/](https://sccrtc.org/projects/streets-highways/hwy-9-plan/).

13. **Other Transportation Program Updates**

Staff reported on various state and federal funding programs: SB 1 Local Streets and Roads Expenditure Reports are due to the CTC by October 1, 2019. Measure D annual expenditure reports are due by December. FTA 5310 Program applications are due Sept. 6th. Senate Committee on Environment and Public Works approved a federal reauthorization proposal. The Active Transportation Program (ATP) bill that could have significantly changed the program did not move forward, another project/applicant meeting is being discussed. Claire Fliesler noted ATP Cycle 5 trainings should start this Fall and that applicants should start public participation for projects now. Caltrans is hosting a workshop on the Interregional Transportation Strategic Plan (ITSP) on Sept. 17th in Salinas – which could influence the availability of funding for interregional projects. California Department of Housing & Community Development released information for Senate Bill 2 planning grants and assistance to accelerate housing production. METRO’s proposal for SB1 State of Good Repair funds will be considered at the September RTC meeting. Anais Schenk recommended that agencies follow state proposals which could affect developer impact fees.

14. **Next Meeting** – The next ITAC meeting is scheduled for 1:30pm on September 19, 2019 in the SCCRTC Conference Room, 1523 Pacific Avenue, Santa Cruz, CA. ITAC meetings will be canceled if there are no action items to be brought before the committee.

Meeting adjourned at 3:33 p.m.
AGENDA: September 5, 2019

TO: Regional Transportation Commission (RTC)

FROM: Rachel Moriconi, Senior Transportation Planner

RE: Legislative Updates

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC) receive updates on state and federal legislative activities and support California federal transportation reauthorization principles (Attachment 1).

BACKGROUND

The Regional Transportation Commission (RTC) has adopted legislative platforms to guide its analysis of state and federal legislative or administrative actions that could impact transportation funding or implementation of the Regional Transportation Plan (RTP) and transportation projects in Santa Cruz County. Working with local partner agencies, the Central Coast Coalition (regional transportation agencies from Monterey, San Benito, Santa Barbara, San Luis Obispo, and Santa Cruz Counties), the California Association of Councils of Governments (CALCOG), the Self Help Counties Coalition, other transportation entities, and its legislative assistants, RTC monitors legislative proposals, notifies state and federal representatives of the RTC’s analysis of key issues, and provides input on other federal and state actions.

DISCUSSION

Federal Reauthorization

The current surface transportation bill, the Fixing America’s Surface Transportation (FAST) Act of 2015, is set to expire on September 30, 2020. The work of reauthorizing the FAST Act is already underway, with the Senate Environment and Public Works (EPW) Committee unanimously approving their proposed reauthorization bill, the America’s Transportation Infrastructure Act of 2019, before departing for the August recess. According to the committee, the bill is the largest highway reauthorization legislation in history, authorizing $287 billion from the Highway Trust Fund over five years. In addition to reauthorizing and increasing funding for long-standing programs (including increased set-asides for transportation alternatives), the bill includes new competitive grants for bridges, new safety incentive programs, a new grant program designed to reduce wildlife-vehicle collisions, a new climate resiliency program to protect roads and bridges from natural disasters, funds to states to support projects aimed at lowering highway-related carbon emissions, and competitive grants for alternative fuel infrastructure. The overall challenge remains how to pay for any federal transportation reauthorization, with the Highway Trust Fund regularly running on
empty and the EPW proposal increasing spending by $100 billion (20% annually).

Senate EPW is just one of several Senate committees with jurisdiction over surface transportation, with their charge being highways, bridges, and tunnels. The Banking Committee has responsibility for mass transit, the Commerce Committee covers rail and transportation safety, while the Finance Committee handles the trickiest part of all – funding. In the House of Representatives, jurisdiction is more clear-cut with the Ways and Means Committee handling funding, and the Transportation and Infrastructure Committee covering all other aspects. Each of these committees will be working over the coming months to advance their policy and funding priorities for surface transportation.

As work on reauthorization continues in D.C., Caltrans has been working to develop consensus principles to be shared with the California congressional delegation. **Staff recommends that the RTC join other agencies throughout the state in supporting the proposed California consensus principles for the next Federal transportation bill reauthorization (Attachment 1).** The draft principles are generally consistent with the RTC’s previously approved legislative priorities and include the Garamendi proposal to extend the timeline for FHWA emergency relief funds (see below).

**Federal Budget**
In late July/early August the House and Senate approved and President signed legislation that increases overall spending caps for FY 2020 and FY 2021 before adjourning for their traditional August recess. Both the House and Senate are in recess until September 9.

Had a deal not been struck, federal agencies would have faced with at least 10 percent cuts from current spending levels, as the dreaded “budget sequester” created by a 2011 deficit reduction law would have gone into effect. The deal puts an end to the almost decade-long impact of the 2011 Budget Control Act (BCA). The BCA was part of a “grand bargain” reached between the Obama Administration and House Republicans. The tight budget caps on discretionary spending (about one-third of the annual budget) for 2011 through 2021 were imposed as a “poison pill” in order to get Congress to address entitlement spending. But that never happened.

This budget deal does not actually fund government programs; it simply raises the spending caps for FY 2020 and FY 2021 from the levels imposed by the 2011 BCA. The House has approved most of the 12 bills that compose the FY 2020 budget, and those measures were crafted with the assumption that the budget caps would be raised.

The Senate decided to wait until a budget agreement to move, and the Appropriations Committee will reportedly begin consideration of FY 2020 spending bills in September. Fiscal Year 2020 officially begins on October 1, 2019.
County Storm Damage FHWA Reimbursements
Chris Giglio, Capital Edge, who serves as federal assistant for the RTC and County of Santa Cruz, continues to work with representatives in DC to secure Federal Highway Administration (FHWA) reimbursement for 2016-17 storm damage to County roads. In June 2019, Congressman John Garamendi (D-CA) and other members of California’s Congressional delegation (including Representative Jimmy Panetta) introduced the “Transportation Emergency Relief Funds Availability Act” (H.R.3193), which would safeguard federal funding for disaster-recovery transportation projects statewide.

Current U.S. Department of Transportation regulations allow the federal government to claw back “emergency relief” funding for highway and public transportation projects if those projects do not reach construction within two fiscal years of being awarded federal funds. Early this year, FHWA denied requests for 1-year extensions for 66 out of 73 projects statewide, including about 8 County storm projects, leaving the County to locally fund approximately $1.2 million of those projects. During previous administrations, such 1-year extensions were routinely granted. The County is now pursuing funding and time extensions for 77 projects worth $35 million. About half of those projects remain at risk of not being reimbursed. The County is working closely with FHWA officials in both Sacramento and Washington, DC on how to best position future extension requests for approval. The Garamendi legislation is expected to ultimately be folded into reauthorization of the FAST Act next year.

State Legislative Updates
The California Legislature started a two-year session in January 2019. Members of the Legislature introduced over 2,700 bills earlier this year. The deadline for policy committees to consider bills was July 12, 2019. The deadline for fiscal committees to consider bills is August 30, 2019. The last day for the Legislature to pass a bill is September 13. Bills in the possession of the Governor after this date must be signed by October 13.

Some of the bills of interest that are still moving this legislative session include:
- Assembly Bill (AB) 252 (Daly) related to environmental review was chaptered on July 31, 2019. The bill removes the sunset date for allowing Caltrans to assume responsibilities for work required under the National Environmental Policy Act (NEPA) (aka NEPA delegation authority).
- Assembly Constitutional Amendment 1 (Aguiar-Curry): This bill would lower to 55% the voter approval threshold for certain housing and public infrastructure projects, including transportation projects. This bill is consistent with the RTC’s legislative program and is currently pending a vote on the Assembly Floor.
- Senate Bill (SB) 5 (Beall): Affordable housing and community development investment, which establishes an investment program for housing and transit-oriented development. Staff is monitoring this bill.
- SB 127 (Weiner) related to bicycle and pedestrian facilities on the State Highway System. This bill would require Caltrans to incorporate bicycle and pedestrian safety considerations into the State Highway Operation and
Protection Program (SHOPP), with a focus on projects in areas designated as “active transportation place types”. The bill was amended on July 1 to remove the language that would have prioritized vehicle miles traveled reductions over maintenance projects. Staff is monitoring this bill. Some agencies have expressed concerns about the potential cost implications to other programs and language related to disadvantaged communities.

- SB 277 (Beall): Road maintenance and rehabilitation program: Local Partnership Program (LPP), would change the apportionment of this $200 million/year program from a 50/50 formula/competitive program administered by the California Transportation Commission (CTC) to a 85% formula and 15% competitive program, with the competitive program only available to smaller agencies that have either approved uniform developer fees or have a population under 750,000. This split reflects a compromise developed among Self Help Counties with transportation taxes and fees.

- SJR 5 (Beall). This measure urges the U.S. Congress and President to provide federal transportation funding to California and other states without delay; to work together to enact federal infrastructure legislation; and to address the shortfall in the Highway Trust Fund. The measure has passed the Senate and will next be heard on the Assembly Floor.

Earlier this year, Senator Beall had introduced legislation (SB152) that would have restricted the amount of Active Transportation Program (ATP) funds agencies in Santa Cruz County could compete for. The RTC and many other agencies communicated concerns with the bill and the bill did not move forward.

FISCAL IMPACT

Some of the bills and administrative proposals that the RTC is monitoring could have funding impacts on the RTC or transportation projects and programs in Santa Cruz County if enacted.

SUMMARY

The RTC monitors legislative and administrative proposals that could impact transportation projects and programs in Santa Cruz County. Staff recommends that the RTC support proposed California consensus principles for the next federal transportation reauthorization bill (Attachment 1).

Attachment

1. California Federal Surface Transportation Reauthorization Principles
Transportation is vital to California’s economy - the world’s fifth largest economy - representing 12 percent of the U.S. population. Measured by value, more international goods enter California than any other state moving through its 12 seaports, 12 major cargo-handling airports and 3 land ports of entry with Mexico. So, investment in California’s transportation infrastructure powers the entire national economy, and Californians are stepping up and doing their part to support infrastructure investment.

- California has joined cities, counties, regions and states across the country to increase infrastructure funding. Senate Bill (SB) 1, the landmark Road Repair and Accountability Act of 2017, which was backed by a broad coalition of supporters, invests $54 billion over the next decade - $5.4 billion annually - to fix roads, freeways, bridges, and put more dollars toward transit, safety programs and active transportation infrastructure in communities across California.

- What is more, residents of California’s “Self-Help Counties”, representing more than 88 percent of the state’s population, have voted to fund regional transportation improvements. Twenty-five California counties have passed measures that will provide over $194 billion in funding over the next 30 to 40 years for multimodal transportation improvements across the state.

With the passage of SB 1 and local sales tax measures, Californians have prioritized funding for transportation projects – including nationally significant projects and the preservation of federal-aid highways. California is eager to partner with the federal government, and we stand ready and willing to match increased federal infrastructure investment.

Yet state, local and tribal governments across America continue to need a strong federal partner to make needed “fix it first” investments to preserve our existing assets, deliver transportation infrastructure improvements that will create jobs, increase safety, improve mobility, address emerging issues including climate change resiliency and keep the economy growing in California and across the nation. We also believe that federal infrastructure investment should recognize and reward states like California that come to the table with new funding to support successful partnership with the federal government.

We recommend the principles below guide the development of Surface Transportation Reauthorization legislation. We would also note that the U.S Senate Environment and Public Works Committee has already advanced the America’s Transportation Infrastructure Act of 2019 reauthorization legislation, which moves in certain policy directions that are consistent with a number of principles we have outlined.

**Restore Highway Trust Fund Solvency and Provide a Multi-Year Surface Transportation Reauthorization**

To simply maintain the current federal Highway Trust Fund spending levels adjusted for inflation after the Fixing America’s Surface Transportation Act (FAST Act, P.L. 114-94)
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expires in federal fiscal year (FFY) 2020, Congress will need to identify an additional $114 billion for a six-year surface transportation reauthorization bill. At the same time, it is crucial that federal transportation programs provide long-term funding stability for transportation projects that can take multiple years to plan and construct.

- Any new Surface Transportation Reauthorization legislation should include new sustainable, user-based revenues to ensure the long-term solvency of the Highway Trust Fund and provide for increased, multi-year direct federal investment. Federal revenue options can draw upon the experience of California and 30 other states that have successfully enacted transportation revenue packages since 2012.

- California supports a six-year Surface Transportation Reauthorization bill that will provide funding stability and certainty and allow for deliberate infrastructure planning and investment.

- In addition to robust General Fund support, Surface Transportation Reauthorization legislation should ensure that the Federal Transit Administration (FTA) programs continue to receive their historical funding share from the Highway Trust Fund.

- The California Department of Transportation (Caltrans) conducted the nation's largest vehicle miles traveled (VMT) road charge pilot to date, which included 5,000 participating vehicles travelling more than 37 million miles. Congress should continue proving funding to states willing to research or pilot innovative transportation user-based revenue mechanisms.

Build on Bipartisan FAST Act Structure and Address Emerging Issues – Climate Resiliency and New Mobility Technologies

California strongly supported the passage of the bipartisan FAST Act. Adopted in 2015, the FAST Act provides long-term certainty needed to advance multi-year highway, transit, passenger rail and multimodal freight improvements. Any new Surface Transportation Reauthorization legislation should increase funding for the core highway, transit, passenger rail, and multimodal freight programs authorized by the FAST Act. Congress should also explore ways to improve core FAST Act programs to provide states greater flexibility to achieve national goals, such as improving safety. Policy recommendations follow:

- Congress should repeal FAST Act section 1438 that requires the rescission of $7.57 billion in unobligated contract authority for core FAST Act highway programs; the American Association of State Highway and Transportation Officials (AASHTO) estimates that California may have approximately $693.2 million in unobligated contract authority subject to rescission in FFY 2020 because of FAST Act section 1438. Congress should also exclude any rescission in the next Surface Transportation Reauthorization.
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- California supports maintaining the federal and local match for transportation projects, so that the required local match for projects does not increase unless state or local grantees opt to voluntarily increase their match. Additionally, Congress should maximize the use and flexibility of federal funds by eliminating requirements for non-federal matches, particularly in rural and tribal areas that have less resources.

- California supports increasing Highway Safety Improvement Program (HSIP) funding, consistent with our request to grow the core highway programs, and we recommend restoring flexibility to HSIP funds to be used for non-infrastructure safety programs such as behavioral efforts, public awareness, education, enforcement, research, improving system resilience, and pilot or experimental projects. To improve safety for bicyclists and pedestrians, Congress should consider targeting a portion of HSIP funding to address vulnerable user safety in areas where user fatalities are above the national average.

- California has maintained the Highway Bridge Program for locally-owned bridges that was eliminated by the Moving Ahead for Progress in the 21st Century Act (MAP-21, P.L. 112-141). Consistent with our request to grow core highway programs, California supports increased funding for the National Highway Performance Program (NHPP) and Surface Transportation Program Block Grant Program (STBG program), which support California’s local Highway Bridge Program. California also supports maintaining the flexibility Congress provided in the FAST Act to use NHPP funding for bridges on non-National Highway System federal-aid roads. The current California local Highway Bridge Program need greatly exceeds the $300 million allocated annually to the program. Any new bridge program Congress creates must distribute funding on needs-based criteria.

While California supports the FAST Act program structure as the starting point for a Surface Transportation Reauthorization bill, Congress should also consider new funding programs, flexibility or policies to ensure our infrastructure is prepared for rapidly emerging issues, including: making our infrastructure more resilient to climate change and preparing it for new mobility technologies.

In recent years, California has experienced extreme weather exacerbated by climate change. Through emergency repair work in the aftermath of the 2017 winter storms and 2018 wildfires, California incurred hundreds of millions in Federal Highway Administration (FHWA) Emergency Relief-eligible costs. Sea level rise due to climate change, in combination with storm surges, has the potential to inundate hundreds of miles of the coastal highway by the end of the century. California’s 2018 4th Climate Change Assessment shows that increasing temperatures are expected to increase road construction costs between 3 and 9 percent.

- Congress should increase planning funds to help state and local governments identify and address complexities around climate change.
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- Congress should create a new needs-based multi-modal formula program that will make our transportation networks resilient in the face of a changing climate.

- AASHTO has noted that certain federal requirements slow the delivery of transportation projects using the FHWA’s Emergency Relief funds, and it has called for the program to be streamlined. At the same time, federal regulations require Emergency Relief eligible projects to be ready for funding obligation within two years of the disaster event. California believes the Emergency Relief Program should be streamlined, and that state and local governments should be provided five to six years to obligate federal Emergency Relief funds, as called for in H.R. 3193, Transportation Emergency Relief Funds Availability Act.

California is also a national leader in technology and intelligent transportation systems. We urge Congress to consider emerging transformative technologies - including connected and autonomous vehicles; app-enabled crowd-sourced data gathering; and integrated, automated multi-modal ticketing that will ease accessibility to all modes of transportation - and the need to take advantage of and prepare our infrastructure for these technologies.

- Congress should create a new flexible program to fund transportation capital and operational investments to take advantage of and prepare our transportation infrastructure for emerging technologies that are transforming the way people and goods are moved.

**Freight/Goods Movement**

California is the nation’s international trade leader in terms of value and quantity of goods handled by its seaports, airports, railroads and roadways; In fact, more than 40 percent of the total containerized cargo entering the U.S. arrives through California and almost 30 percent of the nation’s exports flow through ports in the Golden State. The State’s agricultural sector, supported by California’s rural freight infrastructure, is a critical source of goods for export and is the largest producer of food in the U.S. With the passage of SB 1 and local sales tax measures, California is coming to the table with significant new, non-federal funding to keep goods moving efficiently and boost national economic growth.

Nevertheless, in 2017 and 2018, the U.S. Department of Transportation (U.S. DOT) announced $2 billion in discretionary Better Utilizing Investments to Leverage Development (BUILD) grants. In those two years, California received five BUILD grants totaling $81.5 million, representing only 4 percent of the total funding from the 132 grants awarded nationwide. Likewise, during that period California was awarded two Infrastructure for Rebuilding America (INFRA) grants totaling $97 million, representing only 6.3 percent of the $1.53 billion awarded. Congress and the U.S. DOT can do better to ensure federal freight/goods movement programs prioritize eligibility for regions with nationally significant freight flows – which clearly include several parts of California!
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- California supports freight funding programs to address critical issues facing our nation’s major freight corridors and mitigating the impacts on local transportation systems and public health. A Surface Transportation Reauthorization bill should increase funding for freight/goods movement programs and discretionary freight funding programs should prioritize eligibility for regions with nationally significant freight flows, major port complexes and rural/agricultural freight networks, including support for short line rail freight operators to maintain the region’s economic competitiveness.

- California supports increasing funding for the National Highway Freight Program (NHFP), removing the 10 percent cap on non-highway investment and providing flexibility for states to use discretion in determining the amount of NHFP formula funding dedicated to multimodal freight projects identified in the state’s freight investment plan. Congress should also consider apportioning NHFP funding based on need. Additionally, Congress should remove the caps on the INFRA Program used for grants to freight rail, water (including ports), or other freight intermodal projects.

- Congress should reestablish the National Cooperative Freight Research Program (NCFRP) to provide research products to assist states in their delivery of freight transportation projects with funding beyond the amount prescribed for the federally managed Research Technology & Education Programs, and State Planning & Research funded programs.

Sustainability and Climate Action

California is a national leader in efforts to address climate change, with more than a decade of policy leadership that includes the Sustainable Communities and Climate Protection Act (SB 375), which requires metropolitan planning organizations (MPOs) to create “sustainable communities strategies” to reduce Greenhouse Gas (GHG) in their long-range transportation plans. California state and local agencies are working to reduce the transportation sector’s GHG emissions consistent with state goals, and to adapt the system so it is more resilient to climate risk.

Additionally, some California agencies are investigating pricing strategies, such as tolled express lanes, toll bridges, and cordon pricing, as a means of reducing VMT and providing revenue for transit and active transportation improvements, to subsidize transportation costs for low income households, or to attract private investment.

Moreover, California supports policies that will empower and reward transportation agencies for operating, investing in and managing the transportation system to more efficiently move people and goods with lower environmental, health and climate impacts, through higher vehicle occupancy, support of Zero-Emission Vehicles (ZEV) technology, increased use of rail, transit, cycling and walking, and other strategies.

We are very concerned that the National Highway Traffic Safety Administration (NHTSA) and the U.S. Environmental Protection Agency (EPA) recently proposed to amend Corporate Average Fuel Economy (CAFE) and GHG emissions standards for passenger
cars and light trucks. The Safer Affordable Fuel Efficient (SAFE) Vehicles Proposed Rule for Model Years 2021-2026 (SAFE Vehicle Rule) would also revoke California’s waiver of preemption to set more stringent vehicle emissions standards than the federal government, and potentially harm the delivery of transportation projects that must demonstrate conformity with air quality plans.

- Federal policy should further reward states like California that have made significant multi-modal investments to improve air quality and advance sustainability strategies.

- Congress should authorize an incentive grant program that rewards states, local governments, tribal governments and MPOs that have adopted or are willing to adopt “Best Practices” to reduce VMT and GHG emissions (including congestion pricing) and integrate transportation planning and investment decisions with other land-use, economic development, pricing and other strategies, and also provide financial incentives for rural sustainability initiatives.

- Congestion Mitigation and Air Quality Improvement (CMAQ) program funds, STBG and other flexible highway and transit programs support California in implementing innovative carbon reduction strategies and, as noted earlier in our letter, we support growing those core programs.

- Congress should provide assistance for data collection, and determining and quantifying GHG emissions, and other important data for addressing climate change. Congress should also provide funding, training, tools, and uniform standards for the collection and sharing of roadway and traffic data specifically for local, rural and tribal roadways, including assistance and funding for data collection required by federal performance management rules.

- Current federal restrictions on commercial activity (and the charging of fees) along interstate right-of-ways (23 U.S.C. § 111) inhibit public-private partnerships to deploy ZEV charging infrastructure. California continues to urge Congress to provide the flexibility needed to encourage private investment in ZEV infrastructure and facilitate its successful deployment along the federal-aid and interstate right-of-way. California also supports S. 674, the Clean Corridors Act of 2019, which would provide grant funding for the installation of electric vehicle charging stations and hydrogen fueling infrastructure along designated corridors across the National Highway System.

- A new Surface Transportation Reauthorization bill should facilitate the expanded use of tolling by lifting restrictions on tolling existing interstate general purpose surface lane capacity. California also supports reversing the FTA policy of excluding bus service provided in HOT lanes from the 49 U.S.C. § 5337 “High Intensity Motorbus” funding program; this policy reduces funding for regions across California that convert high-occupancy vehicle lanes to High Occupancy Toll (HOT) Lanes.
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- California supports funding for wildlife crossings and programs to prevent wildlife-vehicle collisions.
- California strongly opposes the NHTSA/EPA SAFE Vehicle Rule’s revocation of California’s waiver of preemption to set more stringent vehicle emissions standards than the federal government.

**Fund Multimodal Mobility Solutions**

The transportation sector in California accounts for 50 percent of the state’s total GHG when accounting for associated fuel production, making it the single largest source of emissions in the state. At the same time, cities across California suffer from tremendous gridlock – in fact, 5 of the 20 most congested cities in North America are in California. Additionally, California’s population is aging: between now and 2026, the number of Californians 65 or older is expected to climb by 2.1 million; An ageing state requires transportation solutions for those who cannot drive. And when 50 percent of California households cannot afford the cost of housing in their local markets, the transportation system must still provide access to jobs and opportunity for those who do not have cars.

Changing this reality requires a multimodal approach to mobility and increased investment – from all levels of government – in proven solutions like public transportation, active transportation and passenger rail. In California, we are doing our part – SB 1, the state’s landmark transportation funding package, directs significant funding annually to public transportation, active transportation, and passenger rail; and counties across the state are choosing to tax themselves to invest in an “all of the above” approach to mobility.

**Public Transportation:** California urges Congress to ensure that the next Surface Transportation Reauthorization bill recognizes California’s significant commitment to public transportation programs, and we request that Congress craft policies to reward California’s public transit agencies for this commitment.

Additionally, in December 2018 the California Air Resources Board adopted the Innovative Clean Transit regulation (ICT). The regulation establishes a zero-emission bus purchase mandate, beginning as soon as 2030 (2023 for large transit agencies), with the goal of converting all transit buses in California to zero-emission (battery-electric, fuel cell) technologies by 2040. The successful implementation of the ICT will eliminate climate-changing fossil fuels from more than 10,000 buses in California. Components and supply chains developed for transit buses, as a result of the ICT, may one day support electrification in other heavy-duty sectors.

- California supports growing core federal transit programs and transit-eligible highway programs, which have proven effective in delivering essential funds to transit operators to address their pressing state of good repair and capital investment needs. Specifically, the Surface Transportation Reauthorization legislation should increase funding for the following formula programs: FTA’s Section 5307 and Section 5311 Urbanized Area and Non-Urbanized Area formula;
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FTA’s Section 5337 State of Good Repair; FTA’s Section 5339 Bus and Bus Facilities; FHWA STBG and CMAQ Programs.

- California supports increased investment in the FTA’s Capital Investment Grants (CIG) Program (greater than $2.6 billion annually) to fully fund existing Full Funding Grant Agreements (FFGAs) and support new FFGAs. California also supports legislative language directing the U.S. DOT to expeditiously execute FFGA and administer CIG Program as intended by Congress.

- California urges Congress to increase funding of the federal transit program for Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities (49 U.S. § 5310) to address the growing transportation needs for these target populations.

- The Surface Transportation Reauthorization bill should help states and transit agencies transitioning to ZEVs by tailoring FTA’s Low Emission/No Emission Program to incentivize and reward pursuing aggressive climate change solutions, while also increasing the funding authorized for the Program.

- California supports actions to grow on the successes found through the FTA’s Mobility on Demand (MOD) Sandbox Pilot Program. Mobility on Demand and/or Micro Transit projects implemented by local transit agencies and/or transit agency partnerships with shared mobility providers are proving successful for enhancing mobility for the traveling public. These solutions could not be possible without the advent of travel planning application technology. These tools are enabling on-demand ride-hailing-sharing services, and in many cases proving to increase transit’s share of overall transportation trips taken regionally and interregionally.

- The FTA’s Section 5311(f) Program allocates discretionary grants to California’s rural transit agencies. These agencies use this funding to provide critical intercity bus services that connect rural and urban populations. However, funding for this program is not adequate. Caltrans routinely receives more applications than the program can fund. As California’s population continues to grow, and the need for transportation between California’s communities continues to grow, funding for intercity bus services will become critical to the interregional transportation systems that move people across the State and beyond. California therefore requests an increase to the 5311(f) Program without decreasing the regional apportionments currently allocated to rural transit agencies for services funded through the 5311(f) parent program – FTA’s Section 5311.

- California supports initiatives to develop and retain the workforce necessary to successfully deliver transit services, including additional flexibility on the use of federal funds like FTA’s sections 5307 and 5311 for training purposes, as well as a significant increase in the funding authorized for FTA’s Section 5314 Program. This funding could be used for apprenticeship and other workforce development programs and to expand funding for regional and statewide training consortium
programs that provide advanced transit specific training through local community colleges, transit associations and similar educational institutions.

- California supports flexibility in the State of Good Repair Program, including reduction of the waiting period for eligibility to access Section 5337 fixed guideway funds. Flexibility will allow public transit agencies that receive funding under both the High-Intensity Fixed Guideway and High-Intensity Motorbus Elements to apply their formula shares toward their highest-priority state of good repair needs.

**Active Transportation**: Investing in active transportation furthers the State’s sustainability and climate preparedness objectives and improves the quality of life and public health of Californians. California has made a major commitment to walking and bicycling through investment in our Active Transportation Program, and we want to continue to increase that investment with new federal funding.

- California supports increasing funding for both the STBG Program, including proportionate growth for the Transportation Alternatives (STBG-TA) set-aside, and HSIP. Funding from STBG-TA and HSIP support California’s Active Transportation Program. Congress should ensure that active transportation projects continue to be eligible for funding from the Highway Trust Fund.

- To address the low obligation rate of STBG-TA funding, Congress should take steps to ease the obligation of STBG-TA funds, including: allowing up to 5 percent of these funds to be used for staff or consultant technical assistance to strengthen potential grant applications and allowing HSIP funding to serve as a state or local match for STBG-TA projects that address a safety concern.

- Congress should authorize a competitive grant program to fund planning, design and construction of regional active transportation networks and long-distance inter-regional cycling infrastructure. Congress should also authorize a study to determine best available estimate of the total amount of nonhighway recreational fuel taxes received by the Department of the Treasury and transferred to the Highway Trust Fund to support the Recreational Trails Program.

**Passenger Rail**: California is making significant investments in intercity passenger and commuter rail, and therefore supports dedicated long-term federal investment in passenger rail programs. Modernizing the state’s passenger rail system will: reduce emissions by enabling more Californians to switch from driving and flying to traveling by clean, fast and efficient rail service; open freight capacity to enhance the flow of goods from our fields and ports; connect regional economies (e.g., the Central Valley and the Coast) and sustain an innovative state economy that will help drive America’s economic competitiveness. Any new Surface Transportation Reauthorization legislation should provide significant funding for the High-Speed Intercity Passenger Rail program, establish dedicated funding for intercity passenger and commuter rail, increase funding for the FHWA’s Railway-Highway Crossings Program (23 U.S.C. § 130), and reauthorize and fully fund FAST Act authorized Federal Railroad Administration intercity passenger
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rail grant programs, including the Consolidated Rail Infrastructure and Safety Improvements (CRISI) Grant Program and State of Good Repair (SOGR) Program.

- Congress should establish a dedicated formula capital funding program for intercity passenger rail that is additive to existing transit formula programs. The program should cover capital projects to improve and expand passenger rail service and capital maintenance of equipment. Eligible project costs should be made available under multi-year federal support agreements, with partial funding of project elements (without independent utility) not impacting future applications for additional allocations.

- Railroad crossing incidents are the second leading cause of rail-related deaths in America. California supports strengthening Section 130 to accelerate the number of critically important safety projects that are constructed each year and providing 100 percent federal contribution for Section 130 projects. Many communities are doing what they can to improve safety at at-grade crossings, but the most effective method – grade separation - is often expensive. Additionally, recent requirements for 10 percent non-federal matching funds has created significant challenges as railway-highway grade crossing projects often involve railroad companies, small cities or counties with little or no resources. Increasing Section 130 federal participation to 100 percent would help ensure the selection of projects for this program would continue to be data driven and not influenced by the availability, or lack of, the 10 percent matching funds.

- California supports reauthorizing the CRISI Grant Program, and the SOGR, at no less than FFY 2018 funding levels. California also supports expanding the eligibility of the SOGR Program. The current program is limited to publicly owned assets. This restriction limits the ability for States to partner with private freight railroads to invest in critical assets that are required to serve passenger rail. The program should expand eligibility to allow for funding for non-public assets with the requirement that such funding results in some guaranteed level of public access (e.g., railroad slots) or shared public ownership. Such an approach will incentivize privately owned railroads to partner with public agencies and potentially expand the provision of passenger railroad service.

- California supports creating a legislative resolution to the issue of “States as Railroads" and System Safety Program responsibility. States who sponsor, but do not operate, intercity passenger rail services, are not railroads nor are they railroad carriers. Section 225 of the Railroad Advancement of Innovation and Leadership with Safety (RAILS) Act includes language that clarifies that States are not rail carriers if they do not operate a rail service.

- Congress should include a multi-billion dollar, dedicated and sustainable Positive Train Control Operations and Maintenance support program for intercity passenger and commuter rail operators.
California stands with the American Road and Transportation Builders Association, the American Public Transportation Association, the Associated General Contractors of America, the International Brotherhood of Teamsters and the Transportation Trades Department AFL-CIO and others in requesting Congress prohibit the U.S. DOT from terminating its cooperative grant agreements with the California High-Speed Rail Authority.

Shorten Project Delivery Time and Provide Flexibility To Fully and Efficiently Utilize Federal Funds

California transportation agencies are proactively identifying efficiencies and policy improvements to responsibly manage the public’s money and assets. For example, under Assembly Bill (AB) 1282, the California State Transportation Agency has convened a multi-agency Transportation Permitting Task Force to establish reasonable deadlines for transportation project permit approvals and provide for greater certainty of permit approval requirements. Additionally, SB 1, the Road Repair and Accountability Act of 2017, requires Caltrans to achieve $100 million in annual efficiencies that can be redirected towards maintaining and rehabilitating the State Highway System. And since 2007, Caltrans has performed federal responsibilities for environmental decisions and approvals under the National Environmental Policy Act (NEPA) for highway projects in California funded by the FHWA. Through “NEPA Assignment,” Caltrans has been able to cut the regulatory burden on thousands of road projects, achieving time savings of months and years in reviewing and approving environmental documents.

- California strongly supports efforts to streamline federal regulations to facilitate more expeditious project delivery without diminishing environmental standards and safeguards.

- Given California’s successful track record in the NEPA Assignment Program, California supports extending statutory term of years for NEPA Assignment agreements from five to ten years.

Public/Private Partnerships and Financing

Public-private partnership (P3) procurement methods are not a substitute for robust direct federal transportation investment nor a solution for federal infrastructure funding challenges. Rather, the financing element of P3 projects, in some instances, may leverage private sector resources in addition to mitigating design, construction, maintenance, and operations risks for the public sector. These arrangements often involve a project-related revenue stream, such as vehicle tolling and/or federal credit assistance programs.

- California supports innovative financing tools and urges Congress to fund and streamline the application process for the Transportation Infrastructure Finance and Innovation Act (TIFIA) and Railroad Rehabilitation and Improvement Finance (RRIF) Programs, ensuring continuing eligibility for Transit Oriented Development
California Federal Surface Transportation Reauthorization Principles
Final Draft – DEADLINE TO SIGN ON FRIDAY 9/13/2019

(TOD) projects in both programs, and clarify that federal loans should be classified as local funds on federal grant applications.

- California supports expanding tolling options on the interstate highway system, and authorizing the America Fast Forward Transportation Bonds and Build America Bonds to provide a powerful new finance tool for transportation agencies to use when financing major capital projects, and restoring tax exemption for advance refunding bonds.

- California supports new and increased funding for FTA’s Section 3005(b) Expedited Project Delivery Program.

Tribal Transportation

California has 109 federally recognized Native American tribes and is home to 750,000 Native Americans, the highest population of any state. There are over 580,000 acres of Tribal trust lands found throughout California. Tribal governments provide transportation infrastructure, including road and bridge construction and maintenance.

In many states, the Native American population is disproportionately represented in fatalities and crash statistics. Native Americans’ risk of motor-vehicle related death is about four times that of the general population. The risk is even higher for the population between 4 and 44 years old. Tribal communities must have the tools and funding to provide safe and efficient infrastructure.

- California supports an overall increase in federal transportation spending, including an increase in Tribal Transportation Program (TTP) and TTP planning funds.

- California administers a tribal set-aside for projects using HSIP funding, and California supports an overall increase in HSIP funding that can be used to improve tribal transportation safety.

- The California Native American Advisory Committee has expressed concerns with the new centralized formatting of the Tribal Transportation Technical Assistance Program (TTAP), including reduced quality of training, a lack of one-on-one interaction with trainers, a lack of relevant training subject matter for California tribal transportation programs, and inconvenient course locations. California urges Congress to review recent changes to the TTAP to ensure that it meets the needs of tribal customers, including possibly authorizing a Government Accountability Review of TTAP. Additionally, the TTAP curriculum should include quality instruction on grant application writing and grant administration.

- California supports tribal transit pass programs or other mobility support for tribal members in areas with existing public transit services.
AGENDA: September 5, 2019

TO: Regional Transportation Commission (RTC)
FROM: Rachel Moriconi, Senior Transportation Planner
RE: Regional Transportation Improvement Program (RTIP) Amendments

RECOMMENDATION

Staff recommends that the Regional Transportation Commission (RTC) adopt a resolution (Attachment 1) amending the Regional Transportation Improvement Program (RTIP) and RTC budget to:

1. Approve amendments to previously programmed projects, as requested by project sponsors, to reflect current project information, including scope, schedule, cost, and lead agency updates (Exhibit A/Attachment 2).

BACKGROUND

The Regional Transportation Commission (RTC), as the state-designated Regional Transportation Planning Agency (RTPA) for Santa Cruz County, is responsible for selecting projects to receive certain state and federal funds. The Regional Transportation Improvement Program (RTIP) for Santa Cruz County lists transportation projects which have been selected by the RTC to receive State Transportation Improvement Program (STIP) and Surface Transportation Block Grant Program (STBG)/Regional Surface Transportation Program Exchange (RSTPX) funds. The RTIP is typically adopted every two years. Interim amendments are made as needed.

Projects programmed for STIP funds are also subject to strict state “use-it-or-lose-it” deadlines. Amendments and extension requests for projects programmed to receive State Transportation Improvement Program (STIP) funds are subject to concurrence from the California Transportation Commission (CTC). Projects that are regionally significant or are approved for federal funds must also be included in the federal programming document, the Metropolitan Transportation Improvement Program (MTIP) which is adopted by the Association of Monterey Bay Area Governments (AMBAG).

DISCUSSION

As project sponsors implement projects that have been approved for funds by the RTC, it is not uncommon for project costs, schedules, and other information to change. Staff recommends that the RTC adopt a resolution (Attachment 1) amending the Regional Transportation Improvement Program (RTIP) and RTC budget, as appropriate, to update project information for several
previously programmed projects, as summarized in Attachment 2.

Most of these amendments are relatively minor updates and include shifting RSTPX carryover funds previously budgeted in FY18/19 to FY19/20. Additionally, staff and the County of Santa Cruz recommend updating the lead agency for the Highway 1 bicycle and pedestrian overcrossing at Mar Vista Drive to the County of Santa Cruz. Initially RTC was the implementing agency for the project, but as discussed in the past and a separate staff report, the County is now taking the lead on this project.

SUMMARY

Staff and project sponsors recommend that the RTC amend the Regional Transportation Improvement Program (RTIP) and RTC budget to reflect updated project cost, scope, schedule and lead agency information for several previously programmed projects.

Attachments:
1. Resolution
2. RTIP Amendments
RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of September 5, 2019
on the motion of Commissioner
duly seconded by Commissioner

A RESOLUTION AMENDING THE
2018 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM
FOR SANTA CRUZ COUNTY

WHEREAS, the Santa Cruz County Regional Transportation Commission (RTC) is responsible for programming and monitoring the use of various state and federal transportation funding sources in the Regional Transportation Improvement Program, consistent with the Santa Cruz County Regional Transportation Plan (RTP), state law and guidelines; and in consultation and cooperation with local project sponsors, Caltrans District 5, and RTC advisory committees;

WHEREAS, the RTC adopts and periodically amends a budget and work program for each fiscal year to include certain funds programmed by the RTC;

WHEREAS, project sponsors have requested scope, schedule, or other project information changes for several of their projects;

THEREFORE, BE IT RESOLVED BY THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION:

1. The 2018 Regional Transportation Improvement Program for Santa Cruz County and the Regional Transportation Commission’s FY 2019-20 Budget and Work Program are hereby amended to update project information as summarized in Exhibit A.

2. The California Transportation Commission (CTC) and Association of Monterey Bay Area Governments (AMBAG) are requested to incorporate these amendments into the State Transportation Improvement Program (STIP) and Metropolitan Transportation Improvement Program (MTIP), as appropriate.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

ABSENT: COMMISSIONERS
Exhibit A: RTIP Amendments

Distribution: RTC Programming, Fiscal

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<tr>
<th>Action</th>
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<th>Project</th>
<th>Proposed Amendment</th>
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<tr>
<td>Shift funds between projects</td>
<td>CAP 16</td>
<td>Bay Avenue/Capitola Avenue Intersection Modifications/ Roundabout</td>
<td>Transfer $31K previously programmed RSTPX to CAP 18- Brommer St. Complete Streets improvements project. Roundabout requires additional $1M new funds and is delayed to coordinate with utilities and secure additional funds.</td>
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<td>Soquel Ave at Frederick St. Intersection Modification</td>
<td>Shift $188,000 previously programmed RSTPX funds to FY19/20. Project on hold.</td>
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<td>SC 49</td>
<td>Water Street Pavement Rehabilitation between North Branciforte Avenue and Ocean Street</td>
<td>Shift $47,000 previously programmed RSTPX funds to FY19/20. Project expected to start construction early 2020 upon completion of water district project.</td>
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<td>Glenwood Dr Rehab &amp; Bike Improvements</td>
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<td>Airport Blvd Improvements: Westgate Dr/Larkin Valley Rd to Hanger Way</td>
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<td>Green Valley Rd Reconstruction (Stuwe Slough-Freedom Blvd)</td>
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<td>Freedom Boulevard Plan Line</td>
<td>Shift $135,000 previously programmed RSTPX funds to FY19/20. Scheduled to be completed later this year.</td>
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<td>WAT 44</td>
<td>Bicycle Safety Improvements (includes new striping, markings &amp; signage, various locations)</td>
<td>Shift $325,000 previously programmed RSTPX funds to FY19/20. Scheduled to be completed later this year.</td>
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<td>Aptos Creek Road Traffic Signal, sidewalks &amp; bike lanes</td>
<td>Shift $1.9M previously programmed RSTPX funds to FY19/20. Scheduled to be completed in 2020.</td>
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<td>Carryover Balance</td>
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<td>Bike Santa Cruz County/HSA Open Streets</td>
<td>Shift balance of previously programmed RSTPX funds to FY19/20 to pay final invoices</td>
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<td>Carryover Balance</td>
<td>EA 03</td>
<td>Every Day is Bike to Work Day</td>
<td>Shift balance of previously programmed RSTPX funds to FY19/20 to pay final invoices</td>
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<td>Carryover Balance</td>
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<td>CNG Bus Replacement</td>
<td>Shift $500k previously programmed RSTPX funds to FY19/20. METRO expects to receive bus for testing soon.</td>
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<td>Shift funds between phases</td>
<td>UCSC 07</td>
<td>Great Meadow Bike Path, Ph. 2</td>
<td>Shift $49k of RSTPX previously approved for construction to PA/ED and all $700k RSTPX funds to FY19/20. UCSC is finishing PE, updated construction cost estimates and is committed to ensure construction fully funded. Construction scheduled summer 2020.</td>
</tr>
<tr>
<td>Shift funds between phases</td>
<td>RTC 24F</td>
<td>Hwy 1 41st Ave-Sequel Ave Auxiliaries Lanes and Chanticleer Bike/Ped Bridge</td>
<td>Shift $759,000 previously programmed STIP from ROW to Construction (pending CTC concurrence).</td>
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<tr>
<td>Carryover Balance</td>
<td>TRL 05</td>
<td>MBSST North Coast</td>
<td>Shift $230,000 previously programmed RSTPX funds to FY19/20. Design in process.</td>
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<td>Change lead agency, carryover balance</td>
<td>RTC 30</td>
<td>Highway 1 Mar Vista Bike/Ped Overcrossing</td>
<td>Change lead agency from RTC to County of Santa Cruz, shifting any unspent RSTPX (~$500k) and $6,779,000 STIP (pending CTC concurrence) to the County of Santa Cruz. RTC to continue to provide oversight and assistance to County using Measure D funds approved in June 2019 Hwy 5-year plan.</td>
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</table>
TO: Regional Transportation Commission
FROM: Sarah Christensen, P.E., Senior Transportation Engineer
RE: Highway 1 Corridor Investment Program Update

RECOMMENDATIONS
This item is for information only.

BACKGROUND

The RTC, in cooperation with Caltrans and the Federal Highway Administration (FHWA), prepared a combined Environmental Impact Report/Environmental Assessment (EIR/EA) for the Tier I programmatic-level long range vision for the Highway 1 corridor and the Tier II (project level) 41st/Soquel Auxiliary Lanes and Bike/Ped Overcrossing Project. The Final EIR/EA was certified in January 2019.

In 2018 the RTC advanced and implemented the final design for the Highway 1 41st/Soquel Auxiliary Lanes and Bike/Ped Overcrossing Project to achieve project readiness for funding opportunities. Earlier this year the RTC entered into a Cooperative Agreement with Caltrans and awarded a consultant contract for the preliminary engineering and environmental phase of the Highway 1 Bay/Porter to State Park Auxiliary Lanes Project. Completion of the project level environmental document will help to demonstrate project readiness for future state and federal funding applications.

DISCUSSION

Below is an update on the Highway 1 Corridor Investment Program of projects under development. The projects include auxiliary lanes to improve mainline operations on Highway 1, Bus on Shoulder to improve transit travel time and reliability of METRO commuter routes, and new bicycle and pedestrian overcrossings to provide connectivity and access over Highway 1. Fact sheets for the projects under development are included as Attachment 1.

Highway 1 41st/Soquel Auxiliary Lanes Project
The final design and right of way phases are underway for the Highway 1 Auxiliary Lanes Project between the 41st Avenue and Soquel Avenue/Drive interchanges which includes construction of northbound and southbound auxiliary lanes and a new pedestrian and bicycle overcrossing at Chanticleer Avenue. The 95% Plans, Specifications, and Engineer’s Estimate submittal to Caltrans is scheduled for end of
August. The right of way needs for this project include partial acquisitions for the construction of the bicycle and pedestrian overcrossing at Chanticleer Avenue, which are being led by the County of Santa Cruz Real Property Division through an agreement with the RTC. A community meeting will be scheduled this fall to consider the aesthetic treatments for the new bridge.

Measure D and State Transportation Improvement Program (STIP) funds are being used for this project. By advancing the design, this project is expected to be ready for construction in 2020, dependent on construction funding. The current estimate for construction is $34.8 Million (capital and support). Although Measure D funds can be used for the construction phase, additional funding is needed to fully fund the project by 2020. Staff is considering applying for Senate Bill 1 (SB1) programs, including Solutions for Congested Corridors Program (SCCP), Active Transportation Program (ATP) and Local Partnership Program (LPP) funds for construction of this project in Cycle 2. Cycle 2 will have a call for projects early next year and will program a total of $700M of funds between the SCCP and LPP to transportation projects that are environmentally cleared and construction-ready within FY 20/21, 21/22 and 22/23.

**Highway 1 Bay-Porter/State Park Auxiliary Lanes**

The preliminary engineering and environmental phase of the Highway 1 Auxiliary Lanes Project between the Bay Avenue/Porter Street and State Park Drive interchanges is underway. This project proposes to construct northbound and southbound auxiliary lanes between the Bay Street/Porter Avenue and Park Avenue, and Park Avenue to State Park Drive interchanges on Highway 1, rehabilitate freeway pavement, construct drainage facilities, and construct retaining walls and soundwalls. The project also includes the replacement of the Capitola Avenue Overcrossing.

The RTC awarded a consultant contract and entered into a Cooperative Agreement with Caltrans at the June RTC meeting, with the RTC as the implementing agency for the environmental phase of the project. Since that time, the consultant began work on preparing the traffic studies and geometric design for the improvements. A kick-off meeting with the Project Development Team (PDT), consisting of RTC, Caltrans, County of Santa Cruz, City of Capitola, and consultants occurred on July 18, 2019. The Notice of Preparation (NOP) is being drafted and is expected to be released by Caltrans for public review this fall. Environmental clearance is scheduled to be complete in mid-2021.

The total cost for the project is estimated to be approximately $83M (capital and support). The preliminary engineering and environmental phase, including the consultant contract for the preliminary engineering and environmental work, is funded by STIP and Measure D. The RTC received its STIP allocation of $1.83 million for this phase of work at the August CTC meeting. The final design phase of this project is funded by Measure D. To fund construction, staff is targeting future cycles of SCCP and LPP, due to these programs now requiring environmental clearance to be obtained prior to the application deadline.
**Highway 1 Mar Vista Bicycle and Pedestrian Overcrossing**

The Highway 1 bicycle and pedestrian overcrossing at Mar Vista Drive in Aptos will construct a new bridge connecting the north and south sides of Highway 1, improving connectivity to the active transportation network. The County of Santa Cruz Public Works Department is the implementing agency for this project. The project-level environmental analysis is scheduled to begin this year, which is funded by prior year’s Regional Surface Transportation Program Exchange (RSTPX) program.

**Highway 1 Bus on Shoulder**

In August of 2018, the Santa Cruz Metropolitan Transit District (METRO) contributed $50,000 for the RTC’s Highway 1 design consultant to prepare the Concept of Operations (ConOps) for the Bus on Shoulder (BOS) facility on Highway 1 between Morrissey Boulevard and Freedom Boulevard. The ConOps was reviewed and accepted by Caltrans and the California Highway Patrol (CHP) earlier this year. A letter of support from Caltrans District 5 was received for the Bus on Shoulder Project, included as Attachment 2.

This will be the first bus on shoulder facility in the state, therefore standards do not exist for signing and pavement markings in the Manual for Uniform Traffic Control Device (MUTCD). Approval from the California Traffic Control Device Committee (CTCDC) for experimental use of non-standard signage and pavement markings was required in order to implement this project on the state highway system. Staff presented the project’s signing and pavement marking concept to the committee at the August 8, 2019 meeting in Sacramento. The committee approved the signing and pavement markings for experimental use, and also granted approval to use red colored pavement in the future at the discretion of the project stakeholders (Caltrans, CHP, RTC, and METRO) if once operational enforcement issues are encountered, without having to come back to the committee for approval.

The Bus on Shoulder projects will be combined with the auxiliary lanes projects and implemented in phases. Two of the three phases of the Bus on Shoulder facility are under development:

1. Between the Morrissey Boulevard and Bay/Porter interchanges, in the final design phase included in the Highway 1 41st/Soquel Auxiliary Lanes Project, and
2. Between the Bay/Porter and State Park Drive interchanges, in the preliminary engineering and environmental phase included in the Highway 1 Bay-Porter/State Park Auxiliary Lanes Project.

The third and final phase of the Bus on Shoulder Facility between the State Park Drive and Freedom Boulevard interchanges will be implemented as part of future auxiliary lanes project(s). A map showing the phased implementation of the Bus on Shoulder Projects along Highway 1 are shown in the map below:
Future Projects
Staff is considering beginning the environmental phase of the next auxiliary lanes project to the south later this year, between the State Park Drive and Freedom Boulevard interchanges. This project is consistent with the preferred scenario in the Unified Corridor Investment Study (UCS) adopted by the RTC earlier this year and would complete the auxiliary lanes projects in the program. Environmental clearance is a requirement for SCCP applications. Therefore, it is necessary to start this work soon in order to complete the environmental phase for SCCP Cycle 3 grant application deadlines, which is expected in about 27-months.

FISCAL IMPACT
This report is informational only and there are no new fiscal impacts. The various projects in the Highway 1 Corridor Investment Program are funded by a combination of funding sources, including STIP, Measure D, RSTPX, and Metro funds. In general Measure D and RTC-discretionary funds will be used to leverage state and federal grants to fully fund the projects through construction. Fiscal impacts for future decisions will be included when staff recommends actions on those proposed projects.

SUMMARY
An update on the Highway 1 Corridor Investment Program of projects was provided, including the auxiliary lanes, bus on shoulders, and bicycle and pedestrian bridges under development.

ATTACHMENTS
1. Highway 1 Project Fact Sheets
2. Highway 1 Bus on Shoulder Project Letter of Support from Caltrans
Highway 1 Auxiliary Lanes
(41st Avenue to Soquel Drive), and
Chanticleer Bike/Ped Overcrossing

Project Description
The project will construct northbound and southbound auxiliary lanes between the 41st Avenue and Soquel Avenue/Drive interchanges and construct a new bicycle and pedestrian overcrossing at Chanticleer Avenue. Historically, this section of Highway 1 has been the busiest in the county, serving over 100,000 vehicles a day, providing access to the primary regional commercial/retail activity centers on 41st Avenue and regional medical facilities located on Soquel Drive. The auxiliary lanes will connect the on-ramps with the next off-ramp, thereby extending the weaving and merging distance between the ramps, improving traffic operations, and reducing cut-through traffic diverting to local streets and neighborhoods.

The pedestrian/bicycle overcrossing at Chanticleer Avenue provides an alternative route for bicyclists and pedestrians currently using the Soquel or 41st interchanges to cross over Highway 1. The overcrossing will be lighted, 12 to 14 feet wide, and will incorporate aesthetic treatments consistent with the visual character of the corridor and the adjacent community.

Voter-approved Measure D transportation funds are being used for this project to allow the project development process to be accelerated.

Project Highlights
- Improves traffic operations on Highway 1
- Improves bicycle and pedestrian connectivity to regional destinations and transit by providing a dedicated crossing for active transportation users at Chanticleer Avenue
- Measure D funds are being used to accelerate the project development process
- Construction ready in 2020, pending availability of funds
Highway 1 Auxiliary Lanes (41st Avenue to Soquel Drive), and Chanticleer Bike/Ped Overcrossing

Project Costs and Funding

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Project Schedule

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*Pending Availability of Funds
Project Description

The project will construct northbound and southbound auxiliary lanes between the Bay Avenue/Porter Street and State Park Drive interchanges and replace the existing Capitola Avenue local roadway overcrossing. This section of Highway 1 is one of the busiest in the county, providing access to the City of Capitola, Soquel and Aptos villages, and Cabrillo College. The auxiliary lanes will connect the on-ramps with the next off-ramp, thereby extending the weaving and merging distance between the ramps, improving traffic operations, and reducing cut-through traffic diverting to local streets and neighborhoods.

The new Capitola Avenue overcrossing will include enhanced bicycle and pedestrian facilities to improve connectivity for bicyclists and pedestrians between Soquel Drive to the north and the future Coastal Rail Trail to the south. The overcrossing, soundwalls, and retaining walls will incorporate aesthetic treatments consistent with the visual character of the corridor and the adjacent community.

Voter-approved Measure D transportation funds are being used for this project to allow the project development process to be accelerated.

Project Highlights

- Improves traffic operations on Highway 1
- Improves bicycle and pedestrian connectivity to regional destinations and transit by providing enhanced bicycle and pedestrian facilities for active transportation users at Capitola Avenue
- Measure D funds are being used to accelerate the project development process
- Construction ready in 2022, pending availability of funds

Project Schedule

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*Pending availability of funds
Highway 1 Auxiliary Lanes (Bay Avenue/Porter Street to State Park Drive), and Capitola Avenue Overcrossing

Project Costs and Funding

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Capitola Avenue overcrossing will be replaced and will include bicycle and pedestrian improvements
Project Description
The Highway 1 Mar Vista Bicycle and Pedestrian Overcrossing will provide a safe link between schools, the beach, residential neighborhoods, and retail centers on each side of Highway 1. This bicycle and pedestrian overcrossing was one of three bicycle and pedestrian overcrossings identified in the Highway 1 Corridor Investment Plan. The proposed crossing locations were chosen with public input to provide community cohesion and improved connectivity to schools and other activity centers.

The Mar Vista overcrossing will reduce travel distances for bicyclists and pedestrians traveling between Mar Vista Drive at McGregor Drive in Seacliff to Mar Vista Elementary School by up to 1.6 miles and minimize travel through the busy State Park Drive interchange. The bridge will also improve access to residential, educational, recreational, and commercial destinations, including Seacliff State Beach, Cabrillo College, and Aptos/Seacliff villages.

This project is eligible to receive voter-approved Measure D transportation funds.

Project Highlights
- Provides new opportunities for safe and convenient travel
- Improves bicycle and pedestrian connectivity to regional destinations and transit by providing a dedicated crossing for active transportation users
- Connects neighborhoods, schools, parks/beaches, and commercial centers

Project Schedule

<table>
<thead>
<tr>
<th>PHASE</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
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<td>Construction*</td>
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*Pending availability of funds
Highway 1
Mar Vista Bicycle and Pedestrian Overcrossing

Project Costs and Funding

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<td>Need</td>
<td>$ 5,384,000</td>
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Project Area with proposed overcrossing shown
Project Description
Bus operations along the congested portions of Highway 1 pose a significant challenge for Santa Cruz METRO as the agency works to keep public transit competitive with single-occupant vehicles in the same traffic conditions. To address this problem, several state transit agencies, in collaboration with their Department of Transportation partners, have implemented bus-on-shoulder (BOS) operations during peak congestion periods as an innovative approach to reduce greenhouse gas emissions, improve transit travel time and reliability, and increase transit ridership.

Assembly Bill 946 was passed in 2013 allowing Monterey and Santa Cruz counties to operate buses on the shoulders of Highway 1. A feasibility study for operating buses on the shoulders of Highway 1 in Monterey and Santa Cruz counties was conducted by Monterey-Salinas Transit (MST) in cooperation with Caltrans, California Highway Patrol (CHP), Transportation Agency for Monterey County (TAMC), Santa Cruz County Regional Transportation Commission (RTC), METRO and local jurisdictions. Key findings from the feasibility study were that congestion and unreliability keep METRO from using Highway 1 more extensively for bus services; Highway 1 shoulders lack the width and pavement structural section to support bus-on-shoulder operations without significant construction; and the existing and planned auxiliary lanes provide an opportunity for bus-on-shoulder operations and should be implemented in coordination with each of the auxiliary lane projects.

Project Highlights
- Cost-effective solution to achieve transit travel time and reliability improvements in the near-term
- Buses will travel in the auxiliary lanes between interchanges and on the outside shoulder through interchanges
- Bus-on-Shoulder elements will be constructed with the future auxiliary lanes projects planned on Highway 1
- Reduces Greenhouse Gases (GHG)
Highway 1
Bus-on-Shoulder Project

Project Costs and Funding

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Project Schedule

### PHASE

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<td>Bay Street/Porter Street to State Park Drive</td>
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*Pending availability of funds
June 21, 2019

Mr. Vijay Talada
Executive Secretary
California Traffic Control Devices Committee
1120 N Street, MS 36, Room 4500
Sacramento, CA 95814

Dear Mr. Talada:

The California Department of Transportation (Caltrans) District 5 supports the Santa Cruz County Regional Transportation Commission (SCCRTC) efforts to identify sustainable, cost-effective, and multimodal transportation improvements on State Route 01 (SR 1) in Santa Cruz County. SR 1 is the most heavily traveled and congested corridor in Santa Cruz County.

In 2013, Assembly Bill 946 was passed which authorizes transit buses to utilize highway shoulders in Monterey and Santa Cruz Counties. The District supports the SCCRTC request to utilize non-standard static signing for the legislatively approved Bus on Shoulder (BOS) operations. The SR 1 Bus on Shoulder (BOS) project is a feasible and cost-effective solution to improve transit travel time and reliability on State Route 01 in Santa Cruz County.

A Concept of Operations (ConOps) plan has been prepared for this BOS project with input from the California Highway Patrol and District 5 staff. The ConOps plan will serve as the framework for the design, implementation, and operation of the future SR 1 BOS facility. The plan lays out how the BOS will function and operate on SR 1 in terms of physical design features, signage, pavement markings, hours of operation, transit service operations plan, transit operator training, incident management, marketing, institutional responsibilities, and commitments for each of the partner agencies that would be involved with BOS implementation, operations, and maintenance.

If you have any questions, please contact Roger Barnes, Sr. Transportation Engineer at (805) 549-3473, roger.d.barnes@dot.ca.gov.

Sincerely,

TIMOTHY M. GUBBINS
District Director
c: Mr. Guy Preston, Executive Director, SCCRTC
Sarah Christensen, P.E., Senior Transportation Engineer, Project Manager, SCCRTC
Sara von Schwind, P.E., Deputy District Director, Operations & Maintenance, Caltrans
Aileen Loes, Deputy District Director, Planning & Local Assistance, Caltrans
Richard Rosales, Deputy District Director, Program Project Management, Caltrans
Luis Duazo, P.E., Sr. Transportation Engineer, Project Manager, Caltrans
John Olejnik, Sr. Transportation Planner, Planning Management Liaison, Caltrans
Roger Barnes, P.E., Sr Transportation Engineer, Traffic Operations Branch Chief, Caltrans

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"
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<th>FY19 - 20 ESTIMATE REVENUE</th>
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Note:  
I:\FISCAL\TDA\MonthlyReceipts\FY2020\FY2020 TDA Receipts.xlsx\FY2019
### TRANSPORTATION TAX REGIONAL TRANSFORMATION FUND (TRTF) - MEASURE D

#### SUMMARY OF REVENUE ALLOCATION BY MONTH

**FY2020 ENDING JUNE 30, 2020**

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<td>3,530,012.21</td>
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#### ADMINISTRATION & IMPLEMENTATION

- **ADMINISTRATION - SALARIES & BENEFITS**: 1%
  - 21,917.13
  - 13,383.00
  - 0.00
  - 0.00
  - 0.00
  - 0.00
  - 0.00
  - 0.00
  - 35,300.12
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  - 35,300.12

- **Q/H ADMIN**: 20,163.76
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  - 0.00
  - 0.00
  - 0.00
  - 0.00
  - 0.00
  - 32,476.11
  - 0.00
  - 32,476.11

- **SERVICES & SUPPLIES**: 853,131.06
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  - 0.00
  - 0.00
  - 0.00
  - 0.00
  - 0.00
  - 0.00
  - 853,131.06
  - 0.00
  - 853,131.06

- **SUBTOTAL**: 41,666.67
  - 117,487.98
  - 0.00
  - 117,487.98

#### TO DISTRIBUTE TO INVESTMENT CATEGORIES

- **NET**: 1,401,059.59
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  - 0.00
  - 30,000.00

#### 1. NEIGHBORHOOD

- **SLV SR9**: 2,124,775.87
  - 2,140,525.23
  - 0.00
  - 2,140,525.23

#### 2. HWY Corridors

- **NET**: 3,412,524.24
  - 940,423.95
  - 0.00
  - 940,423.95

#### 3. TRANSIT/PARATRANSIT

- **NET**: 3,412,524.24
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  - 940,423.95

#### 4. ACTIVE TRANSPORTATION

- **NET**: 3,412,524.24
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  - 940,423.95

#### 5. RAIL CORRIDOR

- **NET**: 3,412,524.24
  - 940,423.95
  - 0.00
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#### DISTRIBUTED TO INVESTMENT CATEGORIES

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#### TOTAL ADMIN & IMPLM AND INVESTMENT CATEGORIES

- **NET**: 3,530,012.22
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  - 940,423.95

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1/AGICA/Measure D/Distribution To Investment Category/FY2020/FY2020 02 August 2018 Distribution.xls(Summary)
TO: Regional Transportation Commission

FROM: Guy Preston, Executive Director

RE: Appointments to the California Association of Councils of Governments (CalCOG) and the Coast Rail Coordinating Council (CRCC)

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission:

1. Reappoint Commissioner Zach Friend as its delegate to the California Association of Councils of Governments (CalCOG); and
2. Reappoint Commissioner John Leopold as its representative to the Coast Rail Coordinating Council (CRCC)

BACKGROUND

The Regional Transportation Commission holds a membership in CalCOG. CalCOG provides public policy advocacy and intergovernmental coordination with the state legislature, state agencies, the League of California Cities, California State Association of Counties, California’s Congressional Delegation and federal officials. The RTC has also appointed a representative to the Coast Rail Coordinating Council (CRCC). The CRCC advocates for increased passenger rail service between Los Angeles and the San Francisco Bay Area and has been successful in securing regular intercity passenger rail service between Los Angeles and San Luis Obispo.

DISCUSSION

California Association of Councils of Governments (CalCOG)

CalCOG delegates are typically appointed annually. CalCOG (Attachment 1) member agencies elect delegates to serve at CalCOG’s annual Regional Leadership Forum and occasional delegates meetings, where CalCOG policies and priorities are discussed and adopted.

At these forums, there are presentations and discussions on transportation, legislation, local and regional planning and financing issues. Commissioner Zach Friend currently serves as the RTC representative and is interested in continuing in that role. Staff recommends his reappointment.

Coast Rail Coordinating Council (CRCC)

The CRCC only meets every 3 months (Attachment 2). The CRCC is composed of the Caltrans Rail Program, Amtrak and counties along the coast rail corridor between Los Angeles and San Francisco. The CRCC advocates for increased passenger rail service along this route, including the initiation of a new Coast Daylight train which would
connect northern and southern California. The RTC has been a member of the CRCC since it began. Commissioner John Leopold is the current RTC representative and has expressed interest in continuing to serve as the RTC representative on the CRCC Policy Committee. Staff recommends his appointment.

**FISCAL IMPACT**

Membership and participation in both CalCOG and the CRCC requires the payment of membership dues. CalCOG membership dues are $3,300 annually and CRCC membership dues are $1,500 annually. The cost of these dues is already included in the budget so there are no new fiscal impacts to renewing these appointments.

**SUMMARY**

The RTC is a member of the California Association of Councils of Government (CalCOG) and the Coast Rail Coordinating Council. Commissioners Friend and Leopold have expressed interest in continuing to serve as the RTC representatives to these groups and staff recommends that they be appointed.

**Attachments:**
1. CALCOG – What We Do
2. CRCC Background and Information

S:\RTC\TC2019\TC0919\Consent\Calcog&CRCC\2019-Calcogandcrcc Appointments.Docx
CalCOG - What We Do

https://www.calcog.org/

We work for and on behalf of regional governments in California. We serve our regional members so that they can better serve their local cities and counties.

We recognize that each region in California is unique. But all can learn from the experience of others. We are dedicated to ensuring the success of our 46 member agencies by facilitating communication and information sharing between our members, local officials, state and federal agencies, involved stakeholders, and the public.

In addition, our work program also includes:

- A consensus-based advocacy program that targets high priority Legislation in which our members have a common interest.

- Facilitate member meetings and conferences designed to share information and encourage peer-to-peer learning.

- Coordinate government-to-government communications between state, regional, and local governments as it relates to implementing policy, including transportation, housing, and climate change.

- Provide general educational information to interested stakeholders, governmental partners, and the public the structure, role, constraints, and opportunities for effective regional governance.

- As the only entity that counts all 18 of the state’s Metropolitan Planning Organizations amongst its membership, focus on SB 375 (requiring regions to achieve a greenhouse gas reduction target within their transportation planning process).

- Coordinate transportation policy implementation with Caltrans, the California Transportation Commission, and California State Transportation Agency. California is a leader in devolving authority to make decisions at the regional level. But with that duty comes a responsibility to work with the state to assure that state goals are met.

Regardless of the issue, our members are all public agencies striving to deliver high quality, cost effective services to their own member local governments. But there are commonalities in their organization responsibilities—like public education related to regional roles and responsibilities, effective board governance, staff, and understanding new developments and technologies. CALCOG was founded to facilitate these discussions among members so that all could provide better service to their own constituencies.
Coast Rail Coordinating Council (CRCC)


The Coast Rail Coordinating Council (CRCC) is a coalition of coastal county transportation and planning agencies organized to improve passenger rail services.

The primary focus of the CRCC is to improve the frequency, speed, reliability and ease of use of passenger trains on the coast route between San Francisco and Los Angeles.

Current efforts include developing a EIR/EIS for rail improvements along the corridor between San Luis Obispo and Salinas. A scoping meeting was held on August 30, 2012.

Background

In 1992, through the passage of Assembly Resolution 39, State legislators requested that coastal transportation planning agencies prepare an upgrade study for the Pacific Coast Railroad Route between downtown Los Angeles and downtown San Francisco. Six transportation agencies from coastal counties (Los Angeles, Ventura, Santa Barbara, San Luis Obispo, Monterey, and Santa Cruz) produced the following documents and studies:

- Coast Corridor Service Development Plan - May 2013
- Coast Daylight Brochure – 2007 updated version of new LA-SF service plan.
- Coast Rail Capacity Analysis – 2005 (Washington Group) identifies capital improvements required
- 20 Year Rail Improvement Plan Summary Report – 2001 (Amtrak)
- Coast Daylight Implementation Plan -2000 (Wilbur Smith & Associates) an operating plan for new train services on the Coast Route
- Southern Pacific Coast Route Infrastructure Report - 1996 (HDR) was completed which concluded that fairly significant time savings could be achieved by upgrading the corridor and using “tilt-train” technology.
- Coast Rail Improvement Study - 1994 (Schiermeyer)

Organizational Structure

The CRCC includes a Technical Committee which is made up of staff members from the various agencies, and a Policy Committee which is made up of elected officials (or previously elected officials) from each of the agencies. Meetings alternate between the Technical and Policy Committees. The Technical Committee typically meets six times per year, and the Policy Committee meets four times per year. The locations of the meetings are rotated north and south along the corridor. San Luis Obispo Council of Governments (SLOCOG) has taken on the responsibility for staffing the CRCC. In 2001, Policy Committee representation was expanded to
include additional representation from the San Francisco Bay Area, the railroads, and commuter rail agencies.

During Amtrak’s development of the Master Plan for California in 2001, Policy Committee representation was expanded to include additional representation from the San Francisco Bay Area, the railroads, and commuter rail agencies.

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**Current Work Efforts**

The CRCC acts as an interregional forum to discuss all intercity rail issues of mutual concern, including, but not limited to; the intercity rail plans, local and state rail plans, freight railroad issues, and capital improvement projects. Primarily, the CRCC is working with the Caltrans Rail Program, Amtrak and Union Pacific to initiate a new train from downtown San Francisco to downtown Los Angeles – the Coast Daylight train. Same day funding is included in the California State Rail Plan for Coast Daylight services, and resolutions of support have been collected from 20 supporting agencies, and state legislators.

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**Participating Agencies**

Participating regional agencies: LAMTA, Ventura CTC, Santa Barbara CAG, San Luis Obispo COG, Transportation Agency for Monterey County, Santa Cruz CRTC, San Benito, San Mateo County, Caltrain...and others

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**Current Meetings & Agendas**

For the latest Coast Rail Coordinating Council meeting dates and agendas, please visit [SLOCOG.ORG/CRCC](http://SLOCOG.ORG/CRCC).
TO: Regional Transportation Commission (RTC)  
FROM: Yesenia Parra, Administrative Services Officer  
RE: New Job Classification and Position Reclassification

RECOMMENDATIONS

Staff recommends that the Commission approve:
1. The reclassification of the Administrative II to Administrative II/Accounting Technician (Attachment 1)
2. Salary schedule for Administrative II/Accounting Technician (Attachment 2).

BACKGROUND

In November 2016, Santa Cruz County voters approved the Measure D transportation transactions and use tax. The tax went into effect in April 2017, with the state making the first payments of revenues collected to the Santa Cruz County Regional Transportation Commission (SCCRTC) in summer 2017. The Measure D Ordinance recognizes that accountability is of utmost importance and includes several safeguards to ensure accountability, transparency and public oversight of all funds collected and allocated (Ordinance Section 32).

In 2018, the RTC approved the elimination of the Accounting Technician job classification in order to reposition the fiscal department for the work that was needed for Measure D, as well as the numerous successful grants RTC staff continuously secures. To accomplish this work, an Accountant and a new Director of Finance and Budget were hired in 2019 after the retirement of the long-standing RTC Fiscal Officer.

DISCUSSION

Measure D increased fiscal responsibilities including planning, development and administration of all fiscal, budget and accounting functions, including: long-term and short-term budgeting, long and short-range fiscal planning and forecasting; revenue management; financial analysis and reporting; investment policy administration; special and general fund accounting; and related responsibilities in accordance with the ordinance.

Fiscal staff is also being asked to play a leadership role in the development of the Measure D Strategic plan which takes time away from the list of tasks listed above.

These increased responsibilities have created the need for specific administrative help in the fiscal department. The duties and responsibilities of the Administrative Assistant have evolved to include fiscal administrative duties and are no longer
commensurate with the current job title and classification. Due to limited physical space in the current RTC office, it serves the RTC best to work within current staffing constraints to fulfill increased needs.

The current incumbent in the Administrative Assistant position held the previous Accounting Technician position and is interested in returning to fiscal responsibilities.

Staff has collaborated with the union (SEIU) and internal constituents and recommends that the Administrative Assistant II job classification be reclassified to an Administrative Assistant II/Accounting Technician on a provisional basis. Pursuant to RTC Policies, Provisional appointments are for no more than 90 days. However, such appointment may be extended by the Executive Director up to an additional six months. The incumbent will be placed at step 5 of the proposed salary schedule.

The agency’s needs continue to evolve, and this provisional appointment will allow the agency to analyze the staffing needs of the RTC to ensure optimal solutions are implemented.

**FISCAL IMPACT**

Due to other changes in staffing, including a full-time staff member reducing work hours to a part-time schedule, the proposed salary schedule for this classification does not impact the approved FY19-20 staffing budget.

**SUMMARY**

The staffing needs of the RTC continue to evolve. Increased responsibilities in managing Measure D and other projects’ funding packages have created a need for specific administrative help in the fiscal department. Staff recommends that the Administrative Assistant II job classification be reclassified to an Administrative Assistant II/Accounting Technician on a provisional basis.

**Attachments:**
1. Attachment 1-Proposed Job Description
2. Attachment 2-Proposed Salary Schedule
HUMAN RESOURCES DEPARTMENT
Santa Cruz County Regional Transit Commission

Administrative Assistant II and Accounting Technician

DEFINITION
Under direct supervision, performs a range of responsible, technical, office and administrative support duties, including scheduling appointments; handling public relations; reception; processing of financial transactions and the preparation and reconciliation of financial and accounting records and reports; may be given other financial and administrative support assignments; provides and performs related work as required. Prepare materials and support various RTC activities, including public communications, record keeping and general communication.

DISTINGUISHING CHARACTERISTICS
This is a journey – level position in the Administrative Assistant/Accounting Technician classification. Incumbents work under general supervision while performing a broad range of office, administrative support duties and accounting functions. The Administrative Assistant II/Accounting Technician classification is distinguished from the Administrative Assistant I and III classifications in that the latter performs more difficult department-specific clerical office and staff support duties without duties or responsibilities to perform specific and ongoing fiscal or accounting assignments.

EXAMPLES OF DUTIES AND RESPONSIBILITIES
The duties listed below represent the various types of work that may be performed. The omission of specific statements of duties does not exclude them if the work is related or a logical assignment to this class.

- Represent the Commission, assist callers and visitors, and answer public inquiries
- Perform routine preventative maintenance and troubleshooting of office equipment and operate various office equipment including copy machine and fax machine.
- Receive, open, time stamp, and distribute incoming mail.
- Answer telephone calls and email messages and direct them to the appropriate information source.
- Create, update, and maintain mailing list databases.
- Edit documents and reports, finalize formats and arrange for printing of materials.
- Make travel reservations, including logistical arrangements and registrations. Follow up with reconciliation of travel charges and receipts.
- Maintain calendars and other resources for staff; schedule and arrange meetings by contacting participants, reserving rooms, preparing and issuing agenda notices, and assembling materials.
- May occasionally act as secretary to RTC Commissioners and staff by ensuring necessary documents are appropriately filed and completed.
- Perform other duties as may be assigned.
- Processes accounts payable; reviews purchases to ensure compliance with the RTC’s purchasing policy and appropriate authorization.
- Ensures that funds are budgeted and available and prepares documentation for payment.
- Ensures the accurate posting, recording, balancing, adjusting and reconciling of figures, data, or transactions.
HUMAN RESOURCES DEPARTMENT
Santa Cruz County Regional Transit Commission

| Administrative Assistant II and Accounting

- Compiles, organizes and prepares a variety of reports dealing with fiscal transactions.
- Uses computerized and/or manual systems to enter, retrieve and perform basic analysis of data.
- Prepare Deposits and process
- Prepare Journal entries
- Provides support for the Cal Card Program; tracks charges, reconcile statements, and verify balances are paid in full.

EMPLOYMENT STANDARDS

Knowledge of:

- Standard office and administrative policies and procedures.
- Business letter writing and the standard format for typed materials.
- Methods and techniques for record keeping and report preparation and writing.
- Principles of customer service.
- Email services management.
- Financial record keeping procedures and technique.
- Brown Act, state laws, and other legal requirements applicable to the functions and operation of a government agency in California.
- Local government operations, policies, procedures, and rules and regulations.
- Thorough knowledge of accounting, clerical methods, practices and terminology.
- Working knowledge of governmental accounting and bookkeeping principles and procedures.
- Working knowledge of basic cost and fund accounting practices.

Ability to:

- Prioritize and multi-task in a rapid environment.
- Effectively utilize writing, editing, and organizational skills.
- Effectively record, summarize and relay communication.
- Proficiently operate Microsoft Office Suite.
- Utilize emailing services such as Outlook and Constant Contact.
- Troubleshoot issues with standard office equipment.
- Manage calendars and schedule meetings and appointments.
- Handle and accurately file confident and sensitive documents.
- Read, interpret, and accurately record data.
- Compose correspondence and other documents.
- Independently perform complex and highly responsible clerical accounting work requiring the exercise of interpretive ability and judgement on a regular basis.
- Understand and interpret the principles, laws and procedures involved in the bookkeeping and auditing functions.
- Devise and adapt work procedures and record keeping system to meet changing needs.
- Understand the relationships among accounting records and documents for recording and reporting purposes.
- Utilize computerized systems to enter, retrieve and perform basic analysis of data
- Reconcile differences within the record keeping system using mathematical skills and understanding of record keeping system and related transactions.

**MINIMUM QUALIFICATIONS:**

**Education, Training, and Experience:**

High School or equivalent and two (3) years related experience

**Licenses and Certificates:**

Possession and maintenance of a valid California Class C Driver’s License, or the ability to provide suitable transportation which is approved by the appointing authority.

**SPECIAL REQUIREMENTS:**

Physical condition appropriate to the performance of assigned duties and responsibilities which may include the following:

- sitting for extended periods of time
- lifting or carrying light objects
- operating assigned equipment
- general manual dexterity

The physical and mental demands described here are representative of those that must be met by employees to successfully perform the essential functions of this class. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential functions.

**CONDITIONS OF EMPLOYMENT:**

Work is performed in an office setting and is primarily sedentary. Work may involve some occasional climbing, crouching, kneeling, reaching, and walking. The ability to lift up to 30 pounds may be required on occasion.
<table>
<thead>
<tr>
<th>JOB DESCRIPTION</th>
<th>Class</th>
<th>Range</th>
<th>Step1</th>
<th>Step2</th>
<th>Step3</th>
<th>Step4</th>
<th>Step5</th>
<th>Step6</th>
<th>Step7</th>
<th>Monthly</th>
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Santa Cruz County Regional Transportation Commission
THREE MONTH MEETING SCHEDULE

September 2019
Through
November 2019

All meetings are subject to cancellation when there are no action items to be considered by the board or committee. Please visit our website for meeting agendas and locations: [www.sccrtc.org/meetings/](http://www.sccrtc.org/meetings/)

<table>
<thead>
<tr>
<th>Meeting Date</th>
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<th>Meeting Type</th>
<th>Meeting Time</th>
<th>Meeting Place</th>
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<tr>
<td>9/5/19</td>
<td>Thursday</td>
<td>Regional Transportation Commission</td>
<td>9:00 am</td>
<td>County Board of Supervisors Chambers</td>
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<tr>
<td>9/18/19</td>
<td>Wednesday</td>
<td>Safe on 17/ Traffic Operations Systems</td>
<td>10:00 am</td>
<td>Commission Offices</td>
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<tr>
<td>9/19/19</td>
<td>Thursday</td>
<td>Transportation Policy Workshop</td>
<td>9:00 am</td>
<td>Commission Offices</td>
</tr>
<tr>
<td>9/19/19</td>
<td>Thursday</td>
<td>Interagency Technical Advisory Committee</td>
<td>1:30 pm</td>
<td>Commission Offices</td>
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<tr>
<td>10/3/19</td>
<td>Thursday</td>
<td>Regional Transportation Commission</td>
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<td>County Board of Supervisors Chambers</td>
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<td>10/8/19</td>
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<td>Bicycle Advisory Committee</td>
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<td>10/9/19</td>
<td>Wednesday</td>
<td>Elderly &amp; Disabled TAC</td>
<td>1:30 pm</td>
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<td>10/10/19</td>
<td>Thursday</td>
<td>Budget and Administration/Personnel Committee</td>
<td>3:00 pm</td>
<td>Redwood Room, SC County Building</td>
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<td>10/17/19</td>
<td>Thursday</td>
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<td>9:00 am</td>
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<tr>
<td>10/17/19</td>
<td>Thursday</td>
<td>Interagency Technical Advisory Committee</td>
<td>1:30 pm</td>
<td>Commission Offices</td>
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<tr>
<td>11/7/19</td>
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<td>Regional Transportation Commission</td>
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<td>City of Watsonville Council Chambers</td>
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<td>9:00 am</td>
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<td>11/21/19</td>
<td>Thursday</td>
<td>Interagency Technical Advisory Committee</td>
<td>1:30 pm</td>
<td>Commission Offices</td>
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</table>

RTC Commission Offices – 1523 Pacific Ave. – Santa Cruz, CA
Board of Supervisors Chambers/Redwood Conference room – 701 Ocean St-5th floor – Santa Cruz, CA
City of Watsonville Council Chambers – 275 Main St Suite 400– Watsonville, CA
<table>
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<tr>
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<td>Shannon</td>
<td>Munz</td>
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<td>Michael</td>
<td>Pisano</td>
<td>Citizen</td>
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<td>08/05/19</td>
<td>Letter</td>
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<td>Rindahl</td>
<td>Fair Political Practices Commission</td>
<td>Luis</td>
<td>Mendez</td>
<td>SCCRTC</td>
<td>FPPC Complaint No. COM-07012019-01240, Zach Friend and Santa Cruz County Regional Transportation Commission</td>
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<td>Munz</td>
<td>SCCRTC</td>
<td>Dan</td>
<td>Kambitsch</td>
<td>Citizen</td>
<td>Why hire another consultant to say the passenger rail is feasible.</td>
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<td>Piet</td>
<td>Canin</td>
<td>Ecology Action</td>
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<td>Bike Santa Cruz County</td>
<td>Bike Santa Cruz County’s input on potential changes to RTC’s discretionary fund allocation</td>
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<td>08/19/19</td>
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<td>Goldstein</td>
<td>Citizen</td>
<td>In support for walking trail</td>
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</tbody>
</table>
August 9, 2019

Sharon Beasley, Compliance Liaison
Caltrans Division of Rail and Mass Transportation
PO Box 942874
Sacramento, California 94274-0001

Re: Draft State Management Plan – Federal Transit Programs

Dear Ms. Beasley,

The Santa Cruz County Regional Transportation Commission (SCCRTC) is the Regional Transportation Planning Agency for Santa Cruz County. The SCCRTC is responsible for oversight of regional transportation planning, policy, and funding in Santa Cruz County. The SCCRTC is also the regional agency designated to review and score Federal Transit Administration (FTA) Section 5310 grant applications for transportation services within Santa Cruz County and submit application scores to Caltrans Division of Rail and Mass Transportation.

The State Management Plan (SMP) provides an understanding of the FTA’s requirements for the administration and implementation of its programs and Caltrans’ policies and procedures for the management of FTA programs in California. The California SMP recommends establishing a 20 hour of service per week requirement to be eligible for Section 5310 funding and prohibiting agencies that exclusively offer Weekend or Seasonal Transportation Service from being eligible to receive 5310 program funding.

The purpose of the Section 5310 program is to provide financial assistance for capital and operating projects that are carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable. Transportation services that are focused on providing individuals living with cognitive disabilities access to recreational destinations and providing individuals living with cognitive or physical disabilities access to out-of-county recreation destinations are not currently available in Santa Cruz County. The need for transit services for individuals with cognitive disabilities and out-of-county paratransit needs is an identified need in the Santa Cruz County 2019 Unmet Transit Needs list. Providing access to recreational activities for groups of people living with...
disabilities provides a meaningful experience, and can help to provide a
connection to community, avoid isolation, and prevent depression.

RTC recommends that the SMP be revised to allow agencies providing
weekend or seasonal transportation service be eligible to receive Section
5310 grant funds and that the 20 hour per week of service requirement not
be applied to these programs. RTC recommends that Caltrans consider
alternative measures to evaluate the eligibility and effectiveness of programs
that provide transportation for seniors and people living with disabilities
access to recreational activities within or outside of the county jurisdiction.

Thank you for considering these comments and the unmet transportation
needs of seniors and people living with disabilities.

Sincerely,

Guy Preston
Executive Director
August 27, 2019

Santa Cruz County Regional Transportation Commission  
1523 Pacific Avenue  
Santa Cruz, CA 95060

RE: DESIGNING AND CONSTRUCTING A SAFE CROSSING OF HIGHWAY 1 IN DAVENPORT

Dear Regional Transportation Commissioners:

Every day, both local and visiting pedestrians cross Highway 1 in Davenport, and while there is not a crosswalk in this location, there is a desperate need for a safe crossing. On behalf of the Santa Cruz County Board of Supervisors, I am contacting you today to urge the RTC to work on designing and constructing a safe crossing in Davenport. As directed by the board of Supervisors, I am also urging Caltrans to work on this project.

A number of years ago, there was a terrible accident in Davenport in which a 3-year-old girl was killed while crossing Highway 1. Locals report seeing near-misses regularly, and earlier, this month a 7-year-old boy was struck while crossing the highway. According to reports, he was taken by helicopter to Stanford Medical Center, and luckily, he is expected to survive. With more and more visitors expected on the North Coast with establishment of the Cotoni Coast Dairies National Monument, public access to San Vicente Redwoods, the North Coast Rail Trail Project, potential redevelopment of the cement plant property, and on-going heavy use of State Parks’ beautiful beaches, a safe crossing has become critical.

Last year, Caltrans reduced the speed limit on Highway 1 in Davenport to 40 miles per hour and installed high visibility pedestrian signs in the area. I appreciate these steps, but this isn’t enough, and a safe and reliable pedestrian crossing is needed now.

One of your upcoming projects, the North Coast Rail Trail project, includes a parking lot on the bluff above Davenport Beach, and as part of that project a preliminary design of
a highway crossing has already been developed. However, construction of this project is likely years away and funding for a complete design and construction is unavailable.

In the interest of community safety, a safe crossing should be designed and built now. In order to help facilitate this, our Board has directed the County Department of Public Works to work with both Caltrans and Regional Transportation Commission staff to coordinate efforts and identify funding to implement this important project as soon as is feasible. We expect to hear back from County Public works in October regarding an update on this project, and I look forward to hearing about the progress that has been made.

Please let me know if I can be of any assistance, and thank you for your efforts on this important project.

Sincerely,

RYAN COONERTY, Chair
Board of Supervisors

cc: County Department of Public Works
    Caltrans District 5
    Clerk of the Board
    Senator Bill Monning
    Assemblymember Mark Stone
    Davenport North Coast Association
    Deputy Sheriff Cesar DeSantos
### PROJECTS UNDER CONSTRUCTION

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

<table>
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<tr>
<th>Project</th>
<th>Location Post Mile (PM)</th>
<th>Description</th>
<th>Construction Timeline</th>
<th>Construction Cost</th>
<th>Funding Source</th>
<th>Project Manager (Resident Engineer)</th>
<th>Contractor</th>
<th>Comments</th>
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<tr>
<td>6.</td>
<td>Highway 17 North Route 17 CAPM (1F760)</td>
<td>Scotts Valley from just north of the Granite Creek Road over-crossing to SCL (PM 6.0/12.5)</td>
<td>Maintenance pavement overlay</td>
<td>Spring 2019</td>
<td>$19 million</td>
<td>SHOPP SB-1</td>
<td>Doug Hessing</td>
<td>Granite Construction Company, Watsonville, CA</td>
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<td>7.</td>
<td>Highway 152 Americans with Disabilities Act (ADA) (1E020)</td>
<td>Near Watsonville from Wagner Avenue to south of Holohan Road (PM 1.3-R2.0)</td>
<td>Install sidewalks for ADA compliance</td>
<td>Spring 2019</td>
<td>$1.9 million</td>
<td>SHOPP</td>
<td>Mike Lew</td>
<td>Granite Construction Company, Watsonville, CA</td>
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<td>8.</td>
<td>Pedestrian Signal Upgrades (1G160)</td>
<td>Various Locations: Highways 1, 9, 17, 129, and 152</td>
<td>Install Accessible Pedestrian Signal (APS)</td>
<td>January 2019</td>
<td>$1.8 million</td>
<td>SHOPP</td>
<td>Mike Lew</td>
<td>Crosstown Electrical &amp; Data, Inc</td>
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## PROJECTS IN DEVELOPMENT

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<tr>
<th>Project</th>
<th>Location Post Mile (PM)</th>
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<tbody>
<tr>
<td>9.</td>
<td>Highway 1 Soquel Creek Scour Protection (1H480)</td>
<td>In Capitola at Soquel Creek Bridge (PM 13.3)</td>
<td>Bridge preventative maintenance – Place scour protection</td>
<td>Winter 2022</td>
<td>$2.2 million</td>
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<td>Luis Duazo</td>
<td>PA&amp;ED</td>
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### PROJECTS IN DEVELOPMENT (Cont’d.)

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<th>Project</th>
<th>Location Post Mile (PM)</th>
<th>Description</th>
<th>Construction Timeline</th>
<th>Estimated Construction Cost</th>
<th>Funding Source</th>
<th>Project Manager</th>
<th>Phase</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>10. TMS Detection Repair (1H990)</td>
<td>Various locations throughout District 5 along SRs 1, 17, 68, 156, 101 (PM Various)</td>
<td>Replace failed TMS Detection</td>
<td>Summer 2020</td>
<td>$451,000</td>
<td>SHOPP SB-1</td>
<td>Brandy Rider</td>
<td>PS&amp;E/RW</td>
<td>Project is in Design.</td>
</tr>
<tr>
<td>11. Highway 1/Highway 17 Ramp Safety Improvements (1H060)</td>
<td>From the fishhook to Pasatiempo overcrossing (PM 16.7)</td>
<td>Construct ramp safety improvements</td>
<td>Spring 2020</td>
<td>$5.8 million</td>
<td>SHOPP</td>
<td>Luis Duazo</td>
<td>PS&amp;E/RW</td>
<td></td>
</tr>
<tr>
<td>12. Highway 1 Davenport Culvert Replacement (0J200)</td>
<td>Near Davenport and south of Waddell Creek Bridge (PM 31.9/35.7)</td>
<td>Replace culverts</td>
<td>Fall 2021</td>
<td>$3.6 million</td>
<td>SHOPP SB-1</td>
<td>Doug Hessing</td>
<td>PA&amp;ED</td>
<td>Project is in preliminary Design and environmental phase.</td>
</tr>
<tr>
<td>13. SCr 9 South Drainage and Erosion Control Improvements (1F920)</td>
<td>From SR 1 and 9 to slightly north of Glen Arbor Road (PM 0.0/8.5)</td>
<td>Upgrade drainage systems and stabilize slopes</td>
<td>Fall 2020</td>
<td>$2 million</td>
<td>SHOPP</td>
<td>Doug Hessing</td>
<td>PS&amp;E/RW</td>
<td>Project is in Design.</td>
</tr>
<tr>
<td>14. Highway 9 PM 1.0 and 4.0 Viaduct (1K120)</td>
<td>Near SCr north of Vernon Street (PM 1/1)</td>
<td>Construct side-hill viaduct restore roadway and facilities, place Water Pollution Control BMPs, erosion control</td>
<td>Fall 2022</td>
<td>$9.9 million</td>
<td>SHOPP</td>
<td>Doug Hessing</td>
<td>PA&amp;ED</td>
<td>Project is in preliminary Design and Environmental phase.</td>
</tr>
<tr>
<td>Project</td>
<td>Location Post Mile (PM)</td>
<td>Description</td>
<td>Construction Timeline</td>
<td>Estimated Construction Cost</td>
<td>Funding Source</td>
<td>Project Manager</td>
<td>Phase</td>
<td>Comments</td>
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<tr>
<td>SCr 9 Upper Drainage and Erosion Control Improvements</td>
<td>In Boulder Creek from Holiday Lane to just south of Ben Lomond to the SR 236/9 Junction (PM 8.5/25.5)</td>
<td>Upgrade drainage and erosion control</td>
<td>Spring 2023</td>
<td>$5.4 million</td>
<td>SHOPP</td>
<td>Doug Hessing</td>
<td>PA&amp;ED</td>
<td></td>
</tr>
<tr>
<td>Highway 9 San Lorenzo River Bridge and Kings Creek Bridge Replacement</td>
<td>Near Boulder Creek, at San Lorenzo River Bridge and at Kings Creek Bridge (PM 13.6/15.5)</td>
<td>Replace bridges</td>
<td>Summer 2022</td>
<td>$12 million</td>
<td>SHOPP SB-1</td>
<td>Doug Hessing</td>
<td>PA&amp;ED</td>
<td>Project is in preliminary Design and Environmental phase.</td>
</tr>
<tr>
<td>Highway 9 Hairpin Tieback</td>
<td>Near Boulder Creek about 1.1 miles south of the SR 236/9 Junction (PM 19.97)</td>
<td>Soldier Pile Tieback Retaining Wall</td>
<td>Spring 2021</td>
<td>$2.6 million</td>
<td>SHOPP</td>
<td>Doug Hessing</td>
<td>PA&amp;ED</td>
<td>Storm Damage Repair</td>
</tr>
<tr>
<td>Highway 17 Wildlife Habitat Crossing</td>
<td>From Laurel Road to just north of Laurel Road (PM 9.442-9.692)</td>
<td>Construct wildlife undercrossing</td>
<td>2020</td>
<td>$5.6 million</td>
<td>SHOPP</td>
<td>Aaron Henkel</td>
<td>PS&amp;E/RW</td>
<td>Project is in design and on schedule.</td>
</tr>
<tr>
<td>Highway 129/ Lakeview Road Intersection Improvements</td>
<td>Near Watsonville, at Lakeview Road (PM 1.4)</td>
<td>Construct roundabout and improve street lighting</td>
<td>2020</td>
<td>$4.5 million</td>
<td>SHOPP</td>
<td>Luis Duazo</td>
<td>PS&amp;E/RW</td>
<td></td>
</tr>
</tbody>
</table>
## PROJECTS IN DEVELOPMENT (Cont’d.)

<table>
<thead>
<tr>
<th>Project</th>
<th>Location</th>
<th>Description</th>
<th>Construction Timeline</th>
<th>Estimated Construction Cost</th>
<th>Funding Source</th>
<th>Project Manager</th>
<th>Phase</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>20.</td>
<td>Highway 152 Corralitos Creek ADA (05-1F620)</td>
<td>Near Watsonville, East of Beverly Drive to Holohan / College Road (PM1.9 to R2.0)</td>
<td>Construct Accessible Pathway</td>
<td>Spring 2022</td>
<td>$3.4 million</td>
<td>SHOPP</td>
<td>Mike Lew</td>
<td>PA&amp;ED</td>
</tr>
<tr>
<td>21.</td>
<td>Crosswalks and Pedestrian Safety Enhancements (1G760)</td>
<td>Various Locations: Highways 1, 9, 129, and 152</td>
<td>Install Electrical / Signs / Markings / Pavement</td>
<td>Fall/Winter 2019</td>
<td>$1.2 million</td>
<td>SHOPP</td>
<td>Ken Dostalek</td>
<td>PS&amp;E</td>
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<td></td>
<td></td>
<td>Project is at 95% PS&amp;E SCR 1 @ PM 18.8 (Laurent Street) SCR 9 @ PM 9.51 (Main Street) SCR 129 @ PM 0.23 (near SR1) SCR 152 @ PM T3.161 (Marchant Street)</td>
</tr>
<tr>
<td>22.</td>
<td>Santa Cruz 1 CAPM and Bridge Rails (1C85U)</td>
<td>In and near Santa Cruz from North Aptos up to Jct. Route 9 PM (10.2 to 17.5)</td>
<td>Pavement Rehabilitation, ADA Curb Ramps, Guardrail/Barrier rail/Bridge</td>
<td>January 2019 - June 2023</td>
<td>$19 million</td>
<td>SHOPP</td>
<td>Luis Duazo</td>
<td>PS&amp;E/RW</td>
</tr>
<tr>
<td>23.</td>
<td>Highway 236 Heart Hill Wall (1M450)</td>
<td>Near Boulder Creek (PM 5.4)</td>
<td>Construct soldier pile wall and restore roadway</td>
<td>2022/2023</td>
<td>$1.8 million</td>
<td>SHOPP</td>
<td>TBD</td>
<td>PID</td>
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<td></td>
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<td>Project is just kicking off PID phase.</td>
</tr>
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</table>

**ACRONYMS USED IN THIS REPORT:**

<table>
<thead>
<tr>
<th>Acronym</th>
<th>Definition</th>
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</thead>
<tbody>
<tr>
<td>ADA</td>
<td>Americans with Disabilities Act</td>
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<tr>
<td>CEQA</td>
<td>California Environmental Quality Act</td>
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<tr>
<td>CMAQ</td>
<td>Congestion Mitigation Air Quality</td>
</tr>
<tr>
<td>CMIA</td>
<td>Corridor Mobility Improvement Account</td>
</tr>
<tr>
<td>CTC</td>
<td>California Transportation Commission</td>
</tr>
<tr>
<td>ED</td>
<td>Environmental Document</td>
</tr>
<tr>
<td>EIR</td>
<td>Environmental Impact Report</td>
</tr>
<tr>
<td>PA&amp;ED</td>
<td>Project Approval and Environmental Document</td>
</tr>
<tr>
<td>PM</td>
<td>Post Mile</td>
</tr>
<tr>
<td>PS&amp;E</td>
<td>Plans, Specifications, and Estimates</td>
</tr>
</tbody>
</table>
### Abbreviations and Definitions

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>RW</td>
<td>Right of Way</td>
</tr>
<tr>
<td>SB1</td>
<td>Senate Bill 1, the Road Repair and Accountability Act of 2017</td>
</tr>
<tr>
<td>SCL</td>
<td>Santa Clara County Line</td>
</tr>
<tr>
<td>SHOPP</td>
<td>State Highway Operation and Protection Program</td>
</tr>
<tr>
<td>SR</td>
<td>State Route</td>
</tr>
<tr>
<td>STIP</td>
<td>State Transportation Improvement Program</td>
</tr>
<tr>
<td>TMS</td>
<td>Traffic Management System</td>
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</table>
AGENDA: September 5, 2019

TO: Regional Transportation Commission (RTC)

FROM: Rachel Moriconi, Senior Transportation Planner
      Guy Preston, Executive Director

RE: Programming Process for Regional Transportation Funds

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC) consider and provide direction to staff on options for programming RTC discretionary funds, which may include the RTC taking the following actions:

1. Indicate its intent to program all or a portion of the region’s shares of Surface Transportation Block Grant Program/Regional Surface Transportation Program Exchange (STBG/RSTPX) funding through FY20/21 (approximately $10 million) by population formula to the four cities and the County of Santa Cruz, with a minimum of 5% of revenues to each jurisdiction. Options for a potential set-aside of some of the STBG/RSTPX off the top for non-city/non-county projects include:

   A. No set-aside (or off the top allowance) of STBG/RSTPX, with 100% allocated to the County of Santa Cruz and four cities by formula this cycle.

   B. Set aside $350,000 in STBG/RSTPX and combine with $100,000 Measure D Highway funds previously approved for Transportation Demand Management (TDM) programs, for a total of $450,000, to be programmed via a consolidated competitive process for non-city/non-county entities (e.g. METRO, Ecology Action, Bike Santa Cruz County, University of California at Santa Cruz (UCSC) and other non-governmental organization’s projects and programs). This option is the Interagency Technical Advisory Committee (ITAC) recommendation.

   C. Set aside $200,000 in STBG/RSTPX off the top for METRO (non-competitive), plus $350,000 STBG/RSTPX (part of Option B) for non-city, non-county, non-METRO entities, for a total of approximately 5% ($550,000) set-aside of STBG/RSTPX funds this cycle. METRO staff proposed $100,000 per year set aside for METRO, but it was rejected by other voting members of the ITAC.

   D. In lieu of a competitive process (Options B and part of C), set aside $350,000 STBG/RSTPX this cycle to program as follows: some of the $350,000 STBG/RSTPX set-aside to Ecology Action for two years of eligible TDM and bicycle programs (e.g. $275,000), and some to Bike Santa Cruz County for two years of eligible bicycle safety and open streets programs (e.g. $75,000). In this option, METRO, Community Bridges, UCSC, and other potential applicants not identified above would not receive any of the STBG/RSTPX funding this cycle, though these entities could be considered for STBG/RSTPX funding in future programming cycles.
E. In lieu of competitive processes (Options B and C), set aside $350,000 STBG/RSTPX this cycle to program as follows: $200,000 to METRO, $100,000 to Ecology Action for eligible TDM and bicycle programs, and $50,000 to Bike Santa Cruz County for eligible bicycle safety and open streets programs. In this option, Community Bridges, UCSC and other potential applicants would not receive any of the STBG/RSTPX funding this cycle, though these entities could be considered for STBG/RSTPX funding in future programming cycles.

F. Under Options A and C-E above, direct staff to work with the Cruz511-TDM-Ride Amigos implementation workgroup (which includes RTC, Ecology Action, University of California at Santa Cruz (UCSC), METRO, and local jurisdiction staff), to prepare recommendations for a process to allocate $100,000 in Measure D designated for Transportation Demand Management (TDM) programs aimed at reducing vehicle miles traveled and increasing participation and use of the new the trip planner, rather than including in a consolidated call for projects.

2. In order to leverage potential state grants and continue to implement regional priorities in the preferred scenario of the Unified Corridor Investment Study, indicate its intent to program the RTC's formula shares of State Transportation Improvement Program (STIP), Local Partnership Program (LPP-f), and one-time Highway Improvement Program (HIP) funds to the Highway 1 Auxiliary Lanes/Bus on Shoulders and Chanticleer Bicycle/Pedestrian Overcrossing regional projects. This item is also recommended by the ITAC. METRO staff has indicated they are supportive of this action, with Option 1C above and Item 3, below.

3. Indicate its intent to allocate $100,000 per year of the RTC's population shares (PUC 99313) of FY19/20-FY21/22 State Transit Assistance (STA) funds to Community Bridges Lift Line and to pass through the balance of the RTC's FY19/20-FY21/22 shares of State Transit Assistance (STA) (estimated $2,586,000 in FY19/20) and 100% of the region's population shares (PUC 99313) of FY19/20-FY21/22 SB1 transit State of Good Repair funds (approximately $374,000 in FY19/20) to Santa Cruz METRO (see separate agenda item), thereby holding in abeyance for three years a 2017 RTC policy that would have gradually reduced direct allocations to METRO and made some of the region's population shares of new SB1 STA and SGR funds available for eligible community transportation or METRO projects and services (approximately $1.5 million over 3 years; 15% in FY19/20, 20% in FY20/21 and 25% in FY21/22). This item is also recommended by the ITAC. METRO staff has indicated support for this item, with Option 1C and Item 2, above.

Staff recommends that the Regional Transportation Commission (RTC) also:

4. Direct staff to work with the County of Santa Cruz, Caltrans, and METRO to apply for Senate Bill 1 competitive grant funds (which may include Solutions for Congested Corridors Program (SCCP), Local Partnership Program (LPP-c), Active Transportation Program (ATP), and/or Trade Corridor Enhancement Program (TCEP) funds for the Highway 1 Auxiliary Lanes/Bus on Shoulders, Chanticleer Bicycle/Pedestrian Bridge, and Soquel Corridor bikeway projects, using Measure D and STIP funds to leverage these state grants;
5. Request that project sponsors submit cost, schedule, project scope/description and other programming information as may be needed for projects proposed for the funding sources identified above; and

6. Direct staff to schedule public hearings, as needed, to program funds no later than December 15, 2019.

BACKGROUND

As the Regional Transportation Planning Agency (RTPA) for Santa Cruz County, the Santa Cruz County Regional Transportation Commission (RTC) is responsible for programming and/or allocating regional shares of certain state, federal, and regional funds. These include funds available through the State Transportation Improvement Program (STIP), Surface Transportation Block Grant Program/Regional Surface Transportation Program Exchange (STBG/RSTPX), Senate Bill 1 (SB1) formula Local Partnership Program (LPP-f), State Transit Assistance (STA), SB1-transit State of Good Repair (SGR) program, as well as a one-time infusion of funds from the FHWA Highway Infrastructure Program (HIP). These funds and their available uses are described in more detail in Attachment 1.

The RTC has typically programmed discretionary funds through a consolidated competitive process; however, at its June 5, 2019 meeting, the RTC board approved a motion indicating that it is the Commission’s intention to distribute STBG/RSTPX funds on a formula basis to local jurisdictions for the current round of funding. The RTC directed staff to work with the cities and County of Santa Cruz to determine the distribution formula, to continue to meet with METRO and other stakeholders for input, and to return to the RTC with a proposed process and timeline for programming the RTC’s discretionary funds. Since the June RTC board meeting, public works departments and city managers, Santa Cruz METRO staff, and several other stakeholders have discussed and negotiated a range of proposals and scenarios for RTC-discretionary funds.

DISCUSSION

Surface Transportation Block Grant/Regional Surface Transportation Program Exchange

The total estimated STBG/RSTPX funds available for programming by the RTC through FY20/21 is over $10.6 million and includes approximately $350,000 in pre-FY18/19 carry-over balances that are primarily the result of interest earnings and actual revenues from Caltrans varying from preliminary estimates. Agreement was reached between cities and the county that the RTC’s shares of STBG/RSTPX funds through FY20/21 be distributed on a population formula basis to cities and the County, with a minimum of 5% of funds allocated to each jurisdiction. In addition to allocating the majority of funds to cities and the County, at the August 15, 2019 Interagency Technical Advisory Committee (ITAC) meeting, the committee approved a motion recommending that $350,000 of STBG/RSTPX be set aside off the top for the RTC to distribute on a competitive basis for programs and projects implemented by non-city and non-County agencies, like METRO, Ecology Action, Bike Santa Cruz County, and University of California at Santa Cruz (UCSC). The ITAC recommends that this competitive call for projects be combined with the $100,000 in Measure D Highway Corridor funds that were included in the RTC’s 5-year plan (approved June 2019) for Transportation Demand Management (TDM) programs aimed at reducing vehicle miles traveled and increasing participation and use of the new trip planner.
In addition to the ITAC recommendation, there have been some other recommendations and options. **Staff recommends that the RTC consider the ITAC recommendation and other options and provide direction to staff regarding programming STBG/RSTPX funds.** Additional options include, but are not limited to:

- Increase or decrease funds set-aside for non-city/non-county entities;
- Allocate an additional set-aside of STBG/RSTPX funds off the top to METRO;
- In lieu of a competitive process for a relatively small amount of funding, indicate intent to program specific amounts of STBG/RSTPX off the top this cycle ($350,000-$550,000) to METRO, Ecology Action, Bike Santa Cruz County, and possibly other entities for transit, bicycle safety, TDM, and/or open streets programs;
- Direct staff to work with the Cruz511-TDM-Ride Amigos implementation workgroup, which includes RTC, Ecology Action, University of California at Santa Cruz (UCSC) and staff from local jurisdictions, to prepare recommendations for the process to allocate and/or uses of $100,000 in Measure D for TDM programs aimed at reducing vehicle miles traveled and increasing participation and use of the new the trip planner. Since these funds were designated for a specific type of TDM work in the Measure D 5-year plan, it may be preferable to keep a decision on how these funds are used separate.

Attachment 2 includes a sample breakdown of different STBG/RSTPX fund distribution options.

**Transit Funds: State Transit Assistance (STA) and State of Good Repair (SGR)**

Based on discussions with METRO and Community Bridges Lift Line, METRO proposed and the ITAC agreed with a recommendation to allocate $100,000 per year of the RTC’s 99313 shares of FY19/20-FY21/22 State Transit Assistance (STA) funds to Community Bridges Lift Line and to pass through the balance of the RTC’s share of State Transit Assistance (STA) and 100% of the region’s SB1-transit State of Good Repair funds to Santa Cruz METRO through FY21/22. This would be in lieu of a 2017 RTC decision that would have gradually made some of the region’s population shares (PUC 99313) of STA and SGR funds (approximately $1.5 million over 3 years) available to METRO and/or other community transportation services and projects, most likely through a competitive process or based on priorities identified through the annual Unmet Paratransit and Transit Needs and TDA-claim process, with METRO’s allocations tapered from 100% in FY18/19, to 85% in FY19/20, 80% in FY20/21, and 75% in FY21/22. (See separate agenda item for specific recommendation for FY19/20 SGR funds, which is due to Caltrans in September.) Staff will work with Lift Line and METRO to prepare and bring updated TDA/STA claims for the balance of FY19/20 State Transit Assistance (STA) funds to the RTC for consideration later this year.

**Other RTC Discretionary Funds**

For other RTC discretionary funds: State Transportation Improvement Program (STIP), Local Partnership Program (LPP-f), and Highway Improvement Program (HIP), public works and METRO staff indicated support for allocating those funds to the Highway 1 Auxiliary Lanes/Bus on Shoulders and Chanticleer Bicycle/Pedestrian overcrossing. Most other regional agencies in the state also focus their STIP and LPP formula funds to regionally significant projects and do not have a competitive process for those funds. Since the CTC is only required by state law to program $1,057,000 of the region’s $3,374,000 formula target of new STIP funds and $950,000 in funds from a lapsed project through FY24/25, designating the region’s STIP funds on this one project this cycle, which could be backfilled with Measure D funds, mitigates some of this uncertainty and programming discretionary funds to this project is expected to also increase the
RTC’s ability to leverage competitive state grants for the project. Staff recommends that the RTC direct staff to apply for competitive grants for this project. Programming the STIP funds to the Highway 1 program, provides RTC with potential access to Caltrans’ 20% contingency for potential cost over-runs if Caltrans is the lead agency for the construction phase. The ITAC voted to also support this proposal for STIP, LPP-f, and HIP funds this cycle, though some agencies suggested other regionally-significant projects be considered in future RTC-discretionary fund programming cycles.

Staff recommends that the RTC consider and provide direction on the proposed process for programming RTC-discretionary funds this cycle.

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

<table>
<thead>
<tr>
<th>Funding Source</th>
<th>Funds</th>
<th>Notes</th>
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<tbody>
<tr>
<td>Surface Transportation Block Grant Program/Regional Surface Transportation Program Exchange (STBG/RSTPX)</td>
<td>Approximately $10.7 million through FY20/21</td>
<td>Available for wide range of transportation projects. Match: 11.47% <strong>Proposal:</strong> Distribute some funds to non-city/county entities (e.g. $350,000-$550,000), with balance distributed to cities and county on a population formula basis, with a minimum of 5% to each city</td>
</tr>
<tr>
<td>State Transit Assistance (STA) (99313), includes new funds from SB1</td>
<td>Est. $2,686,000 FY19/20</td>
<td>RTC previously indicated intent to program 15% on competitive basis in FY19/20, 20% in FY20/21, and 20% in FY21/22. <strong>Proposal:</strong> Indicate intent to program $100,000 per year to Lift Line and balance to METRO for FY19/20 - FY21/22</td>
</tr>
<tr>
<td>SB1 State of Good Repair (99313)</td>
<td>Est. $374,250 FY19/20</td>
<td>RTC previously indicated intent to program 15% on competitive basis in FY19/20, 20% in FY20/21, and 20% in FY21/22. <strong>Proposal:</strong> Indicate intent to program 100% to METRO for FY19/20 - FY21/22</td>
</tr>
<tr>
<td>State Transportation Improvement Program (STIP)-regional shares</td>
<td>$1,057,000-$3.4 million new funds through FY24/25 (total TBD by CTC), plus $950k lapsed funds</td>
<td>Available for most transportation projects, except ongoing transit and local road maintenance and operations. RTC must select projects by 12/15/19, subject to concurrence from CTC. <strong>Proposal:</strong> Indicate intent to program funds to Hwy 1 Aux/Bus on Shoulders projects.</td>
</tr>
<tr>
<td>Highway Infrastructure Program (HIP)</td>
<td>Approx. $680,000 (one time)</td>
<td>One-time infusion of federal funds available for highway, bridge and local road projects. Must be obligated by 9/30/21. <strong>Not eligible:</strong> Rural minor collectors or local access, transportation alternatives (bike/ped), ferries, transit, or transportation planning and studies. Match: 13.5% <strong>Proposal:</strong> Indicate intent to program funds to Hwy 1 Aux/Bus on Shoulders projects.</td>
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Ecology Action and Bike Santa Cruz County have submitted letters describing their programs (Attachment 3). UCSC staff (Attachment 4), Lift Line and some other entities have noted that while they are supportive of the proposed process this cycle, they have expressed interest in ensuring that entities are not excluded from opportunities to secure or compete for STBG/RSTPX and other funds in the future and have asked that this process not be locked in perpetuity. As a reminder, the RTC may have to program $6.4 million in future STBG/RSTPX funds to the Harkins Slough Road/Highway 1 bicycle/pedestrian crossing in order to meet prior RTC commitments, if Watsonville does not successfully secure other state or federal competitive grants for the project. Staff will continue discussions with project sponsors and other stakeholders on options for future funding cycles, taking into consideration outstanding RTC commitments, the need for stable and predictable funding for ongoing needs, and any future changes to federal, state, and regional funding programs.

**Next Steps**

The RTC remains responsible for programming funds and confirming that proposed uses of funds are consistent with the Regional Transportation Plan (RTP) and applicable state and federal program guidelines, even if some funds are allocated by formula or designated for specific projects. Approved projects are programmed in the RTC’s Regional Transportation Improvement Program (RTIP) and/or RTC budget. If projects are considered regionally significant, will impact air quality conformity, or receive federal funds, they are also amended into the Federal/Metropolitan Transportation Improvement Program (prepared by the Association of Monterey Bay Area Governments (AMBAG)). Projects approved by the RTC for State Transportation Improvement Program (STIP) and Local Partnership Program (LPP) funds are subject to concurrence from the California Transportation Commission (CTC).

As such, cities, the County of Santa Cruz, METRO, RTC and other entities will need to submit project information to the RTC for concurrence and approval. Upon submittal of project information for any of the RTC-discretionary funds, staff will schedule a public hearing(s) to give the public the opportunity to provide input on proposed uses of these funds. Given state deadlines for some funds and to accelerate delivery of projects to the public, staff will work with project sponsors to submit proposals in time for advisory committee review and RTC board approval before December 15, 2019.

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<tr>
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<th>Funds</th>
<th>Notes</th>
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</table>
| SB1 Local Partnership Program-formula (LPP-f)        | $302,000 FY19/20; could increase to ~$600K/yr pending legislation | Funds available FY19/20-FY20/21, and possibly FY21/22, pending legislative and CTC decisions. Available due to Measure D. METRO receives equal amount directly for its sales tax measure. Match: 1-to-1
|                                                     |                                            | **Proposal:** Indicate intent to program funds to Hwy 1 Aux/Bus on Shoulders projects. |
| Measure D Highway Corridor funds available for Transportation Demand Management (TDM) programs | $100,000 ($50,000 in FY19/20 and $50,000 in FY20/21) | $100,000 included in Measure D 5-year plan for TDM programs that reduce vehicle miles traveled and support use of new trip planner. **Proposals:** Include in competitive call for proposals or direct staff to work with TDM/Ride Amigos workgroup to recommend process or uses of funds. |
Public works departments have started identifying possible projects for STBG/RSTPX funds. Depending on project schedules, agencies agreed to work together to coordinate and expedite use of funds, possibly allowing some agencies to use more funds in early years, with others saving funds for larger projects or projects that require more lead time. Staff will work with project sponsors to review project delivery schedules and determine the best timing for programming funding sources to specific projects.

If the RTC decides to have a competitive process for STBG/RSTPX or other funds, staff anticipates issuing a call for proposals/projects in the next few weeks, with applications due in October, reviewed by committees in November, and approved by the RTC in December 2019, following a public hearing. The RTC evaluates projects proposed for funds based on how well they address Regional Transportation Plan (RTP) goals, policies, and targets; as well as applicable federal and state criteria and guidelines.

**FISCAL IMPACT**

State, federal, and regional funding is critical to implementation of priority projects. Strategic programming can help agencies leverage grant funds for priorities, as well as maintain existing facilities, programs, as services. Any funds programmed by the RTC will be included in the 2020 Regional Transportation Improvement Program (RTIP) and/or future RTC budget amendments, as appropriate.

**SUMMARY**

The RTC is responsible for selecting projects to receive certain state, federal, and regional funds. Staff recommends that the RTC review and approve processes for programming regional shares of Surface Transportation Block Grant Program (STBG)/Regional Surface Transportation Program Exchange (RSTPX), State Transportation Improvement Program (STIP), Local Partnership Program-formula (LPP-f), Highway Infrastructure Program (HIP), State Transit Assistance (STA), State of Good Repair (SGR), and Measure D Highway Transportation Demand Management (TDM) funds in 2019.

Attachments:
1. RTC Discretionary Fund Descriptions
2. Sample STBG/RSTPX Distribution Scenarios
3. Letters from Ecology Action and Bike Santa Cruz County
4. Letter from UCSC
RTC Action 6/6/19:
The County Public Works Department proposed that STBG/RSTPX be distributed by formula to cities and the County of Santa Cruz rather than through a competitive process. In response, the RTC took action to:

1. Direct staff to continue to meet with its stakeholders for input and return to the RTC with a proposed process and timeline for programming the RTC’s discretionary funds; and

2. With the added direction that the Commission’s intention is support the distribution of the RSTPX/STBG funds by a formula basis to the local jurisdictions for the current round of funding.

The motion (Schiffrin/Brown) passed with Commissioners Bertrand, Bottorff, Brown, Caput, Gonzalez, Rotkin, and Commissioner Alternate Schiffrin voting "aye", and Commissioners Coffman-Gomez, Johnson, McPherson, and Commissioner Alternate Mulhearn voting "no."

Surface Transportation Block Grant Program/Regional Surface Transportation Program Exchange (STBG/RSTPX) – Federal funds, usually exchanged for state funds in Santa Cruz County

Background: The STBG program (sometimes referred to as RSTP, STP, or RSTPX) is established through the federal transportation act, with criteria set by FHWA and Caltrans Local Assistance guidance, and RTC Rules and Regulations. As a smaller county in California, the state allows RTC to exchange the federal STBG funds for state RSTPX. The RTC has historically programmed these funds through a competitive process to a wide range of projects and agencies.

RTC-discretionary share: $3 million per year on average. The County of Santa Cruz receives an additional $224,813 of the region’s share directly. Funds statewide are distributed to the applicable metropolitan planning organization, county transportation commission, or transportation planning agency on the basis of relative population, California Streets & Highways Code, Sec. 182.6.c.

State mandates/process: Per Sec. 182.6.d. The RTC is required to apportion the funds for projects implemented by cities, counties, and other transportation agencies on a fair and equitable basis based upon an annually updated five-year average of allocations. Projects shall be nominated by cities, counties, transit operators, and other public transportation agencies through a process that directly involves local government representatives.

Per Sec. 182.6.e. The [RTC], in cooperation with Caltrans, cities, counties, and affected transit operators, shall select and program projects in conformance with federal law. [aka RTC and AMBAG projects are programmed in the TIP]

Per RSTPX agreements with Caltrans:

- RTC is required to allocate funds only for projects and to entities authorized under Article XIX of the California State Constitution and Section 182.6(d)(1) of the Streets and Highways Code.

- Project sponsors are required to establish a special account for the purpose of depositing therein all payments received: (a) for cities within their Special Gas Tax Street Improvement Fund, (b) for counties, within their County Road Fund, and (c) for all other sponsors, a separate account.

- In the event a project sponsor fails to use Funds in accordance with the terms of its agreement with Caltrans, require that project sponsor to return those exchange Funds to RTPA for credit.
**Eligible applicants:** Governmental entities implementing eligible activities, including RTC, Caltrans, cities, counties, UCSC, METRO, Cabrillo, and non-profits with a master agreement with Caltrans or with a public agency sponsor – such as Ecology Action, Bike Santa Cruz County, Community Bridges, Community Traffic Safety Coalition, etc.

**Eligible Projects and Activities:**

**General:** STBG (and RSTP Exchange) funds must be used for projects as defined in Sections 133(b) and 133(c) of Title 23 of the United States Code (U.S.C)—Highways, and not otherwise excluded by Article XIX-Motor Vehicle Revenues of the CA State Constitution. Only direct project related costs are eligible. Local agency overhead and other non-direct charges are ineligible.

1. **Location of Projects (23 U.S.C. 133(c)):** STBG projects may not be undertaken on a road functionally classified as a local road or a rural minor collector unless the road was on a Federal-aid highway system on January 1, 1991, except-

   (1) For a bridge or tunnel project (other than the construction of a new bridge or tunnel at a new location) not on federal-aid highways;
   (2) For a project described in 23 U.S.C. 133(b)(4)-(11) and described below under "Eligible Activities" (b)(4) through (11);
   (3) For transportation alternatives projects described in 23 U.S.C. 101(a)(29) before enactment of the FAST Act (these are described in 23 U.S.C. 133(h) and in separate TA Set-Aside guidance.); and
   (4) As approved by the Secretary of the U.S. Department of Transportation (DOT).

2. **Eligible Activities (23 U.S.C. 133(b)):** Subject to the location of projects requirements listed above, the following eligible activities are listed in 23 U.S.C. 133(b):

   (1) **Construction:** Construction, as defined in 23 U.S.C. 101(a)(4), of the following:
     i. Highways, bridges, and tunnels, including roads under 40 U.S.C. 14501;
     iii. Transit capital projects eligible under chapter 53 of title 49, United States Code;
     iv. Infrastructure-based intelligent transportation systems capital improvements, including the installation of vehicle-to-infrastructure communication equipment;
     v. Truck parking facilities eligible under Section 1401 of MAP-21 (23 U.S.C. 137 note);
   (2) **TDM/TSM Operations:** Operational improvements and capital and operating costs for traffic monitoring, management, and control facilities and programs. Operational improvement is defined in 23 U.S.C. 101(a)(18).
   (3) **Environmental measures** eligible under 23 U.S.C. 119(g), 328, and 329, and transportation control measures listed in Section 108(f)(1)(A) (other than clause (xvi) of that section) of the Clean Air Act (42 U.S.C. 7408(f)(1)(A)).
   (4) **Safety Projects:** Highway and transit safety infrastructure improvements and programs, including railway-highway grade crossings.
   (5) **Parking and Carpool Projects:** Fringe and corridor parking facilities and programs in accordance with 23 U.S.C. 137 and carpool projects in accordance with 23 U.S.C. 146. Carpool project is defined in 23 U.S.C. 101(a)(3).
   (7) **Boulevard Development:** Planning, design, or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
(8) State Planning: Development and implementation of a State asset management plan for the National Highway System (NHS) and a performance-based management program for other public roads.

(9) Bridge Preservation: Protection (including painting, scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) for bridges (including approaches to bridges and other elevated structures) and tunnels on public roads, and inspection and evaluation of bridges and tunnels and other highway assets.

(10) Planning, Research and Development: Surface transportation planning programs, highway and transit research and development and technology transfer programs, and workforce development, training, and education under chapter 5 of title 23, United States Code.

(11) Intermodal Infrastructure: Surface transportation infrastructure modifications to facilitate direct intermodal interchange, transfer, and access into and out of a port terminal.

(12) Congestion Pricing and TDM: Projects and strategies designed to support congestion pricing, including electronic toll collection and travel demand management strategies and programs.

(15) Other Projects: Any type of project eligible under 23 U.S.C. 133 as in effect on the day before the FAST Act was enacted. Among these are:
   i. Bridge Replacement: Replacement of bridges with fill material;
   ii. Bridge Inspector Training: Training of bridge and tunnel inspectors;
   iii. Bridge Treatments: Application of calcium magnesium acetate, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and deicing compositions for bridges (and approaches to bridges and other elevated structures) and tunnels;
   iv. Projects to accommodate other transportation modes continue to be eligible pursuant to 23 U.S.C. 142(c) if such accommodation does not adversely affect traffic safety;
   v. Transit capital projects eligible for assistance under chapter 53 of title 49 United States Code (most FTA transit programs), including vehicles and facilities (publicly or privately owned) that are used to provide intercity passenger bus service;
   vi. Ferry terminal Access: Approach roadways to ferry terminals to accommodate other transportation modes and to provide access into and out of the ports;
   vii. Transportation alternatives previously described in 23 U.S.C. 101(a)(29) and described in 23 U.S.C. 213; [includes carrying out non-infrastructure-related activities related to safe bicycle use under 23 U.S.C. 133(b)(6), 217(a), and Sec. 1404(f) of SAFETEA-LU]
   viii. Intersection safety/congestion: Projects relating to intersections having disproportionately high accident rates, high levels of congestion (as evidenced by interrupted traffic flow at the intersection and a level of service rating of "F" during peak travel hours, calculated in accordance with the Highway Capacity Manual), and are located on a Federal-aid highway;
   ix. Construction and operational improvements for any minor collector if the minor collector and the project to be carried out are in the same corridor and in proximity to an NHS route; the construction or improvements will enhance the level of service on the NHS route and improve regional traffic flow; and the construction or improvements are more cost-effective, as determined by a benefit-cost analysis, than an improvement to the NHS route;
   x. Workforce development, training, and education activities discussed in 23 U.S.C. 504(e);
   xi. Advanced truck stop electrification systems. Truck stop electrification system is defined in 23 U.S.C. 101(a)(32);
   xii. Installation of safety barriers and nets on bridges, hazard eliminations, projects to mitigate hazards caused by wildlife;
   xiii. Electric vehicle and natural gas vehicle infrastructure in accordance with 23 U.S.C. 137;
   xiv. Asset management: Data collection, maintenance, and integration and the costs associated with obtaining, updating, and licensing software and equipment required for risk-based asset management.
and performance based management, and for similar activities related to the development and implementation of a performance based management program for other public roads;

xv. **Construction of any bridge** in accordance with 23 U.S.C. 144(f) that replaces any low water crossing (regardless of the length of the low water crossing); any bridge that was destroyed prior to January 1, 1965; any ferry that was in existence on January 1, 1984; or any road bridge that is rendered obsolete as a result of a Corps of Engineers flood control or channelization project and is not rebuilt with funds from the Corps of Engineers. Not subject to the Location of Project requirement in 23 U.S.C. 133(c); and

xvi. **Historic Preservation**: Actions in accordance with the definition and conditions in 23 U.S.C. 144(g) to preserve or reduce the impact of a project on the historic integrity of a historic bridge if the load capacity and safety features of the historic bridge are adequate to serve the intended use for the life of the historic bridge. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).

2. **Applicability of Planning Requirements (23 U.S.C. 133(d)(5))**: Projects must be identified in the Transportation Improvement Program (TIP) and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan/Regional Transportation Plan(s). Programming and expenditure of funds for projects shall be consistent with 23 U.S.C. 134 and 135.

   STBG projects for eligible planning purposes must be reflected in the statewide SPR work program or Metropolitan Unified Planning Work Program. Further, these projects must be in the STIP/TIP unless the State DOT or MPO agree that they may be excluded. (23 CFR 420.119(e))

3. **Applicability of 23 U.S.C. 217(i) for Bicycle Projects**: 23 U.S.C. 217(i) requires that bicycle facilities “be principally for transportation, rather than recreation, purposes.” However, 23 U.S.C. 133(b)(6) and 133(h) list “recreational trails projects” as eligible activities under STBG. Therefore, the requirement in 23 U.S.C. 217(i) does not apply to recreational trails projects (including for bicycle use) using STBG funds. Section 217(i) continues to apply to bicycle facilities other than trail-related projects, and Section 217(i) continues to apply to bicycle facilities using other Federal-aid highway program funds (e.g., NHPP, Highway Safety Improvement Program, and Congestion Mitigation and Air Quality Improvement Program). The transportation requirement under Section 217(i) is applicable only to bicycle projects; it does not apply to any other trail use or transportation mode.

Not eligible: Only direct project related costs are eligible. Local agency overhead and other non-direct charges are ineligible for STBG and RSTPX. Ongoing maintenance and operations are also ineligible.

Match: 11.47% non-federal

**State Transportation Improvement Program (STIP)** – State & federal funds

**Background**: Since approval of Senate Bill 45 in 1997, regions have received 75% of STIP funds by formula for projects approved by the Regional Transportation Planning Agency (RTPA) – RTC in Santa Cruz County. The RTC has typically programmed these funds through a competitive process, though has occasionally set aside a portion of the region’s share of funds for major regional projects. Criteria for use of the funds and final approval and allocation of funds is set by the California Transportation Commission (CTC). 2020 STIP Guidelines to be finalized in August 2019.

Prior to 1998, the CTC focused most of the funds on highway and interregional rail projects, when the STIP was one of the only funding source for capacity increasing projects on the State Highway System.

**RTC-Discretionary Share**: Two years of new capacity are added through FY24/25 in the 2020 STIP: $1,057,000 minimum through FY23/24. The CTC has discretion on whether to program an additional $2,317,000 through FY24/25 ($3,374,000 total new funds), plus $950,000 in funds added back from a lapsed project (Monterey Bay Sanctuary Scenic Trail Network (MBSST)-Segment 18). There is nearly no new capacity prior to FY23/24.

Available fund amounts have varied significantly over the years depending on the state Fund Estimate and allocation capacity, which are impacted by state and federal legislation, CTC priorities, Caltrans
SHOPP and other costs taken off the top, state bond debt service repayment methods, fuel consumption and gas tax revenues. Public Transportation Account (PTA) funds that used to flow through the STIP are now allocated to the State Transit Assistance (STA) program. Federal Transportation Enhancement funds that used to flow through the STIP are now programmed by the CTC through the Active Transportation Program (ATP).

**Eligible applicants:** Governmental entities implementing eligible activities, including RTC, Caltrans, cities, counties, METRO.

**Eligible Projects:**
- Projects that meet eligibility requirements for funds from the State Highway Account, in accordance with Article XIX of the California Constitution can receive STIP funds.
- RTC project planning, programming, and monitoring: this includes preparation of the RTIP, RTP, coordination with Caltrans on highway projects, etc.
- Capital projects (including project development costs). These projects generally may include, but are not limited to, improving State highways, local roads, public transit (including buses), intercity rail, pedestrian and bicycle facilities, grade separations, transportation system management, transportation demand management, soundwalls, intermodal facilities, and safety.
  - Rail rolling stock and buses may be funded only from the Federal revenues in the STIP.
- Non-capital costs for transportation system management or transportation demand management (e.g. Freeway Service Patrol and Cruz511) may be included where the regional agency finds the project to be a cost-effective substitute for capital expenditures.
- **Not eligible:** Road and transit maintenance are not eligible.

**Match:** None currently required

**Timing:** RTC proposals are due to CTC by 12/15/19. Funds are available through June 30, 2025 and are subject to strict use-or-lose schedule deadlines.

**Local Partnership Program-formula (LPP-f) – State funds**

**Background:** The LPP program was established through Senate Bill 1 (2017). The funds are available for projects in areas with sales taxes or fees dedicated to transportation. Currently 50% of the funds are programmed by the CTC through a statewide competition and 50% are allocated by formula to agencies with eligible taxes and fees. The RTC has discretion over half of Santa Cruz County’s formula share; METRO receives an equal amount of the county’s share for its transit ½-cent sales tax. **Criteria are established by the CTC and are subject to change, with guidelines and fund estimates for FY20/21 and FY21/22 funds scheduled for adoption by the CTC later this year, depending on legislative actions.**

**RTC-Discretionary Share:** FY19/20: $302,000; FY20/21+ $TBD pending state legislation (SB277). May double initially, but over time would likely slowly drop as other agencies in the state initiate new tax measures and fees or their proportional shares of population or revenue grow. Staff does not recommend allocating this relatively small amount of funds by formula or through a separate competitive program.

**Eligible applicants:** Governmental entities implementing eligible activities, including RTC, Caltrans, cities, counties, UCSC, METRO, Cabrillo, and non-profits with a master agreement with Caltrans or with a public agency sponsor – such as Ecology Action, Bike Santa Cruz County, Community Bridges, Community Traffic Safety Coalition, etc.

**Match:** Requires one-to-one match of funds that are not under CTC discretion (with the possible exception of STIP funds)

**Eligible Projects and Activities:**
- Transportation projects identified in Measure D sales tax Expenditure Plan
• Improvements to the state highway system including, but not limited to, all of the following:
  o Major rehabilitation of an existing segment that extends the useful life of the segment by at least 15 years;
  o New construction to increase capacity of a highway segment that improves mobility or reduces congestion on that segment; and
  o Safety or operational improvements on a highway segment that are intended to reduce accidents and fatalities or improve traffic flow on that segment.
• Improvements to transit facilities, subject to the restrictions of Article XIX of the California Constitution, including guideways, that expand transit services, increase transit ridership, improve transit safety, enhance access or convenience of the traveling public, or otherwise provide or facilitate a viable alternative to driving.
• Improvements to the local road system, including, but not limited to, both of the following:
  o Major roadway rehabilitation, resurfacing, or reconstruction that extends its useful life by at least 15 years; and
  o New construction and facilities to increase capacity, improve mobility, or enhance safety.
• Improvements to bicycle or pedestrian safety or mobility with a useful life of at least 15 years.
• Improvements to mitigate the environmental impact of new transportation infrastructure on a locality’s or region’s air quality or water quality, commonly known as “urban runoff,” including, management practices for capturing or treating urban runoff.
• For purposes of the Local Partnership Program, a separate phase or stage of construction for an eligible project may include mitigation of the project’s environmental impacts, including, but not limited to, sound walls, landscaping, wetlands or habitat restoration or creation, replacement plantings, and drainage facilities.
• Sound walls for a freeway that was built prior to 1987 without sound walls and with or without high occupancy vehicle lanes if the completion of the sound walls has been deferred due to lack of available funding for at least 20 years and a noise barrier scope summary report has been completed within the last 20 years.
• Road maintenance and rehabilitation.
• Other transportation improvement projects.
• Preconstruction work will be allowed for the formulaic programs.

Highway Infrastructure Program (HIP) - Federal Funding

Background: The 2018 Federal Omnibus bill provided California additional funds for road and bridge projects. This was a one-time allocation of funds.

RTC-Discretionary Share: Approximately $680,000 in one time funding. This is not an ongoing program. Staff would not recommend allocating this relatively small amount of funds by formula or through a separate competitive program.

Eligible activities: Only construction, right-of-way, and design of highways, bridges and tunnels on the federal-aid system per 23 USC 133 (b)(1)(A). (See STBG above). Not eligible: Rural minor collectors or local access, transportation alternatives (bike/ped), ferries, transit, or transportation planning and studies.

Match: 13.5% non-federal match required

Timing: Funds must be obligated by September 30, 2021, or the funds lapse.
Sample STBG/RSTPX Distribution Scenarios - 2019 Cycle

Sample scenarios if STBG/RSTPX generally apportioned by population to 4 cities and County of Santa Cruz, with min. 5% per jurisdiction per year

Available funds: **"$10.66M through FY20/21 ($350k carryover from pre-FY18/19; $3.36M FY18/19; est. $3.47M FY19/20; est. $3.47M FY20/21"**

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1 - State of California, Dept. of Finance, E-1 Population Estimates for Cities and Counties (5/19); update allocations to local jurisdictions annually in RTC budget.

2 - The County of Santa Cruz receives additional direct allocation of $224,813 of the region’s RSTP funds each year per statute

3 - Total STBG/RSTPX includes $350k unprogrammed carryover from pre-FY18/19, FY18/19 actuals, and prelim. estimates for FY19/20 and FY20/21

4 - Available for any non-city/non-county eligible projects, which may include METRO, Ecology Action, Bike SCC, UCSC, Cabrillo, Health Services, Community Bridges, and other non-profit agency projects or programs.

5 - $100,000 Measure D designated for Transportation Demand Management (TDM) programs could be combined into a consolidated competitive program with these STBG/RSTPX funds.
August 23, 2019

Guy Preston
Director
Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue
Santa Cruz, CA 95060

Dear Mr. Preston,

We’re writing regarding the new plan to allocate RSTP funds on a formula basis to the five local jurisdictions with an off-the-top allocation to other local entities as well. We understand the larger scope and intent of this plan and are seeking assures that it wouldn’t eliminate or diminish a current funding source for Ecology Action (EA), Bike Santa Cruz County and other local entities but instead would fund immediately impactful sustainable transportation programs that reduce VMT. EA, supported by RSTP funds, has directly served and engaged over 3,500 locals with bike safety education and bike encouragement that reduce single occupancy trips by getting more locals using healthy, low cost and sustainable means of transportation.

Ecology Action is requesting $150,000 of annual ($300,000 from the upcoming 2-year funding cycle) RSTP funds to provide viable, safe and low-cost sustainable transportation options to children and adults. The online data-driven Bike Challenge and Youth Bike and Walk Safety Education initiatives will serve over 2,300 locals on an ongoing basis throughout the year. Without these funds elementary school students would go without essential active transportation safety education and a new an impactful adult bike commuter program would sputter rather than grow with momentum.

RTC staff has also recommended a call for proposals – utilizing Measure D Highway 1 funds to fulfill specific employer based TDM sustainable transportation work that supports the RTC soon-to-be launched online TDM platform as part of their Cruz511 commuter services. It is EA’s intention to compete for this separate and specific Measure D fund as EA has worked with local employers for over 30 years offering them consistent, engaging and effective sustainable transportation options, resources and direct services. EA's ever evolving TDM services help reduce VMT on main thoroughfares such as Highway 1 by providing viable SOV options.

Most recently, RSTP funds propelled EA’s new innovative Bike Month Challenge and bike commuter outreach and education to employers. Over 1,127 locals actively participated in the Bike Month Challenge and workshops logging 9,444 bike transportation trips and 40,414 miles during May. EA leveraged $30,000 of City of Santa Cruz and private donations to make the RSTP funds go further for the Bike Month Challenge.

The May Bike Challenge results include:

- 94 new riders (247 new riders registered over 12 months)
- 1,054 total bike riders (1,751 riders registered over 12 months)
• 80 local businesses served
• 119,132 miles ridden total
• 1.5 times around the earth of transportation bike miles!
• Average transportation trip distance of 5.7 miles
• 35,095 lbs. of greenhouse gas emissions avoided

In the past RSTP money has also funded our Youth Bike & Walk Safety training at County schools. Ecology Action used RTSP funds to teach bike and pedestrian safety training to 2,468 elementary students at the following 13 schools:

- Ann Soldo Elementary School, Watsonville
- Mintie White Elementary School, Watsonville
- HA Hyde Elementary School, Watsonville
- MacQuiddy Elementary School, Watsonville
- Bradley Elementary School, Corralitos
- Mar Vista Elementary School, Aptos
- Rio Del Mar Elementary School, Aptos
- Landmark Elementary School, Watsonville
- Vine Hill Elementary, Scotts Valley
- San Lorenzo Valley Elementary, Felton
- Live Oak Elementary, Santa Cruz
- Soquel Elementary, Soquel
- Valencia Elementary, Aptos

Over the past years EA has successfully competed for RTSP funds to further the RTC's goal of reducing SOV trips by providing essential bicycle and walking encouragement and education that complements the County's and local cities' improvement of bike and pedestrian infrastructure. Our programs are a part of a well-rounded local transportation system that gets people moving with less reliance on drive alone trips. Bike and pedestrian safety and encouragement also benefits the Metro as it provides first and last mile of bus transit trips.

RSTP has given EA a flexible source of funding to meet community needs from providing hands-on bike and walking safety training for youth to engaging adults in effective bike commuter incentives and encouragement initiatives.

Thank you for assuring that any new formula distribution of RSTP funds will provide funding for Ecology Action to help the RTC meet their sustainable transportation goals and objectives.

Sincerely,

Jim Murphy
CEO

Piet Canin
Strategic Development Director
August 14, 2019

Guy Preston
Director
Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue
Santa Cruz, CA 95060

Dear Mr. Preston,

I am writing regarding the new plan to allocate RSTP funds on a formula basis to the five local jurisdictions, with a possible allocation to other local entities as well. While I understand the bigger picture and the intent of this plan, I am very interested in continuing a sustaining funding source for Bike Santa Cruz County, Ecology Action and other local community based organizations. RSTP funding has supported several of Bike Santa Cruz County’s programs, many of which serve low income, priority populations in Watsonville, Live Oak and Santa Cruz.

Open Streets Santa Cruz County is a community event program that organizes free, family-friendly, public events in diverse locations of Santa Cruz County. The mission of Open Streets Santa Cruz County is to promote individual and community health through creative use of public space. Open Streets events temporarily transform roadways into car-free open spaces for people to bicycle, walk, skate, and use other active transportation and recreation methods in a safe and enjoyable environment. Roadways are temporarily closed to automobile traffic to create a pop-up park. Our most recent event, Open Streets Watsonville, drew over 2,000 people out into their community to safely walk, ride, skate and roll on city streets. Bike Santa Cruz County successfully leveraged County funding to secure matching financial support, as well as matching in-kind donations for this event.

In a post-event survey, 206 respondents reported the following about the 2019 Open Streets Watsonville:
  o 52% attended an Open Streets event for the first time
  o 61% said that their favorite thing about Open Streets was having a safe place to walk, bike, scooter, wheelchair, etc.
  o 91% said that they would be there for 1-2 hours or more
  o Of those that had attended previously, 59% said that Open Streets has lead to long term changes in their cycling or walking habits

Open Streets Santa Cruz brings an estimated 10,000 participants to the West Cliff venue. We are host to nearly 40 local organizations which serve to engage and educate youth and their families about safe cycling, the benefits of an active lifestyle, and how they, too, can make long term changes in their health and well-being. The popularity of this event and the immensely positive feedback from attendees and sponsors/booth hosts alike demonstrates great City- and County-wide support for Open Streets events. Both events garnered more business sponsorships than ever before, and our ongoing partnerships with local school districts and Bike to Work helped to expand our outreach efforts ahead of time.

Bike Santa Cruz County also leveraged RSTP funding to support youth programs across the County. This year, Earn-a-Bike served 78 middle school students, and employed 25 high school students county-wide. We successfully launched a new Santa Cruz-based Earn-a-Bike pilot program in partnership with the Bike Church and the downtown Boys and Girls Club, serving 14 students, and 8 teen mentors. Each middle school participant graduated from Earn-a-Bike with a refurbished bike that they helped to repair and customize, a helmet, front and back lights, a lock,
patch kit, and a bicycle multi-tool. Our Watsonville program also trained youth in nutrition principles, and participants got to prepare healthy snack and drink recipes.

Our goals for Earn-a-Bike are to increase youth ridership, support participant confidence in safely navigating traffic, and increase youth skill in making minor repairs on their bikes. To date, Earn-a-Bike has delivered more than 280 bikes to middle school students in Santa Cruz County.

For the 2018 - 19 school year, our survey data shows Earn-a-Bike fosters increased ridership in Santa Cruz, Watsonville, and Live Oak and increases students’ confidence in safely navigating traffic and making bike repairs.

An average of the survey data showed that at the beginning of the Earn-a-Bike session:
- 51% of students said that they rarely or never rode bikes prior to program start.
- 24% reported that they did not own or never wore helmets when they rode a bike.

By the end of the program, an average of the survey data showed:
- 90% of students anticipated they would ride daily or weekly.
- 58% said that they would wear a helmet every time they rode their new bikes.
- 69% of respondents agreed they were more confident riding with traffic.
- 93% said they felt they understood the “rules of the road” for bikes and cars.
- 70% felt that they were confident making minor repairs on their bicycles.

In collaboration with Ecology Action, BSCC returned to present an interactive educational assembly on bike safety and the rules of the road to 650 students at Mission Hill and Branciforte Middle Schools, and hosted a high school bike safety presentation and rally at Santa Cruz High School for 200 students.

Santa Cruz County has a disproportionately high rate of bicycle and pedestrian injuries and fatalities, ranking among the worst for all CA counties. Bike Santa Cruz County has been supporting the Community Traffic Safety Coalition’s campaign to get local governments to adopt Vision Zero policies towards reducing all traffic-related serious injuries and deaths to zero. Watsonville City Council recently voted unanimously to move forward with their Vision Zero resolution, and a similar resolution is going to the Santa Cruz City Council in late August.

Bike Santa Cruz County and Ecology Action have been a consistent source of advocacy, outreach and support for RTC’s goals of “proactively addressing the transportation needs of the communities in our county,” and “prepare for the transportation needs of the next generation.” Our programs complement and contribute to the present and the future of sustainable, multi-use transportation in and around Santa Cruz County, and out “wheels on the ground” approach of working directly with community members and stakeholders alike.

Thank you for your attention to the distribution of RSTP funds to include all the stakeholders, jurisdictions and community based organizations, and continuing to place value and significance to the work we all do to shape the future of transportation in our county.

Sincerely,
Gina Cole, Executive Director
Bike Santa Cruz County
333 Soquel Ave., Santa Cruz, CA 95062
(831) 425-0665
bikesantacruzcounty.org
August 26, 2019

Guy Preston
Director
Santa Cruz County Regional Transportation Commission (SCCRTC)
1523 Pacific Avenue
Santa Cruz, CA 95060

Dear Mr. Preston,

I am writing today regarding the proposed plan to allocate Regional State Transportation Funds (RSTP) on a formula basis to the five local jurisdictions and potentially eliminate any competitive grant allocation basis that has been used in the past. While UCSC understands the overall intent of this plan, such action would eliminate a potential funding source for UCSC for future Transportation Demand Management (TDM) and transportation infrastructure-related programs that directly serve campus and community members in our efforts to reduce single-occupant automobiles (SOV) and other transportation impacts on our region. UCSC is the largest employer in the county and has been successfully and aggressively promoting TDM and other sustainable transportation programs for decades, with many programs in direct coordination with SCCRTC goals and programs. These efforts have resulted in 60% of all passenger trips coming to the campus each day being made by using a non-SOV mode to get here.

UCSC Transportation and Parking Services (TAPS) does not receive any State funds or other UC State funding for its programs. The two primary funding sources for TAPS are parking fee revenues and a student transit fee; the latter of which funds our campus shuttle and Santa Cruz Metropolitan Transit District (SCMTD) contract. At times, UCSC seeks out other regional, state, and federal funding sources to assist the campus in funding necessary transportation infrastructure and TDM programs to help us further reach UC Carbon Neutrality goals as well as local SCCRTC SOV- and greenhouse gas-reducing goals. For instance, most recently, UCSC has received $700,000 in RSTP funds to partially fund the second phase of the reconstruction of the main campus Great Meadow Bike Path — a 45-year-old, critical Class I bike path that serves the entire county for commute and recreational purposes. Along with other campus funds and Caltrans Active Transportation Program (ATP) funds, this bike path facility will be reconstructed to last another few decades and allow for safe cycling to the main campus. In addition, in 2009 UCSC received $66,000 in funds to help us replace a number of vanpool vehicles to support our vibrant vanpool program which currently takes approximately 150 SOVs off the road each day.

This RSTP funding source has given TAPS, along with other groups like Ecology Action, Bike Santa Cruz County, Cabrillo College and other non-local jurisdiction agencies, the opportunity to compete for some essential transportation funding. We appreciate your efforts to maintain this funding source for agencies like ours going forward.

Thank you for your consideration,

[Signature]

Dan Henderson
Director, Transportation and Parking Services

DH:tb

c: Jean Marie Scott, Associate Vice Chancellor, Risk and Safety Services, BAS
   Melissa Whatley, Director, Government and Community Relations
   Teresa Buika, Senior Transportation Planner
AGENDA: September 5, 2019

TO: Regional Transportation Commission (RTC)
FROM: Grace Blakeslee, Senior Transportation Planner
RE: FY19-20 State of Good Repair (SGR) PUC Section 99313 & 99314 Project List

RECOMMENDATION

RTC staff recommends that the RTC:

1. Allocate $56,137 (15%) in FY19/20 State of Good Repair (SGR) population-based formula (PUC 99313) funds to Santa Cruz Metropolitan Transit District (METRO) in addition to the $318,112 (85%) in FY19/20 SGR population-based formula (PUC 99313) funds and $313,111 FY19/20 SGR revenue-based formula (PUC 99314) funds allocated to METRO as part of the annual FY19/20 TDA/STA Claim process approved in May 2019 for a total of $687,360 in FY19/20 SGR funds to METRO; and,

2. Approve the Santa Cruz County Project List for the region’s shares of FY19/20 State of Good Repair Program (SGR) distributed per Public Utilities Code Section 99313 & 99314 which programs 100% ($687,360) of FY19/20 SGR funds to METRO for bus replacements (Attachment 1).

BACKGROUND

In April 2017 the State Legislature and Governor Brown approved Senate Bill 1: the Road Repair and Accountability Act of 2017 (SB 1). SB 1 provides funding for a variety of programs, including increased funds to the State Transit Assistance program (STA) and the new State of Good Repair Program (SGR) for public transit and community transportation services. The goal of the State of Good Repair Program is to provide funding for capital assistance in rehabilitating and modernizing California’s existing local transit systems. The State of Good Repair Program is funded from a portion of a new Transportation Improvement Fee on vehicle registrations which went into effect on January 1, 2018. These funds are allocated to regional agencies and public transportation operators under the State Transit Assistance (STA) formulas. The Regional Transportation Commission (RTC), as the Regional Transportation Planning Agency (RTPA) for the region, is responsible for allocating SGR population-based formula funds (PUC 99313) to transit projects in the region based on local needs and for sub-allocating SGR revenue-based formula funds (PUC 99314) to eligible public transportation operators (Santa Cruz METRO).

In December 2017, the RTC adopted a policy stating its intent to allocate the region’s population-based formula (PUC 99313) State Transit Assistance (STA) and Senate Bill 1 State of Good Repair (SGR) funding to Santa Cruz Metropolitan Transit...
District (METRO) as follows: 100% in FY17/18 and FY18/19, 85% in FY19/20, 80% in FY 20/21 and 75% in FY 21/22.

DISCUSSION

The State of Good Repair (SGR) program provides funding for certain transit maintenance, rehabilitation and capital projects statewide. The RTC’s FY19/20 SGR population-based formula share (PUC 99313) is $374,249 and METRO’s public transportation operator revenue-formula share (PUC 99314) is $313,111 (Total $687,360). Public transportation operators and community transportation services are eligible under PUC Section 99313 for SGR population-based formula share funds as sub-recipients at the discretion of the RTC. Santa Cruz Metropolitan Transit District (METRO) is the only public transportation operator in Santa Cruz County and the only eligible direct recipient of Santa Cruz County’s PUC Section 99314 public transportation operator revenue-based formula share funds. Community transportation services are also eligible as sub-recipients at the discretion of METRO for the revenue-based shares (PUC 99314).

SGR funds are available for capital maintenance projects and services including:

- Capital projects or services to maintain or repair operator’s existing transit vehicle fleet or transit facilities, including the rehabilitation or modernization of existing vehicles or facilities.
- The design, acquisition and construction of new vehicles or facilities that improve existing transit services.
- Transit services that complement local efforts for repair and improvement of local transportation infrastructure.
- Examples include, but are not limited to, the following: replacement or rehabilitation of transit rolling stock, passenger stations and terminals, security equipment and systems, maintenance facilities and equipment, ferry vessels, and rail transit; preventative maintenance; and new maintenance facilities or maintenance equipment if needed to maintain existing transit service.

Community transportation service providers may include cities, counties, non-profits, and others that provide transportation services which link intra-community origins and destinations, rail transit, provide transportation services to disabled people who cannot use conventional transit services, lifeline transit services, emergency transit services, and other purposes. Types of community transit may include smaller capacity vehicles, shuttles, local circulators and downtown shuttles, commuter shuttles, dial-a-ride (also known as demand responsive transit), and flexible routes (also known as route deviation).

RTC Distribution of SB1 State of Good Repair Supplemental Funds

Consistent with RTC action in 2017, the RTC allocated 85% ($318,112) of its FY19/20 SGR population-based formula (PUC 99313) funds to Santa Cruz METRO in May 2019 as part of the annual TDA/STA Claims process, with 15% ($56,137) SGR population-based formula (PUC 99313) funds available for programming at the
RTC’s discretion. Also in May 2019, RTC allocated 100% of the FY19/20 SGR revenue-based formula (99314) funds to METRO in the amount of $313,111. At the September 5, 2019 RTC meeting under a separate action, the RTC will consider indicating its intent to allocate 100% of the region’s population-based formula (PUC 99313) SGR funding to METRO through FY21/22.

**Staff recommends allocating the 15% in unprogrammed FY19/20 SGR population-based formula (PUC 99313) funds in the amount of $56,137 to METRO.** This recommendation would result in $687,360 total programming of State of Good Repair (SGR) funds for FY19/20 and includes 100% of the region’s FY19/20 population-based formula (PUC 99313) SGR funding to Santa Cruz Metropolitan Transit District (METRO).

**FY19/20 SGR Santa Cruz County Project List**

At the August 23, 2019 METRO Board Meeting, the METRO authorized submittal to Caltrans for $687,360 in FY19/20 SGR funds for bus replacements (Attachment 2), which includes the 100% of the FY19/20 SGR revenue-based formula funds (PUC 99314) in the amount of $313,111, 85% of the FY19/20 SGR population-based formula (PUC 99313) funds in the amount of $318,112, and the RTC discretionary portion of the FY19/20 population-based formula (PUC 99313) funds in the amount of $56,137 (15%).

**RTC staff recommends that the RTC approve the Santa Cruz County Project List for the region’s share of FY19/20 State of Good Repair Program (SGR) distributed per Public Utilities Code Section 99313 & 99314 which programs $687,360 of FY19/20 SGR funds to METRO for bus replacements (Attachment 1).**

The approved Santa Cruz County SGR project list will be provided to Caltrans in September 2019 for their review and then submitted by Caltrans to the State Controller’s Office by October 1, 2019.

**FISCAL IMPACT**

The RTC’s FY19/20 budget includes estimated SGR population-based (PUC 99313) and revenue-based formula funds (PUC 99314). The budget will be adjusted based on updated estimates and allocations from the State Controller’s Office.

**SUMMARY**

The State of Good Repair (SGR) program provides funding for certain transit maintenance, rehabilitation and capital projects statewide. Public transportation operators and community transportation services are eligible under PUC Section 99313 for SGR population-based formula share funds as sub-recipients at the discretion of the RTC. RTC staff recommends programming the 15% in unprogrammed SGR population-based formula funds (PUC 99313) in the amount of $56,137 to METRO. The RTC already allocated $318,112 (85%) in FY19/20 population-based formula SGR funds (PUC 99313) and $313,111 FY19/20 revenue-
based formula SGR funds (PUC 99314) to METRO as part of the annual FY19/20 TDA/STA Claim process in May 2019. RTC staff also recommends approval of the FY19/20 SGR Santa Cruz County Project List (Attachment 1). RTC must submit the Santa Cruz County Project List for FY19/20 SGR funds to Caltrans in September 2019.

Attachments:
1. Resolution approving the Santa Cruz County Project List for the California FY19/20 State of Good Repair Program
2. Santa Cruz METRO Board Resolution and Letter
RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of September 5, 2019
on the motion of Commissioner
duly seconded by Commissioner

A RESOLUTION APPROVING THE SANTA CRUZ COUNTY PROJECT LIST
FOR THE CALIFORNIA FY19/20 STATE OF GOOD REPAIR PROGRAM

WHEREAS, Senate Bill 1 (2017) provides funding for a variety of programs,
including increased funds to the State Transit Assistance program (STA) and the
new State of Good Repair Program (SGR) for public transit and community
transportation services;

WHEREAS, the Santa Cruz County Regional Transportation Commission is an
eligible recipient and may receive State Transit Assistance funding from the State of
Good Repair Program (SGR) for transit capital projects;

WHEREAS, the statutes related to state-funded transit capital projects require a
local or regional implementing agency to abide by various regulations;

WHEREAS, Senate Bill 1 (2017) named the Department of Transportation
(Department) as the administrative agency for the SGR;

WHEREAS, the Department has developed guidelines for the purpose of
administering and distributing SGR funds to eligible recipients (local agencies);

WHEREAS, the Santa Cruz County Regional Transportation Commission approves
the project list for the PUC 99313 apportionment; and,

WHEREAS, the Santa Cruz County Regional Transportation Commission concurs
and approves the project list from the operators for the PUC 99314 apportionment.

THEREFORE, BE IT RESOLVED BY THE SANTA CRUZ COUNTY REGIONAL
TRANSPORTATION COMMISSION:

1. Allocates $56,137 in the RTC’s discretionary share of the State of Good
Repair (SGR) population-based formula (PUC 99313) funds to Santa Cruz
Metropolitan Transit District (METRO);

2. Approves the Santa Cruz County Project List for the region’s share of
FY19/20 SGR funds distributed per Public Utilities Code Section 99313 &
99314 which programs $687,360 of FY19/20 SGR funds to Santa Cruz Metro
for bus replacements (Exhibit A);

3. The fund recipient agrees to comply with all conditions and requirements set
forth in the Certification and Assurances document and applicable statutes,
regulations and guidelines for all SGR funded transit capital projects; and,
4. The Executive Director is authorized to submit a request for Scheduled Allocation of the SGR funds and to execute all required documents such as applications, forms, agreements, and amendments of the SGR program.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

ABSENT: COMMISSIONERS

________________________________________
Ed Bottorff, Chair

ATTEST:

________________________
Guy Preston, Secretary

Exhibit A: Santa Cruz County FY19/20 State of Good Repair Project List

Distribution: Caltrans, RTC Fiscal, RTC Programming, METRO
### Exhibit A: Santa Cruz County FY19/20 State of Good Repair Project List

<table>
<thead>
<tr>
<th>#</th>
<th>Recipient/ Region</th>
<th>Sub-Recipient/ Operator</th>
<th>Project Title</th>
<th>Project Description</th>
<th>Asset Type</th>
<th>Project Category</th>
<th>Current Condition of Asset</th>
<th>Useful Life</th>
<th>Project Dates</th>
<th>Project Completion Date</th>
<th>Project Location City</th>
<th>Project Location County</th>
<th>Existing State of Good Repair Project</th>
<th>Legislative Districts</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>Santa Cruz County Transportation Commission</td>
<td>Santa Cruz Metropolitan Transit District</td>
<td>CNG Replacement Buses</td>
<td>Use SCCRITC and SC METRO SGR apportionments to funds to replace two CNG bus that have exceeded their useful lifespan.</td>
<td>Rolling Stock/Fleet</td>
<td>Replacement</td>
<td>Poor</td>
<td>14</td>
<td>01/01/2020</td>
<td>06/30/2023</td>
<td>Santa Cruz</td>
<td>Santa Cruz County</td>
<td>Yes</td>
<td>$374,249</td>
</tr>
<tr>
<td>2</td>
<td>Santa Cruz County Transportation Commission</td>
<td>Santa Cruz Metropolitan Transit District</td>
<td>CNG Replacement Buses</td>
<td>OR Use SCCRITC and SC METRO SGR apportionments to pay the local match for competitive grants to buy up to five CNG replacement buses.</td>
<td>Rolling Stock/Fleet</td>
<td>Replacement</td>
<td>Poor</td>
<td>14</td>
<td>01/01/2020</td>
<td>06/30/2023</td>
<td>Santa Cruz</td>
<td>Santa Cruz</td>
<td>Yes</td>
<td>$374,249</td>
</tr>
</tbody>
</table>
August 23, 2019

Mr. Guy Preston, Executive Director
Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue
Santa Cruz, CA 95060

RE: Request for SCCRTC to Sponsor METRO’s FY20 STA State of Good Project

Dear Mr. Preston:

METRO requests that the Santa Cruz County Regional Transportation Commission (RTC) delegate its FY20 allocation of State Transit Assistance, State of Good Repair (SGR) funds to Santa Cruz METRO for a public transit project to buy new CNG replacement buses or use as matching funds for competitive grant opportunities. METRO currently has programmed the SGR funds for bus replacements; however, if the METRO chooses not use the funds to purchase or lease fewer CNG replacement buses, METRO will reprogram the SGR funds as matching funds required for competitive grant opportunities. The SGR guidelines allow a recipient to contribute its apportionment to a sub-recipient.

The State Controller’s Office allocated FY20 SGR funds to regional transportation planning agencies and transit operators using the same distribution formula specified for STA funds under Public Utilities Code 99313 and 99314 ($99313 and §99314). Accordingly, the SCCRTC will receive $313,249 and METRO will receive $313,111 in FY20 SGR funds. METRO has already committed its entire anticipated FY20 apportionment as well as between 85% and 100% of RTC’s of FY20 SGR funds for bus replacements projects and/or for the required local match for competitive grant opportunities. If the RTC concurs, it will submit METRO’s project list between 85% and 100% of its §99313 apportionment, and METRO will submit the same project list to Caltrans for its §99314 allocation. METR will use all of its FY20 SGR funds ($313,111) as well as between 85% ($318,112) and 100% ($374,249) of RTC’s FY20 SGR funds for the project(s) described above.

The METRO Board of Directors will consider a resolution authorizing this project at their 8/23/19 meeting. The application is due to Caltrans by 9/7/19; therefore, I would request that the RTC consider authorizing the sponsored project at its 9/5/19 meeting.

If the RTC concurs, please provide a letter to METRO stating that RTC will sponsor METRO’s FY20 SGR project in accordance with State of Good Repair Program Guidelines.

Please call me if you would like to discuss any part of this proposal.

Thank you.

Sincerely,

Alex Clifford
CEO/General Manager

110 Vernon Street, Santa Cruz, CA 95060 (831) 426-6080, FAX (831) 426-6117
METRO online at http://www.scmtd.com
BEFORE THE BOARD OF DIRECTORS OF THE
SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

Resolution No.  19-08-01
On the Motion of Director: Mike Rotkin
Duly Seconded by Director: Trina Coffman-Gomez
The Following Resolution is Adopted:

RESOLUTION OF THE BOARD OF DIRECTORS OF THE
SANTA CRUZ METROPOLITAN TRANSIT DISTRICT
AUTHORIZING THE EXECUTION OF CERTIFICATIONS AND ASSURANCES AND
DESIGNATING ALEX CLIFFORD, CEO/GENERAL MANAGER, AS THE
AUTHORIZED AGENT TO EXECUTE ALL ACTIONS NECESSARY TO RECEIVE
FUNDS FROM THE STATE OF GOOD REPAIR PROGRAM

WHEREAS, California Governor Brown enacted the Road Repair and
Accountability Act of 2017 (SB 1) on 4/28/2017 to provide $50 billion for transportation
investments throughout the State of California during the next decade; and

WHEREAS, SB 1 established the State of Good Repair program (SGR) funded
by a Transportation Improvement Fee on motor vehicle registrations beginning 1/1/2018
for transit system capital improvements; and

WHEREAS, SB 1 delegated SGR implementation to the California Department of
Transportation (Caltrans) and specified that the State Controller’s Office apportion SGR
funds to the Regional Transportation Planning Agencies and to the eligible transit
operators by the same formula used to distribute State Transit Assistance funds; and

WHEREAS, the Santa Cruz Metropolitan Transit District is an eligible transit
operator and will receive its SGR funds from the Santa Cruz County Regional
Transportation Commission, to which the SCO disburses all of the SGR revenue for
Santa Cruz County; and

WHEREAS, METRO proposes to receive Santa Cruz County’s entire population
and revenue-based SGR apportionments from the Santa Cruz County Regional
Transportation for transit capital improvement projects; and

WHEREAS, the Santa Cruz Metropolitan Transit District authorizes submittal of
the following project list to Caltrans for the FY20 SGR funds:

21-11
Project Name: Bus replacements
Total SGR Funds Requested: $631,223 to $687,360, pending RTC’s approval on 9/5/2019
RTC FY20 apportionment: $318,112 to $374,249, pending RTC’s approval on 9/5/2019
METRO FY20 apportionment: $313,111

Short Description: Use FY20 SGR funds to replace buses that have exceeded their useful lifespan.

Contributing Sponsor: Santa Cruz County Regional Transportation

-OR-

Project Name: For the required local match for competitive grant opportunities
Total SGR Funds Requested: $631,223 to $687,360, pending RTC’s approval on 9/5/2019
RTC FY20 apportionment: $318,112 to $374,249, pending RTC’s approval on 9/5/2019
METRO FY20 apportionment: $313,111

Short Description: Use FY20 SGR funds for the required local match for competitive grant opportunities.

Contributing Sponsor: Santa Cruz County Regional Transportation

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the Santa Cruz Metropolitan Transit District hereby agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and in the applicable statutes, regulations and guidelines for the SGR; and

THEREFORE, BE IT FURTHER RESOLVED, that the Board of Directors of the Santa Cruz Metropolitan Transit District hereby authorizes Alex Clifford, CEO/General Manager, to establish an agreement with the Santa Cruz County Regional Transportation Commission to transfer the County’s population-based apportionment of FY20 State of Good Repair funds to the Santa Cruz Metropolitan Transit District to use the funds for bus replacements and/or to pay the local match for competitive grant opportunities to buy CNG replacement buses; and

THEREFORE, BE IT FURTHER RESOLVED, that the Board of Directors of the Santa Cruz Metropolitan Transit District hereby designates Alex Clifford, CEO/General Manager, or his designee, as the Authorized Agent to execute all actions necessary to receive funds from the SGR.

PASSED AND ADOPTED this 23rd Day of August 2019 by the following vote:
Resolution No. 18-09-01
Page 3

**ABSENT:** Director Meyers

**ATTEST**
ALEX CLIFFORD
CEO/General Manager

**APPROVED AS TO FORM:**
JULIE SHERMAN
General Counsel

**APPROVED**
ED BOTTORFF
Board Chair
AGENDA: September 5, 2019

TO: Regional Transportation Commission (RTC)

FROM: Luis Pavel Mendez, Deputy Director

RE: Potential Rail Vehicle Demonstration

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC) receive a presentation from representatives of TIG/m on a potential demonstration of its rail transit vehicles that are powered with on-board battery and hydrogen fuel cells.

BACKGROUND

The Santa Cruz County Regional Transportation Commission (RTC) purchased the Santa Cruz Branch Rail Line (Branch Line) right-of-way in 2012 to preserve existing rail service, implement recreational rail service, build a bicycle and pedestrian path and investigate potential future rail transit service. Since then the RTC has ensured continuation of freight service, implemented recreational rail service, began construction of a bicycle and pedestrian paths and completed a couple of studies on potential additional uses of the branch line right-of-way. The RTC recently released a request for proposals (RFP) to undertake the next step for considering potential future uses through an alternatives analysis for high capacity public transit on the Branch Line. A component of that alternatives analysis is consideration of potential vehicles and technologies.

DISCUSSION

TIG/m, a company based in Southern California, approached RTC staff requesting to provide a demonstration of one of its rail vehicles. TIG/m manufactures electric trolleys powered with on-board batteries and hydrogen fuel cells. They produce trolley vehicles with a modern design as well as vehicles with the look of an antique trolley.

Since live demonstrations of potential transit vehicles would be useful for the analysis of potential transit vehicles that will be part of the alternatives analysis, RTC staff decided that the RTC should receive a presentation from TIG/m. TIG/m trolleys are lighter than conventional passenger rail vehicles, which use a locomotive with passenger cars. Since the TIG/m vehicles have their required power system on-board (batteries and hydrogen fuel cells), there is no need for electric power delivery systems such as catenary systems. This reduces infrastructure needs, costs and impacts. The energy source for the battery and hydrogen fuel cells can come from renewables creating a zero-carbon transit system. TIG/m vehicles are designed for urban trolley and commuter applications.
so they are not high speed vehicles. Information regarding TIG/m’s vehicles may be found on their website at www.tig-m.com.

TIG/m is proposing to run its demonstration as early as November but depending on the required approvals from the Federal Railroad Administration (FRA), it could potentially be in the spring of 2020. The exact track segment(s) for the demonstration will not be known until TIG/m performs an inspection to determine that there is track meeting FRA safety standards for the demonstration. However, it is anticipated that the potential demonstration would start at the Santa Cruz Boardwalk. TIG/m has already engaged the FRA to meet all necessary requirements and obtain their permission for the demonstration. TIG/m representatives have also been in communication with Roaring Camp and St. Paul and Pacific Railroad to ensure that there is appropriate coordination and that their requirements for the potential demonstration are met. TIG/m representatives have also reached out to the Santa Cruz Boardwalk for coordination. Brad Read, President of TIG/m, will make a presentation on TIG/m’s rail vehicles and the proposed potential demonstration.

If inspections and the FRA determine that there is track meeting the necessary safety requirements for such a demonstration, RTC staff will return to the RTC Board for consideration of a temporary license for the demonstration. Like past licenses that the RTC has approved, any potential license for a demonstration would include indemnification of the RTC, adequate insurance coverage and compliance with all applicable safety and operating laws, regulations and requirements. If the demonstration were to receive a license, it could be the first demonstration of potential transit vehicles that could be considered for the Santa Cruz Branch Rail Line as part of the alternatives analysis work. As the alternatives analysis progresses potential demonstrations of other transit vehicles would be brought to the RTC for consideration. Staff anticipates that both rail vehicles and non-rail vehicles would be part of the demonstrations.

**FISCAL IMPACT**

There is no fiscal impact to the RTC to receive the presentation from TIG/m.

**SUMMARY**

RTC staff received a request from a Southern California company, TIG/m, to demonstrate a battery and hydrogen fuel cell rail vehicle. Such demonstrations can help inform the Santa Cruz Branch Rail Line alternatives analysis that will be underway soon. Staff recommends that the RTC receive a presentation from TIG/m representatives regarding a potential rail vehicle demonstration.

**Attachments:**

1. Excerpted slides from a presentation on TIG/m’s rail vehicles

S:\RTC\TC2019\TC0919\Regular\TIGm Demo\TIGm Demo SR.docx
• To reduce streetcar infrastructure impacts and costs by eliminating the need for continuous off-board electrification systems.

• By doing so, make the re-introduction of electric street railway into the fabric of towns and cities more achievable.

TIG/m has spent the past fifteen years redesigning every system and sub-system in the streetcar to operate at minimum energy consumption while maximizing power and safety as required in a transit vehicle system. TIG/m streetcars require no overhead catenary or other type of external power supply, they operate entirely on an internal battery/hybrid system.
Well known and documented fact:

- **Steel-wheel/rail systems offer only 15% of the rolling resistance** of rubber tired systems. This represents an enormous cumulative savings in energy.

Less well known but well documented facts:

- **Wayside power systems represent, on average, 30-50% of the cost of streetcar infrastructure. (in some cases much more)**
- Wayside power systems have a greater impact on the built environment than the tracks or the vehicles themselves.
- Eliminating these systems represents the removal of the two major impediments to implementation of new streetcar lines:
  - **High Cost of Infrastructure** (both short [CAPEX] and long term [OPEX])
  - Resistance of the public to visible power lines, poles, and substations.
Heritage-style open, closed, and convertible Single and Double-deck Trolleys

Modern single-body 100 passenger Trams

Modern articulated 200 passenger Trams
HOW TIG/M SELF-POWERED STREETCARS WORK

Generator =
- Fuel cell
- Micro-turbine
- ICE

Battery Banks =
High Capacity Lithium Iron Phosphate

Diagram showing the flow of power from Grid Power to Charger/Capacitors, Generator, Batteries, Traction Motors, and back to Grid Power with Regen.
TIG/m Virtual Coupler™

• Scalable Tram Size
• Non-mechanical vehicle coupling at the push of a button
• Trams can be sized to reflect demands during Peak and Off-Peak hours
• Reduces excessive driver costs
• Eliminates deadheading empty seats
Renewable-energy based Self-Powered Tramway Systems

Texas + Aruba

RENEWABLE ENERGY SOURCE

WHENEVER AVAILABLE

AT PEAK HOURS

WHEN NECESSARY

THE GRID

AT OFF-PEAK HOURS

ONCE DAILY

HYDROGEN GENERATION

CONTINUAL

HYDROGEN FUEL STORAGE AND DISPENSING

ADVANCED BATTERIES + HYDROGEN FUEL CELL + REGENERATIVE BRAKING

TIG/m STREETCAR PROPULSION SYSTEM

MODERN AND HERITAGE STREETCAR TYPES
TO: Regional Transportation Commission

FROM: Guy Preston, Executive Director and Ginger Dykaar, Senior Transportation Planner

RE: Ad-Hoc Committee for the Alternatives Analysis for High Capacity Public Transit on the Rail Right-of-Way

RECOMMENDATIONS

RTC staff recommends that the Santa Cruz County Regional Transportation Commission adopt the proposed appointments of the RTC Chair to an ad-hoc committee for the alternatives analysis for high-capacity public transit.

BACKGROUND

An alternatives analysis will be performed to evaluate transit investment options that provide an integrated transit network for Santa Cruz County utilizing all or part of the length of the rail right-of-way as a dedicated transit facility. The Regional Transportation Commission (RTC) intends to engage the services of a consultant to produce an alternatives analysis and business plan for high-capacity public transit on the rail right-of-way. A performance-based planning approach based on a triple bottom line sustainability framework will be utilized to assess various public transit options for the rail right of way. Transit alternatives will be compared to define a viable project that will provide the greatest benefit to the Santa Cruz County residents, businesses and visitors in terms of equity, environment and economy.

DISCUSSION

At its August 1, 2019 meeting, the Commission approved a motion that included direction to the RTC Chair to consult with RTC and METRO staff and return with a proposed ad-hoc committee for the alternatives analysis. The ad hoc committee will be involved at key milestones of the project to oversee the analysis prior to soliciting input from the entire METRO and RTC boards. The ad-hoc committee would be in effect only during the work developments of the alternatives analysis. After completion of the alternatives analysis the ad-hoc committee would no longer exist.

Based on communications with RTC staff, METRO staff and commissioners, the RTC Chair proposed the following RTC commissioners as members of the ad-hoc committee:
The composition of the committee considers balanced representation from METRO and RTC with geographical equity. It is expected that meetings will occur during regular business hours at either RTC or METRO offices in the City of Santa Cruz.

A Request for Proposals was released on August 5, 2019 with a deadline for proposals on September 3, 2019. RTC staff are scheduled to bring the consultant contract to the RTC on October 3, 2019. Once the consultants are on the project, a timeline with key milestones of the project will be developed and ad-hoc committee meetings can be scheduled. The final alternatives analysis is scheduled to be completed by January 2021.

**FISCAL IMPACT**

The RTC received a $100,000 state grant from Caltrans for developing a Rail Integration Network Study which is a component of the Alternatives Analysis. RTC has also programmed $550,000 in Measure D-Rail Corridor funds for this work as part of the 5-year plan, approved on June 6, 2019. Working with the ad-hoc committee will be part of the overall budget for the project.

**SUMMARY**

RTC staff recommends adopting the RTC Chair’s appointments to an ad-hoc committee with representatives from METRO and RTC for the alternatives analysis to oversee key milestones of the project prior to soliciting input from the entire METRO and RTC boards. The consultants are scheduled to begin work on the alternatives analysis in October, 2019 and to complete the final report by January 2021.