Santa Cruz County Regional Transportation Commission’s

BICYCLE ADVISORY COMMITTEE

AGENDA

Monday, December 14, 2020

6:00 pm to 8:30 pm

NOTE: TELECONFERENCE
Join the online meeting to see presentations:
https://us02web.zoom.us/j/83760444116?pwd=NmNVYzNMSzQxTGRJVEtFd2NRTWNUQT09
Online meeting ID: 837 6044 4116
Password: 514161
Dial-in: +1 669 900 9128

Members of the public may not attend this meeting in person. Comments and questions may be shared with the Committee through teleconference audio in real time, or by prior written submission to ttravers@sccrtc.org.

This meeting is being held by teleconference in accordance with the Brown Act as currently in effect under the State Emergency Services Act, the Governor’s Emergency Declaration related to COVID-19, and the Governor’s Executive Order N-29-20, which allow local board and committee members and the public to participate and conduct meetings by teleconference, videoconference, or both. View full executive order.

COMMITTEE MEMBERSHIP

<table>
<thead>
<tr>
<th>Member</th>
<th>Alternate</th>
<th>Representing</th>
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<tr>
<td>Grace Voss</td>
<td>Janneke Strause</td>
<td>District 1</td>
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<tr>
<td>Shea Johnson</td>
<td>Casey Beyer</td>
<td>District 2</td>
</tr>
<tr>
<td>Peter Scott</td>
<td>Sally Arnold</td>
<td>District 3</td>
</tr>
<tr>
<td>Anna Kammer</td>
<td>Vacant</td>
<td>District 4</td>
</tr>
<tr>
<td>Rick Hyman</td>
<td>Theresia Rogerson</td>
<td>District 5</td>
</tr>
<tr>
<td>Mike Moore</td>
<td>Vacant</td>
<td>City of Capitola</td>
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<tr>
<td>Matt Farrell</td>
<td>Bruce Sawhill</td>
<td>City of Santa Cruz</td>
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<tr>
<td>Richard Masoner</td>
<td>Vacant</td>
<td>City of Scotts Valley</td>
</tr>
<tr>
<td>Murray Fontes</td>
<td>Drew Rogers</td>
<td>City of Watsonville</td>
</tr>
<tr>
<td>Amelia Conlen, Chair</td>
<td>Matt Miller</td>
<td>Ecology Action/Bike To Work</td>
</tr>
</tbody>
</table>

The majority of the Committee constitutes a quorum for the transaction of business.

1. Call to Order

2. Introductions
3. Announcements – RTC staff

4. Oral communications – members and public

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

5. 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 Committee or public wishes an item be removed and discussed on the regular agenda. Members of the Committee may raise questions, seek clarification or add directions to Consent Agenda items without removing the item from the Consent Agenda as long as no other committee member objects to the change.

6. Approve draft minutes of the November 16, 2020 Bicycle Advisory Committee special meeting

7. Accept summary of hazard reports

8. Approve 2021 Bicycle Advisory Committee Schedule

9. Approve recommendation to the RTC of nomination of new Committee member

10. Approve recommendation to the RTC to approve the City of Santa Cruz’s Transportation Development Act (TDA) allocation request for $40,000 for Bikeway Striping and Minor Improvements

   REGULAR AGENDA

11. Mar Vista Bike/Ped Overcrossing review and provide input – Zach Siviglia, Mark Thomas & Co., Sarah Christensen, RTC Sr. Transportation Engineer

12. RTC 2021 State and Federal Legislative Program review and provide input – Rachel Moriconi, RTC Sr. Transportation Planner

13. Transportation Funding Overview – Rachel Moriconi, RTC Sr. Transportation Planner

14. Scotts Valley Active Transportation Plan review and provide input – Amelia Conlen, Ecology Action

15. Updates related to Committee functions – Committee members (oral updates)

16. Adjourn

NEXT MEETING: The next Bicycle Committee meeting is scheduled for February 8, 2021 from 6:00pm to 8:30pm via teleconference.

HOW TO REACH US
Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue, Santa Cruz, CA 95060
AGENDAS ONLINE
To receive email notification when the Bicycle Committee meeting agenda packets are posted on our website, please call (831) 460-3200 or email info@sccrtc.org to subscribe.

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

SERVICIOS DE TRADUCCIÓ/TRANSLATION SERVICES
Si gusta estar presente o participar en esta junta de la Comisión Regional de Transporte del condado de Santa Cruz y necesita información o servicios de traducción al español por favor llame por lo menos con tres días laborables de anticipo al (831) 460-3200 para hacer los arreglos necesarios. (Spanish language translation is available on an as needed basis. Please make advance arrangements at least three days in advance by calling (831) 460-3200.)

TITLE VI NOTICE
The RTC operates its programs and services without regard to race, color and national origin in accordance with Title VI of the Civil Rights Act. Any person believing to have been aggrieved by the RTC under Title VI may file a complaint with RTC by contacting the RTC at (831) 460-3212 or 1523 Pacific Avenue, Santa Cruz, CA, 95060 or online at www.sccrtc.org. A complaint may also be filed directly with the Federal Transit Administration to the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.
1. Call to Order: Chair, Amelia Conlen called the meeting to order at 6:05 pm.

2. Introductions

**Members Present:**
Amelia Conlen, Bike-to-Work, Chair  
Grace Voss, District 1  
Janneke Strause, District 1 (Alt.)  
Shea Johnson, District 2  
Sally Arnold, District 3 (Alt.)  
Anna Kammer, District 4  
Rick Hyman, District 5  
Theresia Rogerson, District 5 (Alt.)  
Michael Moore, City of Capitola  
Matt Farrell, City of Santa Cruz  
Richard Masoner, City of Scotts Valley  
Murray Fontes, City of Watsonville  
Leo Jed, CTSC

**Unexcused Absences:**
Peter Scott, District 3

**Excused Absences:**
Casey Beyer, District 2 (Alt.)  
Bruce Sawhill, City of Santa Cruz (Alt.)  
Drew Rogers, City of Watsonville (Alt.)  
Jim Langley, CTSC (Alt.)  
Matt Miller, Bike-to-Work (Alt.)

**Vacancies:**
District 4 – Alternate  
City of Capitola – Alternate  
City of Scotts Valley – Alternate

**Staff:**
Tommy Travers, Transportation Planner  
Ginger Dykaar, Senior Transportation Planner  
Brianna Goodman, Transportation Planner

**Guests:**
Matt Marquez, Santa Cruz METRO  
Ben Vernazza, member of the public

3. Announcements – Staff announced there was an electronic “handout” posted online

4. Oral communications – Amelia Conlen announced that the Bike Month challenge in October amid the COVID-19 pandemic featured over 800 participants, 92 organizations, 100,000 bicycle miles logged, and nearly 3,000 trips logged. Anna Kammer announced that the last meeting of the Watsonville Vision Zero Taskforce included discussion about sharrows education and public service messaging from Bike
Santa Cruz County about driving safely amidst bicyclists. Murray Fontes announced that construction of Segment 18 Phase 1 will complete in early 2021. Ben Vernazza commented that the committee should consider transportation trends including telecommuting, less need for rail public transit, autonomous vehicles, and project costs.

5. Additions or deletions to consent and regular agendas – none

CONSENT AGENDA

A motion (Farrell/Kammer) was made to approve the consent agenda. The motion passed unanimously with members Conlen, Voss, Johnson, Kammer, Hyman, Moore, Farrell, Masoner, Fontes, and Jed voting in favor, and Arnold absent.

6. Approved draft minutes of the August 10, 2020 Bicycle Advisory Committee meeting

7. Accepted summary of hazard reports – Anna Kammer requested either follow-up messages or more concrete messages from the local jurisdictions stating if work will or has been done, or if it was decided not to do work, in response to each hazard report.

8. Accepted Bicycle Route Signage Project update from staff

REGULAR AGENDA

9. Transit Corridor Alternatives Analysis (TCAA) and Rail Network Integration Study performance measure analysis and proposed locally preferred alternative – Ginger Dykaar, RTC Sr. Transportation Planner, and Brianna Goodman, Transportation Planner, presented the results of Milestone 3 of the TCAA analysis and sought the committee’s input. In seeking the best public transit mode to operate between Watsonville/Pajaro and the westside of Santa Cruz, the four alternatives that underwent a quantitative performance measure analysis were bus rapid transit (BRT), commuter rail, light rail, and “autonomous road train” (ART). The alignment and service plans for each alternative were determined based on the ridership, travel time and cost. BRT was evaluated to have more stations and more frequent service and therefore the highest projected ridership but longest travel time of all alternatives. Commuter and light rail were found to have the shortest travel time and better reliability but lower ridership. The ART was found to have comparable outcomes to the rail alternatives but at a much higher cost than the other alternatives. Numerous other measures including impact on air quality and potential for transit-oriented development were also compared. The TCAA team selected both rail alternatives as the locally preferred choice, primarily due to faster travel time, greater reliability, greater reduction in VMT and greenhouse gases, and greater percentage of stations located in disadvantaged communities. Staff presented the timeline and schedule of various public input opportunities for this stage of the analysis.

Committee members discussed and sought clarification on many details of the analysis including: the choice to evaluate BRT operating for a significant distance outside of the railroad corridor, right-of-way needs of BRT, the different service in Watsonville amongst the alternatives, the difference between commuter and light...
rail, performance measure weighting of certain priorities, onboard bicycle capacity, accommodation of the bicycle and pedestrian trail in the corridor in terms of trail width and where any detours off corridor are expected, ridership analysis including linked transit trips, the inclusion of new and replaced bridges in expected costs, and the need for a local tax increase to support the project.

A motion (Fontes/Farrell) was made to support the proposed locally preferred alternative while emphasizing priority for adequate usable trail width. An amendment was proposed by Amelia Conlen to include priority for onboard bike capacity and level boarding, which the maker of the motion accepted. An amendment was proposed by Rick Hyman to include priority for building the trail on the corridor where at all possible, which the maker of the motion accepted. An amendment was proposed by Leo Jed to include specific language in the TCAA report on expected funding sources and potential local taxes needed, which the maker of the motion rejected.

The final motion to support the proposed locally-preferred alternative (passenger rail – commuter rail/light rail) was put to a vote with the following priorities accepted as friendly amendments:

- Adequate usable trail width within the Santa Cruz Branch Rail Line right of way
- Adequate onboard bike capacity
- Level boarding
- Building the trail on the corridor where at all possible

The motion passed with members Conlen, Voss, Arnold, Kammer, Hyman, Moore, Farrell, Masoner, and Fontes voting in favor and Jed voting against.

10. Highway 9 complete streets planning update – staff requested committee members read the report on progress of improvements on Highway 9 in the San Lorenzo Valley to benefit bicyclists. While there will not be opportunities for the committee to meet with Caltrans project managers to conduct design review, committee members are nevertheless encouraged to participate in upcoming public meetings in December and February to reiterate the priorities of the committee. Staff will share with members of the committee designs and other details of the projects once made available by Caltrans.

11. Updates – Sally Arnold reported that there will be a virtual ribbon-cutting for the opening of the MBSST bicycle and pedestrian trail in Segment 7 Phase 1 in early to mid December and Friends of the Rail and Trail will hold a scavenger hunt to promote use. Theresia Rogerson reported that a bike lane repainting on Mt. Hermon Road that was previously discussed by the committee may not have been implemented as planned. She also reported that County Health Services Agency staff has made a presentation to the City of Santa Cruz Transportation and Public Works Commission regarding the Community Traffic Safety Coalition and Vision Zero and highlighted recent pedestrian deaths as well as the need for coordination from Caltrans.

12. Adjourn – 8:05 pm

NEXT MEETING: The next Bicycle Committee meeting is scheduled for December 14, 2020 from 6:00pm to 8:30pm. The meeting will be held via teleconference.

Minutes respectfully prepared and submitted by:
Tommy Travers, Transportation Planner
<table>
<thead>
<tr>
<th>Date</th>
<th>First Name</th>
<th>Last Name</th>
<th>Location</th>
<th>Cross Street</th>
<th>City</th>
<th>Reported Hazards</th>
<th>Additional Comments</th>
<th>Forwarded To</th>
<th>Forwarded Date</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>12/04/20</td>
<td>Becky</td>
<td>Steinbrun</td>
<td>8028 Soquel Dr</td>
<td>Old Creek Rd</td>
<td>Aptos</td>
<td>Bike: Plant overgrowth or interference, Debris on shoulder or bikeway, Bikeway not clearly marked, Construction hazard</td>
<td>The bikeway on Soquel Drive between Aptos Village Center and the Spreckles intersection is really overgrown with brambles that reach out into the bikeway. The bikeway marking is completely obstructed by this dense growth. Now that the County’s construction on the Aptos Creek Road and Soquel Drive intersection improvements are happening, just on the other side of the bridge, traffic is backed up often and drivers are more distracted than usual. I have observed cyclists having to stop and get out of the way of vehicles merging into the edge of the bikeway as they contemplate making a right turn onto Spreckles. It is really hazardous for the cyclists because there is little room on the road to avoid collision. Please clear the encroaching vegetation away from the bikeway and the embankment in this area, clean the bikeway pavement of debris, and re-stripe the bikeway.</td>
<td>DPW</td>
<td>12/07/20</td>
<td>12/7/20 Jana Vargas: Good afternoon Becky, Thank you for your email. I will forward your request to our Road Maintenance Department for review and response. FOLLOWED UP ON 12/8/20 FOR RESPONSE FROM ROAD MAINTENANCE DEPARTMENT</td>
</tr>
<tr>
<td>11/22/20</td>
<td>Rick</td>
<td>Hyman</td>
<td>Soquel Ave</td>
<td>Hagemann Ave</td>
<td>Santa Cruz</td>
<td>Bike: Traffic signal problem</td>
<td>The traffic signal on Northbound Hagemann failed to turn green for a bicycle. This hazard was previously reported about a year ago, and the City promptly marked the pavement where a bicycle should wait for the signal to trip. Since then, it had been detecting bikes, but no more. It needs to be adjusted once again.</td>
<td>Jim Burr, Claire Gallogly</td>
<td>12/03/20</td>
<td>12/7/20 Jim Burr: Rick, Thanks for reporting. City Traffic Signal Tech will respond. Report closed. No further response.</td>
</tr>
<tr>
<td>11/21/20</td>
<td>Rick</td>
<td>Hyman</td>
<td>912 Ocean St</td>
<td>Coloma St</td>
<td>Santa Cruz</td>
<td>Bike: Other</td>
<td>on and off this trailer is parked for days in the northbound Ocean Street bike lane, forcing cyclists to have to swerve into the travel lane. It is oversized and violates the 2 hour parking limit.</td>
<td>Jim Burr, Claire Gallogly</td>
<td>12/03/20</td>
<td>12/7/20 Jim Burr: Rick, Thanks for reporting. Parking Enforcement has been notified and will respond. Report closed. No further response.</td>
</tr>
<tr>
<td>11/13/20</td>
<td>Rick</td>
<td>Hyman</td>
<td>1023 Brommer St</td>
<td>Live Oak Ave</td>
<td>Santa Cruz</td>
<td>Bike: Plant overgrowth or interference</td>
<td>Trees overhanging the bike lane too low fronting both 1023 Brommer Street and 1053 Brommer Street</td>
<td>DPW</td>
<td>11/16/20</td>
<td>11/16/20 Jana Vargas: Good afternoon, Thank you for your email. I will forward your request to our Road Maintenance Department for review and response. 12/8/20: SERVICE REQUEST ISSUED 20-001832</td>
</tr>
<tr>
<td>Date</td>
<td>First Name</td>
<td>Last Name</td>
<td>Location</td>
<td>Cross Street</td>
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<td>Reported Hazards</td>
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<tr>
<td>11/03/20</td>
<td>Rick</td>
<td>Hyman</td>
<td>601 Beach St</td>
<td>Riverside Ave</td>
<td>Santa Cruz</td>
<td>Bike: Traffic signal problem</td>
<td>Traffic signal sensor doesn’t recognize bicycles on southbound Riverside at Beach St.</td>
<td>Jim Burr, Claire Gallogly</td>
<td>11/03/20</td>
<td>11/10/20 Jim Burr: This is not a Ped Haz report. I will forward to PW Engineering but no further response on this chain.</td>
</tr>
<tr>
<td>10/26/20</td>
<td>Susan</td>
<td>Arnold</td>
<td>Bay Ave</td>
<td>King St</td>
<td>Santa Cruz</td>
<td>Bike: Damaged bikeway signs, Other</td>
<td>I have already contacted the city and there are fewer cars in the lane but almost everyday there is at least one car in the northbound bike lane when I ride there in the morning (M-F). I don’t think this is a minor issue but not urgent either; somewhere in btwn.</td>
<td>Jim Burr, Claire Gallogly</td>
<td>10/30/20</td>
<td>11/3/20 Jim Burr: Susan, Thanks for reporting. The City will increase enforcement, and evaluate signs. Complete; no further response to this thread.</td>
</tr>
<tr>
<td>10/25/20</td>
<td>Rick</td>
<td>Hyman</td>
<td>100 Doyle St</td>
<td>Soquel Ave</td>
<td>Santa Cruz</td>
<td>Bike: Other</td>
<td>There is an open drain on Doyle Street just as one is turning right onto it from Soquel Avenue. It is located in the road shoulder just where a cyclist would be riding. It would be easy for a cyclist to turn onto Doyle from Soquel Ave or Benito Ave. and fall into the opening, before noticing it and being able to take evasive action -- as can be seen from the attached photo the drop-off is almost invisible. The City used to have many of these types of drains; most have since been re-engineered with covers. Until that could be accomplished, red warning paint needs to be put on the street.</td>
<td>Jim Burr, Claire Gallogly</td>
<td>10/30/20</td>
<td>12/2/20 Jim Burr: Complete</td>
</tr>
<tr>
<td>10/25/20</td>
<td>Rick</td>
<td>Hyman</td>
<td>550 Soquel Ave</td>
<td>Oceanview Ave</td>
<td>Santa Cruz</td>
<td>Bike: Rough pavement or potholes</td>
<td>there is a small pothole in the bike lane; this is the result of a repaving many years ago that embedded a piece of wood within it; now that wood has been dislodged leaving a hole that should be filled.</td>
<td>Jim Burr, Claire Gallogly</td>
<td>10/30/20</td>
<td>Sent follow-up email on 12/1/20</td>
</tr>
</tbody>
</table>
TO: Bicycle Advisory Committee
FROM: Tommy Travers, Transportation Planner
RE: Bicycle Advisory Committee Meeting Schedule for 2021

RECOMMENDATIONS

Staff recommends that the Bicycle Advisory Committee approve the proposed 2021 meeting schedule.

BACKGROUND

Every year the Committee approves the schedule of meetings for the following year. Seven meetings are currently scheduled.

DISCUSSION

RTC meetings are generally held on the second Monday of even months. Due to holidays, there is one meeting scheduled for a different Monday as noted with an asterisk (*). Due to timing of RTC business in 2021, a meeting in November is also proposed and that odd month is noted with a double asterisk (**).

The proposed Committee meeting schedule for 2021 is as follows:

- February 8
- April 12
- June 14
- August 9
- October 4*
- November 8**
- December 13

All Committee meetings take place from 6:00 p.m. to 8:30 p.m. and are held via online teleconference, due to COVID-19, until further notice. Ordinarily, meetings are held at the RTC Offices at 1523 Pacific Ave, Santa Cruz, except for one meeting held in mid or south County, per the rules and regulations. Agenda packets are posted on the RTC website https://sccrtc.org/meetings/bike-committee/agendas/ at least 3 days and usually 5 days prior to the meeting.

Staff recommends that the Committee approve the proposed meeting schedule.
RECOMMENDATIONS

Staff recommends that the Bicycle Advisory Committee:
1. Receive the following report regarding the nomination made by Commissioner Friend for the District 2 primary seat; and
2. Recommend to the Regional Transportation Commission (RTC) approval of the nomination of Kathleen Bortolussi for the County Supervisorial District 2 primary seat.

BACKGROUND

Representation on the RTC’s Bicycle Advisory Committee (Committee) corresponds to Supervisorial District and City seats on the RTC. Each corresponding Commissioner nominates individuals to represent their respective jurisdiction for Committee consideration and RTC approval. Two additional seats for Bike to Work and the Community Traffic Safety Coalition also exist. Appointments are made by the respective agency for these seats. Every seat on the Committee is a three-year term. The Committee member holding the primary seat for County District 2 is resigning, making her seat open. The Bicycle Advisory Committee’s description, role and membership are in the 2017 RTC Rules and Regulations available on the RTC website: https://sccrtc.org/meetings/bike-committee/.

DISCUSSION

On November 16, the primary representative for County Supervisorial District 2 notified RTC and Commissioner Friend staff she wishes to resign on December 31. Staff notified Commissioner Friend, who represents District 2 on the Commission, of relatively recent applications submitted by persons residing in District 2. Staff also announced the fact that there are vacancies on the Committee in several media formats in early December. The current roster is available at https://sccrtc.org/about/committee-rosters/bicycle-committee/ and the current vacancies (after December 31) are:
• District 2 – primary
• District 4 – alternate
• City of Capitola – alternate
• City of Scotts Valley – alternate

The three-year term for the District 2 primary and alternate seats will expire on March 31, 2021, and new or re-nominations will occur in February. Commissioner Friend notified staff that he wished to nominate Kathleen Bortolussi for the remaining period of the term for the District 2 seat. Her application is included as Attachment 1.

SUMMARY

Representation on the RTC’s Bicycle Advisory Committee corresponds to Supervisorial District and City seats on the RTC. Each corresponding Commissioner nominates individuals to represent their
respective jurisdiction for Committee consideration and RTC approval. Applications have been received and a nomination has been made for the District 2 seat. Staff recommends the Committee consider this nomination and recommend to the RTC appointment of Kathleen Bortolussi for the remainder of the term.

Attachment:
1. Application for pending Committee member nomination Kathleen Bortolussi
COMMITTEE APPOINTMENT APPLICATION

Santa Cruz County Regional Transportation Commission (SCCRTC) Bicycle Advisory Committee

Statement of Qualifications:

To Whom it May Concern, November 25, 2020

I am Kathleen Bortolussi and I am applying for the District 2 primary committee position. I have been a resident of county of Santa Cruz since 1990 and have owned my home in Aptos since 1997. In a community such as ours, serving tourists and residents alike, transportation is on the minds of many who commute and vacation in our lovely towns. I have a passion for cycling and serving my community, and currently serve as a volunteer under the Santa Cruz County Sheriff’s Search and Rescue team and am certified for the special team’s mountain biking group. I am the Team Director and Head Coach for the Santa Cruz Composite High School mountain bike team, operating under the National Interscholastic Cycling Association (NICA). I also serve on the Board of Directors for the Santa Cruz County Cycling Club. I have searched for ways to be impactful, and with cycling as my hobby, if I could fairly and objectively advocate to help drive positive policy, guideline, and changes that improve our community, I would personally find that motivating.

I currently work fulltime as a Program Manager for a high-tech firm and in that position my job is to guide a team towards short- and long-term goals that show value and benefit to our sponsors. In the same way, our recommendations would help inform the decision makers so they can give the best value towards long term growth and sustainability to Santa Cruz County.

I would be honored to serve on this committee.

Sincerely,

Kathleen Bortolussi
COMMITTEE APPOINTMENT APPLICATION

Santa Cruz County Regional Transportation Commission (SCCRTC)
Bicycle Advisory Committee

The Bicycle Advisory Committee consists of eleven seats: one for each city within Santa Cruz County, one for each of the county districts, one representing the Bike to Work program and one representing the Community Traffic Safety Coalition. Each of the seats has an alternate member appointed in the case that the primary member is unable to attend a meeting.

Meetings are usually held the second Monday of even numbered months from 6:00 p.m. to 8:30 p.m. in the Santa Cruz County Regional Transportation Commission conference room, located at 1523 Pacific Avenue in downtown Santa Cruz. One meeting per year is typically held mid- or south-county. Please refer to the Committee description and bylaws for more information: https://sccrtc.org/meetings/bike-committee/

If you are interested in serving on this committee, we recommend reviewing the by-laws and attending a meeting to familiarize yourself with the committee process. After doing so please complete this application and email a scanned signed copy to travers@sccrtc.org or return a signed copy to the RTC office.

Name: Kathleen Bortolussi
Home address: _______ APTOS, CA 95003
Mailing address (if different): N/A

Phone: (home) N/A (business/message/mobile) 831 _______
E-mail: _______
Length of residence in Santa Cruz County: 30 yrs

I am applying to represent the following vacant position (circle one):

City of Capitola - Alternate
County District 2 (roughly, central Capitola to Green Valley Road) - Primary
County District 4 (roughly, east of Green Valley Road) - Alternate
City of Scotts Valley - Alternate

I would consider a different position - either a different seat or alternate versus primary (circle one): Yes / No
Previous experience on a government commission or committee: (Please describe the committee/commission's purpose and your role.)

I have worked for government agencies but have
not served on a commission or committee.

Other Relevant Work or Volunteer Experience

<table>
<thead>
<tr>
<th>Organization</th>
<th>Location</th>
<th>Position</th>
<th>Dates</th>
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<tbody>
<tr>
<td>Santa Cruz County Sheriff Search &amp; Rescue Team</td>
<td>Santa Cruz County</td>
<td>Volunteer Search personnel on mtn bike team</td>
<td>2013 - present n yrs</td>
</tr>
<tr>
<td>SC Composite High School Mtn Bike Team</td>
<td>Norcal League, NICA organization, Santa Cruz coastal high school</td>
<td>Team Director &amp; Head Coach</td>
<td>Affiliated with program since 2008</td>
</tr>
<tr>
<td>SCCC - Santa Cruz County Cycling Club</td>
<td>Santa Cruz County</td>
<td>Board of Directors Mtn Bike Director Acting Secretary</td>
<td>2019 - to present</td>
</tr>
</tbody>
</table>

Statement of Qualifications: Please attach a brief statement indicating why you are interested in serving on this committee and why you are qualified for the appointment. If you have served on this committee in the past, please summarize your accomplishments on the committee and indicate which of the committee's potential future endeavors most interest you.

Certification: I certify that the above information is true and correct and I authorize the verification of the information in the application in the event I am a finalist for the appointment.

[Signature]  
[Date: 11/25/2020]

Return Application to: SCCRTC Attn: Tommy Travers  
1523 Pacific Avenue  
Santa Cruz, CA 95060  
fax: (831) 460-6178 or email: ttravers@sccrtc.org

Questions or Comments: Contact Tommy Travers at (831) 460-3200 or by email at ttravers@sccrtc.org.
AGENDA: December 14, 2020

TO:      SCCRTC Bicycle Advisory Committee
FROM:    Tommy Travers, Transportation Planner
RE:      City of Santa Cruz Article 8 Transportation Development Act Allocation Request

RECOMMENDATION

Staff recommends that the Bicycle Advisory Committee recommend to the Regional Transportation Commission approval of the City of Santa Cruz’s Article 8 Transportation Development Act allocation claim for Bikeway Striping and Minor Improvements.

BACKGROUND

Each year the Regional Transportation Commission allocates Article 8 Transportation Development Account (TDA) funds to local jurisdictions for bikeway and pedestrian projects. TDA funds allocated to a local jurisdiction may be rolled over from one fiscal year to the next. There are sufficient TDA Santa Cruz funds not yet allocated to a project. TDA claims with pedestrian components must be reviewed by Elderly & Disabled Transportation Advisory Committee and those with bicycle amenities must be reviewed by the Bicycle Advisory Committee (BAC) prior to approval by the Regional Transportation Commission.

DISCUSSION

The City of Santa Cruz submitted a letter (Attachment 1) and TDA Claim (Attachment 2) requesting $40,000 in new allocations to Bikeway Striping and Minor Improvements. Periodically, the city requests TDA funds for general maintenance of bike lanes and paths throughout the city. The project will include restriping and resigning to maintain the infrastructure and improve safety. The BAC has approved funds for such bikeway maintenance in past years including 2018 and 2016.

Staff recommends that the Bicycle Advisory Committee recommend that the Regional Transportation Commission approve the City of Santa Cruz’s allocation TDA claim request in the amount of $40,000 for Bikeway Striping and Minor Improvements. The project is consistent with the RTC’s Regional Transportation Plan.

SUMMARY

The City of Santa Cruz is requesting a TDA Article 8 allocation for Bikeway Striping and Minor Improvements ($40,000). Staff recommends that the Committee recommends that the Regional Transportation Commission approve the City of Santa Cruz’s allocation request.

Attachments:
1. City of Santa Cruz Article 8 TDA Allocation Request Letter
2. TDA Claim Form
November 5, 2020

Mr. Guy Preston  
Santa Cruz County Regional Transportation Commission (RTC)  
1523 Pacific Avenue  
Santa Cruz, CA  95060

RE: City of Santa Cruz – FY 2020-21 TDA Article 8 Allocation Request

Dear Mr. Preston:

Please accept this letter as a FY 2020-21 TDA Article 8 allocation request for the following projects:

Bikeway Striping and Minor Improvements  $40,000

Pacific Avenue Sidewalk, Between Front and Second  $50,000

The Pacific Avenue Sidewalk project provides additional funding for the City’s KS1Px and Measure D funded project ($400,000) in anticipation of construction cost increases. The project constructs a new sidewalk on Pacific Avenue in the Beach Area by replacing diagonal parking with parallel parking, and also extending the bike lane. This improves safety for pedestrians and bicyclists. A storm drain will be extended to eliminate a ponding problem that impacts all road users. The Bikeway Striping project is our annual request to maintain and improve the bikeway system.

As with all City claims, the City will commit to maintain any facilities provided with these funds for 20 years and will prepare all necessary environmental review for these projects. All of the projects above are consistent with the City’s Active Transportation Plan and the RTC’s Regional Transportation Plan.

Please call me at 420-5422 if you have any questions or need additional information.

Sincerely,

Christophe J. Schneider  
Assistant Public Works Director/City Engineer

Attachments: Claim Forms

cc: Transportation Manager (JB)  
Finance Department (NG)
Transportation Development Act (TDA) – Local Transportation Funds
CLAIM FORM
for Bike/Ped Projects

If you have any questions about this claim form or would like an electronic copy of the form, please contact the Santa Cruz County Regional Transportation Commission at 460-3200.

Project Information

1. Project Title: 1. Bikeway Striping and Minor Improvements

2. Implementing Agency: City of Santa Cruz

3. Sponsoring Agency (if different) – must be a TDA Eligible Claimant:

4. TDA funding requested this claim: $40,000

5. Fiscal Year (FY) for which funds are claimed: FY 2020-21

6. General purpose for which the claim is made, identified by the article and section of the Act which authorizes such claims: Article 8 Bicycle and/or Pedestrian Facility

7. Contact Person/Project Manager: Chris Schneiter
   Telephone Number: 831-420-5422        E-mail: cschneiter@cityofsantacruz.com

   Secondary Contact (in event primary not available): James Burr
   Telephone Number: 831-420-5426        E-mail: jburp@cityofsantacruz.com

8. Project/Program Description/Scope (use additional pages, if needed, to provide details such as work elements/tasks):

   Annual restriping and redesigning of the City’s 30 plus miles of bikeways and minor bikeway improvements.

9. Number of people to be served/anticipated number of users of project/program:

   Current bikeway and roadway users.

10. Project Location/Limits (attach a map and/or photos if available/applicable, include street names):

    Projects are citywide and as needed based on existing conditions and public requests.

11. Justification for the project. (Why is this project needed? Primary goal/purpose of the project; problem to be addressed; project benefits; importance to the community):

    Maintain transportation infrastructure, and to encourage traffic safety and safe bike use.

12. Consistency and relationship with the 2040 Regional Transportation Plan (RTP) – please reference Project or Policy:

10-3
Project: SC-P75 Lump Sum Bike Projects
Plan Goal: 1A, 1Dii, 1F, 2A, 3B.

13. Measures of performance, success or completion to be used to evaluate project/program:
   Traffic safety and public comments.

14. Impact(s) of project on other modes of travel, if any (ex. parking to be removed): NA

15. Project Cost/Budget, including other funding sources, and Schedule:

   **Project Start Date: FY2018-19**

<table>
<thead>
<tr>
<th>SCHEDULE (Month/Yr) Completion Date /</th>
<th>Planning</th>
<th>Environmental</th>
<th>Design/Engineering</th>
<th>ROW</th>
<th>Construction</th>
<th>Other *</th>
<th>Contingency</th>
<th>Total</th>
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<tbody>
<tr>
<td>FY 2020-21</td>
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| Total Cost/Phase                     | $40,000  |               |                    |     |              |        |             | $40,000|

| TDA Requested (this claim)           | $40,000  |               |                    |     |              |        |             | $40,000|

| Prior TDA:                           |          |               |                    |     |              |        |             |       |
| Source 3:                            |          |               |                    |     |              |        |             |       |
| Source 4:                            |          |               |                    |     |              |        |             |       |

*Please describe what is included in “Other”:

16. Preferred Method and Schedule for TDA fund distribution, consistent with the RTC Rules and Regulations (a. 90% prior to completion/10% upon completion; or b. 100% after completion): 100% after completion.

17. TDA Eligibility:

<table>
<thead>
<tr>
<th><strong>YES?/NO?</strong></th>
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<tbody>
<tr>
<td>A. Has the project/program been approved by the claimant's governing body? Attach resolution to claim. (If &quot;NO,&quot; provide the approximate date approval is anticipated.)</td>
</tr>
<tr>
<td>B. Has this project previously received TDA funding?</td>
</tr>
<tr>
<td>C. For capital projects, have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency for the next 20 years?</td>
</tr>
<tr>
<td>D. Has the project already been reviewed by the RTC Bicycle Committee and/or Elderly/Disabled Transportation Advisory Committee? (If &quot;NO,&quot; project will be reviewed prior to RTC approval.)</td>
</tr>
<tr>
<td>E. For &quot;bikeways,&quot; does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: <a href="http://www.dot.ca.gov">http://www.dot.ca.gov</a>).</td>
</tr>
</tbody>
</table>
Documentation to Include with Your Claim:

All Claims
  X A letter of transmittal addressed to the SCCRTC Executive Director that attests to the accuracy of the claim and all its accompanying documentation.
  X Resolution from the TDA Eligible Claimant indicating its role and responsibilities. Previously submitted.

Article 8 Bicycle/Pedestrian Claims
  X Evidence of environmental review for capital projects
Projects are exempt.

Local Agency Certification:

I certify that the information provided in this form is accurate and correct. I understand that if the required information has not been provided this form may be returned and the funding allocation may be delayed.

Signature __________________________________________ Title: ___________________________ Date: ________________

This TDA Claim Form has been prepared in accordance with the SCCRTC’s Rules and Regulations, and Caltrans TDA Guidebook (http://www.dot.ca.gov/hq/MassTrans/State-TDA.html).
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RECOMMENDATIONS

Staff recommends the Committee receive information about the project and provide input to RTC and design consultant staff.

BACKGROUND

In 2019 the RTC entered into Cooperative Agreement with Caltrans and awarded the consultant contract with Mark Thomas & Company, Inc. for the Project Approval & Environmental Document (PA&ED) component of the Highway 1 Bay/Porter to State Park Auxiliary Lanes and Bus on Shoulder project. The project also includes the replacement of the Capitola Avenue Overcrossing and a new Bicycle/Pedestrian Overcrossing (POC) at Mar Vista Drive in Aptos which was added to the project scope in May 2020.

In August 2020, RTC staff provided an informational update to the Bicycle Advisory Committee regarding the overall Highway 1 Corridor Investment Program.

On December 2, the California Transportation Commission (CTC) awarded $107 million in grant funding for a package of projects included in the Watsonville-Santa Cruz Multimodal Corridor Program. The grant fully funds this project through construction.

DISCUSSION

The project fact sheet is included as Attachment 1. This project is part of the Highway 1 Corridor Investment Program of projects which includes auxiliary lanes to improve mainline operations on Highway 1, Bus on Shoulder elements 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.

The environmental phase is underway for the Highway 1 Auxiliary Lanes Project between the Bay Avenue/Porter Street and the State Park Drive interchanges which includes construction of northbound and southbound auxiliary lanes, Bus-on-Shoulder operations at interchanges, a new Capitola Avenue bridge with standard
sidewalks and bike lanes, and a new pedestrian and bicycle overcrossing at Mar Vista Drive. Community feedback on the Mar Vista Overcrossing aesthetic treatments and design was collected via an online survey in September/October of 2020. The draft Environmental Impact Report/Environmental Analysis (EIR/EA) was distributed for public comment in November, with the comment period open through January 11, 2020/

Measure D, Senate Bill 1 (SB1), and State Transportation Improvement Program (STIP), and RSTPX funds are being used for this project, which is expected to be construction-ready in 2022 with construction scheduled to begin in 2023. The current estimate for construction of the entire project is $89 Million (capital and support). Staff successfully secured SB1 funding through the Solutions for Congested Corridors Program (SCCP) and the Local Partnership Competitive Program (LPP-c) to fund the project, with Measure D funds used as a match.

The Mar Vista bicycle and pedestrian overcrossing design concept exhibits, showing the overcrossing footprint and aesthetic treatments are included as Attachment 2. A visual exhibit showing the proposed enhanced signing and pavement markings at the Mar Vista Drive/McGregor Drive intersection near the south approach are included as Attachment 3. Staff seeks the input of the Bicycle Advisory Committee for this important project.

SUMMARY
An update on the Bicycle and Pedestrian Overcrossing at Mar Vista Drive was provided to seek input from the Bicycle Advisory Committee.

ATTACHMENTS
1. Project Fact Sheet
2. Design concept exhibits
3. Preliminary exhibit showing signage and pavement markings at the Mar Vista/McGregor intersection near the south approach.
Project Description

The project will construct northbound and southbound auxiliary lanes and bus-on-shoulder improvements 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 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.

The project also includes a new bicycle and pedestrian overcrossing (POC) at Mar Vista to provide a safe link between schools, the beach, residential neighborhoods and retail centers on each side of Highway 1. This POC was one of three bicycle and pedestrian overcrossings identified in the Highway 1 Corridor Investment Plan.

Project Highlights

- Improves traffic and safety operations on Highway 1
- Reduces cut-through traffic diverting to local streets and neighborhoods by adding auxiliary lanes between Bay Avenue/Porter Street and State Park Drive
- Improves bicycle and pedestrian connectivity to regional destinations and transit by providing enhanced bicycle and pedestrian facilities for active transportation users at Capitola Avenue
- Adds infrastructure for buses to travel in the auxiliary lanes between interchanges and on the outside shoulder through interchanges
- 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 Delivery Strategy

The RTC is leading the delivery of this project. Measure D-Highway Corridor funds and other RTC discretionary funds will be used to complete the work necessary to ready the project for construction, and as a match for future SB1 and federal construction grants. Environmental clearance is expected to be obtained by 2021. The project is also competing for Cycle 2 of the SB1 Solutions to Congested Corridors Program and Local Partnership Program competitive funds.
Project Funding (in thousands)

<table>
<thead>
<tr>
<th>Estimated Total Cost</th>
<th>$ 88,955</th>
</tr>
</thead>
</table>

**Funding Sources**

- Measure D (Highway) $ 15,983
- Other Secured* $ 72,972

*Includes STIP and SB1 (SCCP and LPP programs) funds.

Project Status/Schedule

The project is in the environmental phase, which is expected to be completed in 2021. Final design is expected to begin in 2020 and be completed by 2022. The project is expected to go to construction in 2023.
MISTY REDWOODS PEDESTRIAN OVERCROSSING - BRIDGE AESTHETICS

**SITE PLAN**
- Ramp entrance to alert pedestrians, bicyclists, and vehicles to access/egress location
- Concrete pavement wave pattern
- Pedestrian Lights
- Future shoulder

**CROSS SECTION A**
- Relief depth varies, 2" max
- PEDESTRIAN LIGHTS
- HEXAGONAL COLUMNS
- MISTY REDWOODS INSPIRATION
- WIRE MESH FENCE
- METAL CUT-OUT
- WAVE CONCRETE FORMLINER

**SECTION/ELEVATION B - LOOKING SOUTHBOUND**
- NB STATE ROUTE 1
- SB STATE ROUTE 1

HWY 1 - MAR VISTA PEDESTRIAN OVERCROSSING

NOVEMBER 24, 2020
MISTY REDWOODS PEDESTRIAN OVERCROSSING - BRIDGE AESTHETICS

November 24, 2020

HWY 1 - MAR VISTA PEDESTRIAN OVERCROSSING

Enlargement of Ramp Entrance

Elevation C - Looking South West From McGregor Drive

Grass planting along base of retaining wall

"Redwood Forest" Formliner design

Entry Monument Design

Option 1 Option 2 Option 3 Option 4

Entry Monument Color Options

Concrete Monument
Concrete Accent Texture
Redwood Tree Metal Cut-outs

Redwood Bark Concrete Design
Concrete Accent Texture

Redwood Forest Formliner Design

9’ Fence
Future Planting

Elevation E - Looking East

Enlargement of Ramp Entrance
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AGENDA: December 14, 2020

TO: Bicycle Committee

FROM: Rachel Moriconi, Transportation Planner

REGARDING: 2021 State and Federal Legislative Programs

RECOMMENDATIONS

Staff requests that committee members inform staff by December 17, 2020 of any State or Federal legislative issues that the Regional Transportation Commission (RTC) should consider, pursue, or monitor in 2021.

BACKGROUND

Each year the Regional Transportation Commission (RTC) adopts 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), Regional Transportation Improvement Program (RTIP), Measure D and priority transportation projects in Santa Cruz County. Working with local jurisdictions, 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, and other transportation entities, the 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

Staff recommends that committee members inform staff of any legislative priorities and/or issues that the RTC should consider, monitor, or pursue in 2021. Committee members can provide suggestions by emailing rmoriconi@sccrtc.org by December 17, 2020. The preliminary draft 2021 Legislative Program is attached (Attachment 1). The RTC board is expected to consider the 2021 State and Federal Legislative Programs at its January 2021 meeting.

The RTC legislative program is used to advance regional projects and key goals and targets in the Santa Cruz County Regional Transportation Plan, which focuses on sustainability – improve multimodal access and mobility in ways that improve health, reduce pollution and retain money in the local economy; reduce collisions and improve safety; maintain existing transportation infrastructure and services; and deliver improvements cost effectively, equitably and responsive to the needs of all users of the transportation system and the natural environment.

Generally, the RTC’s legislative program covers legislative and administrative actions that:

- Involve funding or a funding mechanism for transportation projects and programs
• Involve the implementation of transportation and greenhouse gas emission reduction policies and programs
• Involve transportation and land use
• Involve the environmental review process
• Involve changes to the way transportation projects are delivered
• Affect the Commission directly (e.g. Commission responsibilities, policies or operations)

Staff will continue working to ensure that transportation-related statutes and guidelines are structured in a manner that recognizes Santa Cruz County’s significant traffic congestion, maintenance, active transportation, and transit system needs and sustainability goals.

The California Legislature reconvened for a new two-year session on December 7, 2020. Issues anticipated to be discussed during the 2021 state legislative session include implementation of Governor Newsom’s Executive Orders aimed at reducing greenhouse gas emissions and mitigating the impacts of climate change, housing and transportation connections, safety and speed limits, streamlining and expediting project delivery, and implementation of bike, pedestrian, and transit projects.

The focus on the federal level will be on reauthorization of the multiyear federal transportation act (in September Congress approved a one-year extension of the current Fixing America’s Surface Transportation (FAST) Act). A key issue for reauthorization is how transportation projects will be funded, given that the federal gas tax has not increased since 1993.

SUMMARY

Committee members are encouraged to review the preliminary draft 2021 Legislative Program and email rmoriconi@sccrtc.org by December 17, 2020 of any changes the RTC should consider.

Attachment 1: 2021 Legislative Program

s:\legislat\2021\legprogram2021-srccommittees.docx
Note: While the wording has been updated on most items from our 2020 Legislative Programs, the most substantive changes are shown in underline/strikeout.

Focus Areas in 2021

- Ensure legislative and administrative actions support implementation of priority transportation projects and programs in Santa Cruz County, including projects identified in the Measure D Expenditure Plan. Maintain and increase funding for RTC projects and programs, support streamlining and other actions which could expedite delivery of projects, and oppose efforts which could hinder implementation of RTC priorities.

- Support efforts to reduce greenhouse gas emissions and improve mobility through increased funding for pedestrian, bicycle and transit projects, and support California’s passenger vehicle emission standards and increased equitable access to zero emission vehicles and infrastructure.

- Support legislative and administrative actions that will improve safety on state highways and local roads, including actions which would allow for reduction of speed limits and integration of bicycle and pedestrian infrastructure, especially where state highways serve as main streets.

- Support Transportation Development Act (TDA) program modifications which reduce the burden of outdated performance measures and eliminate the farebox recovery penalty for public transportation systems.

- Support state and federal COVID-19 relief and stimulus funding to support economic recovery and make up for state, local and transit agency transportation revenue losses.

- Support funding and policy strategies to help achieve and better coordinate state and regional climate goals, advance energy efficiency and improve resilience and response to natural hazards and the impacts of climate change, including extreme storms, sea level rise and wildfires.

- Temporarily adjust maintenance of effort requirements, for the SB1 Local Streets and Roads Program and local sales tax measure funds, given impacts on local revenues from COVID-19.

- Support new state and federal transportation funding mechanisms to replace gas and diesel taxes, especially with increased vehicle fuel economy and zero-emission vehicle adoption.

- Honor the will of the voters in preserving the intent of Senate Bill 1 (SB1) and local measure funding for transportation that will allow the State, Regions and Locals to improve transportation for all Californians.

- Support modifications to the Brown Act to enhance public participation in virtual meetings.
Ongoing Priorities

Transportation Funding

- **Protect Transportation Funding:** Preserve existing and new funding for transportation projects, maximize funding for Santa Cruz County transportation projects, and preserve regional discretion and priority-setting.

  o **Stable, formula funding is essential for addressing the backlog of transportation infrastructure repairs and improvements in Santa Cruz County.** Protect current and future taxes and fees and other transportation funds (including Highway Users Tax Account (HUTA), Transportation Development Act (TDA), State Transportation Improvement Program (STIP), Active Transportation Program (ATP), and other funds) from elimination or diversion to other State programs, General Fund loans, general obligation bond debt service, or to other non-transportation purposes.

  o **Support actions that preserve the intent of Senate Bill 1 (SB1) and local measure funding to allow the State, regions and locals to maintain, protect and improve existing transportation funds dedicated for congestion management on the state highway system, lifeline arterials, and goods movement routes while also addressing immediate and long-term unmet funding needs.** Monitor implementation efforts of Executive Order N-19-19, which directs the California State Transportation Agency (CalSTA) to invest its annual $5 billion portfolio to help reduce transportation-related greenhouse gas emissions, and to ensure that state funds, specifically SB 1 funds, continue to be used for transportation purposes. Ensure that state regulations do not negatively impact implementation of the voter-approved Measure D Expenditure Plan.

  o With increased emphasis on vehicle fuel economy and zero-emission vehicle adoption, explore and support new funding mechanisms to replace gas and diesel taxes for transportation investments. Monitor proposals such as pay-by-the-mile user fees, public private partnerships, vehicle registration fees, or wholesale energy taxes. Ensure that proposals are equitable to disadvantaged and rural areas.

  o **Online sales taxes:** Seek improvements at the Board of Equalization/California Department of Tax and Fee Administration to ensure that distribution of sales taxes on online sales do not negatively impact TDA LTF and local sales tax measure revenues. Continue to monitor legislative and regulatory efforts to conform state law to ensure that implementation of the *South Dakota v. Wayfair* ruling increase transportation funding from local-option sales taxes (METRO and Measure D), TDA, other County of Santa Cruz and city resources.

  o Oppose proposals that could tie transportation fund availability to local jurisdictions, to non-transportation and development projects.

  o Support new funding for transportation agencies to offset the cost of implementing climate change initiatives and ensure that implementation of the Innovative Clean Transit regulation requiring transition to zero-emission bus fleets and accompanying infrastructure does not result in decreased transit service.
COVID Recovery:
- Support state and federal COVID-19 relief and stimulus legislation to make up for state, local and transit agency transportation revenue losses and expedite project implementation.
- Temporarily adjust maintenance of effort requirements, for SB1 Local Streets and Roads Program, local sales tax measure funds, and fare-box recovery requirements for transit given impacts on local revenues from COVID-19.

Ensure Fair Distribution of Funding:
- Ensure state and federal funds are made available for projects in Santa Cruz County, are distributed equitably, and are not disproportionately distributed to large regions. Ensure competitive programs make funding reasonably available for multimodal projects in Santa Cruz County, that address local and regional priorities.
- Local Role: Ensure a strong role for regional and local agencies in planning and determining transportation investment priorities. Support legislation that respects local authority, protecting or expanding local decision-making in programming expenditures of transportation funds, rather than the State making top-down funding decisions that are not community-based. Project and increase direct funding to regions through both federal and state programs; and reinforce and build upon the structure of SB45 that provides regions a strong voice in the programming of state funds.
- State Transportation Improvement Program (STIP): Ensure equitable programming and allocation of STIP funds.
- “Disadvantaged Communities” Definition: Ensure that legislation and programs aimed at benefiting disadvantaged communities use a broader definition of “disadvantaged communities” (DACs) in order to that ensures that projects that benefit low-income and other transportation disadvantaged residents of Santa Cruz County are not excluded from funding opportunities that support sustainable communities, transportation choices, and investments in alternative modes of transportation. Ensure that the definition does not rely exclusively on communities defined as DACs by CalEnviroScreen, which disproportionately excludes many low-income communities in Santa Cruz County.

Increase Funding for All Transportation Modes: Support measures that increase funding for and support implementation of transportation projects in Santa Cruz County, including funds for ongoing system maintenance, congestion reduction, safety, complete streets, active transportation bike, pedestrian, transit projects, transit-oriented development, and specialized transportation for seniors and people with disabilities in Santa Cruz County, as well as innovative projects such as a new state-supported passenger rail service on the Coast Route.*
- New funding systems: Phase in new funding systems which are tied to system use, rather than fuel consumption or fuel prices. May include new user fees, such as a Road User Charge or Vehicle Miles Traveled (VMT) fee and other alternative funding mechanisms.
Expand local revenue-raising opportunities and innovative financing options to address the significant backlog of transportation needs. Provide locals with the ability to supplement and leverage state funding for investments that protect state and local transportation assets.

- Expand the authority of the RTC and local entities to increase taxes and fees for transportation projects, such as new gas taxes, vehicle registration fees, property-tax financing, and infrastructure financing districts.
- Support clarifying amendment to Government Code Section 65089.20 that will give RTPAs equal treatment with Congestion Management Agencies (CMAs) to seek voter approval for a local vehicle registration fee. (SB83 cleanup)
- **Lower Vote Threshold:** Support efforts to amend the California constitution to lower the voter threshold for local transportation and affordable housing funding measures, such as local sales tax or vehicle registration fee ballot measures, from the 2/3 supermajority to a simple majority or 55% vote. Support actions which would broaden eligibility in existing and/or new transportation funding streams to enable their use as a subsidy for low-income transportation system users (e.g. discounted fares for public transportation or shared mobility service).

- **Active Transportation Program (ATP):** Increase ATP funding and ensure potential reforms to the Active Transportation Program (ATP) do not reduce the proportion available for Santa Cruz County agencies to compete for, including funds to the competitive statewide, small urban and rural funding pots. Support efforts to simplify the Active Transportation Program (ATP) application and project delivery, build local capacity to deliver transformative projects, and provide regions greater flexibility to innovate and strategically invest funds to meet local needs.*

- **Cap & Trade:**
  - Increase percent of Cap & Trade revenues allocated to transportation projects and programs that help reduce greenhouse gas emissions in Santa Cruz County.
  - Support increases in Low Carbon Transit Operations Program (LCTOP) appropriations
  - Support policy changes to the Affordable Housing and Sustainable Communities program (AHSC) that increase funding opportunities for projects in Santa Cruz County.
  - Ensure continued funding for low and zero emission transit deployment. Ensure regulatory and legislative requirements related to transit electrification provide flexibility, consider cost and available technology, and do not place an undue burden on transit agencies.
  - Support legislation to devote a permanent Cap-and-Trade funding allocation to the Active Transportation Program.

- **Support options to replace the loss of redevelopment funding,** to support economic development and affordable housing consistent with sustainable community strategies.

- Support legislation to increase the availability of funding at the regional level to help implement sustainable community strategies, as well as policy tools to reduce single-occupancy vehicle travel in a manner that ensures equitable policy outcomes.

- **Increase and Preserve Funding for Priority Projects in Santa Cruz County:**
  - Projects on Highway 1
• Transportation Development Act (TDA):
   o Monitor potential modifications to the TDA. Ensure funding for transit, planning, administrative, and other TDA purposes in Santa Cruz County are not reduced. Oppose efforts that would reduce TDA funds which are essential for RTC administration and planning. Support the development of greater efficiencies within the TDA while streamlining and updating performance metrics and eliminating penalties associated with farebox recovery. Support development of alternative performance measures that are focused on incentivizing transit agency actions that improve transit service and increase ridership, consistent with state and regional climate and equity goals. Ensure discount fares aimed at boosting ridership and improving social equity do not result in reduced state funding. Pursue relief from TDA audits during the current economic downturn.

Project Implementation

• Streamlining, Expediting, Facilitating Project Delivery: Support administrative and/or legislative efforts which may be required to implement or expedite delivery of priority projects. Includes actions that streamline funding applications, simplify program administration, efforts that modernize and accelerate project delivery.

  o Support the development of greater efficiencies of transportation program project implementation, including California Environmental Quality Act (CEQA) reform, stormwater runoff regulations, CA Fish and Wildlife, CA Water Quality Control Board and California Public Utilities Commission permit and approval processes, to streamline both project development and delivery for priority transportation and transit projects, including the Scotts Creek Bridge Replacement and implementation of the Regional Conservation Investment Strategy (RCIS), and eliminating any unnecessary, overly burdensome and/or duplicative mandates.
  o Support legislative and administrative actions required to secure permits that may be required to implement priority projects.
  o Opportunities to expedite transportation project delivery may include increasing contracting and financing options, increased flexibility in early allocation of programmed funds and initiating reimbursable work with local funds in advance of CTC allocation of all projects, efforts that expedite the Caltrans design review process, opportunities to expedite locally-sponsored projects on the state highway system, and increase in encroachment permit limits.
  o Support environmental streamlining measures for bike, pedestrian, transit, and infrastructure preservation within existing public rights of way, and other measures that expedite project delivery. Support efforts that provide for streamlined project delivery for transit projects that fulfill the goals of AB 32 and SB 375, as well as other state and federal air quality mandates and mobility performance measures.
  o Support delegation of fund allocation responsibilities to Caltrans.
  o Allow advance payment of programmed funds, in order to expedite project delivery and resolve cash flow challenges faced especially by small agencies.
• **Advanced Mitigation:** Support implementation of “advanced mitigation” environmental programs, including approving up-front environmental mitigation funding for projects, such as the Highway 17 Wildlife Crossing. Support creation of a low-interest loan program to support advance mitigation and habitat conservation plans that mitigate the impacts of transportation infrastructure and make project implementation more efficient.

• **Safety:** Support legislation and programs that improve transportation safety for all users and support programs aimed at eliminating all traffic-related serious injuries and fatalities.
  o **Speed limits:** Support proposals that would allow local jurisdictions to reduce speed limits on both local roads and state highways and work with state representatives to modify the California Vehicle Code to allow for prima facie speed limits of 25 mph on state highways that function as main streets, especially in business and school zones to address findings and to address other recommendations of the AB2363 Zero Traffic Fatalities Task Force report.
  o **Traffic Laws & Enforcement:** Support proposals to increase enforcement and modification of traffic laws to better protect pedestrians and bicyclists, including proposals to authorize automated speed enforcement on a pilot program basis, and modifications to vehicle code to allow vehicles to cross a double-yellow line when passing cyclists.
  o **Education:** Support commercial driver, bus driver, motorist, bicyclist, and Safe Routes to Schools training and education programs which reduce collisions.

• **Active Transportation Facilities:** Support modification to rules, regulations, and government codes that will make roadways more bicycle and pedestrian-friendly, including: laws associated with sharing the road; ensuring complete streets components (e.g. accessible pedestrian signals) are considered during the design of all projects; increasing funds for pedestrian, bicycle, and new micro-mobility devices and services (e.g. bike share), and safety countermeasures (e.g. buffered or protected bike lanes); increasing funds to provide resources necessary for First/Last Mile improvements; Safe Routes to School Programs; and providing additional direction and consistency for accessible pedestrian design.

• **Land Use/Housing/Transportation Coordination:**
  o Support efforts to reduce vehicles miles traveled and promote job-housing balance which also protect locally-driven land use planning that implements broad policy goals set by the state to provide affordable housing in transit-rich areas. Encourage new developments to incentivize active transportation and transit use. Ensure SB743 (Steinberg, 2013) implementation supports infill development, promotion of public health through active transportation, and expedites transportation project delivery. Support innovative measures to mitigate growth in vehicle miles traveled, such as regional mitigation banks.
  o Support state goals to reduce homelessness. Monitor implementation of Governor Newsom’s Executive Order N-23-20 which requires Caltrans to develop a model lease template to allow counties and cities to use Caltrans property adjacent to highways or state roads for short-term emergency homelessness shelter; and requests that special districts, cities, counties, and transit agencies, and others to examine their ability to provide shelter and house homeless individuals.
• **Federal Transportation Act Implementation:** Support legislation and administrative strategies to implement the federal authorization bill, in a way that ensures the best possible outcome for transportation projects in Santa Cruz County.

• **SHOIPP Program:**
  o Support Caltrans’ efforts to provide more outreach regarding State Highway Operation and Protection Program (SHOIPP) projects and to include measurable targets for improving the state highway system. Support clarification of existing laws to permit the expenditure of SHOIPP funds for operational projects on state highways.
  o Support inclusion of complete streets within SHOIPP projects, as appropriate, but especially in areas where state highways serve as main streets, such as Highway 9 and Highway 152 in Santa Cruz County.

• **Commuter Programs:** Support policies and legislation aimed at reducing trips and vehicle miles traveled and associated traffic congestion, including, but not limited to, employer-based programs to help reduce the share of commuting by single-occupant vehicles, expanding broadband to facilitate telecommuting, and a regional commuter benefits ordinance. Support dedicated funding for Transportation Demand Management (TDM) programs and strategies.

• **Shared Mobility Systems:** Support policies that enable technological innovations to improve mobility, while protecting the public’s interest. Monitor legislation and regulations related to shared mobility, such as transportation network companies (TNCs) and real-time carpooling, to ensure that mobility benefits are maximized, especially for underserved populations, and access to critical data for transportation and land-use planning and operational purposes is assured. Support measures that allow for local control and regulation of shared mobility systems such as scooters, bikes, and other fleets.

• **Connected and Autonomous Vehicles:** Monitor and engage in legislation and regulations to facilitate deployment of connected vehicles and autonomous vehicles. Oppose federal efforts to preempt local authority over the use of autonomous vehicles in their communities. In partnership with California cities and counties, transit agencies, the business community, and other transportation organizations, engage in regulatory and legislative efforts related to connected and autonomous vehicles with the goal of accelerating their safety, mobility, environmental, equity and economic benefits. Similar to the “shared mobility” strategy, support access to critical data for transportation and land-use planning and operational purposes.

• **Electrification** of vehicle fleets: Support funding and coordination, including policy, planning, and infrastructure, for vehicle electrification.
  o Building on Executive Order N-79-20, seek additional dedicated funding to help transit operators convert their bus fleets to zero-emission in order to meet the state’s Innovative Clean Transit rule and accelerate the decarbonization of the transportation system and support reduced utility pricing for public transit electric vehicle fleets.
  o Support proposals that provide funding for regions and localities to build infrastructure and provide incentives for zero-emission vehicle purchases, considering cost of increased usage of
electricity, electric power storage capacity, proper safety protocols* and that mitigate impacts on lower-income households

- **Resilience:** Monitor and support legislation that invests in projects and programs to improve resilience to the impacts of climate change on transportation infrastructure and utilization of public transit in emergencies that address scenarios such as severe storm events, public safety power shut off events, wildfires, and sea level rise.* Support programs and increased funding necessary for communities to have resilient transportation infrastructure designed with the consequences of climate change and resulting natural disasters in mind.

- **Encroachments:** Support legislation that clarifies the authority under which rail property owners may remove, or by notice may require the removal of encroachments.

- **Unfunded Mandates:** Oppose unfunded mandates and seek funding for mandates imposed in recent years. Require new regulatory proposals to include an estimate of the cost and impact such proposals will have in the delivery of California’s transportation program.

- **Central Coast Representation:** Advocate for Central Coast representatives to be appointed to the California Transportation Commission (CTC) and other state boards and committees in order to ensure that the complexities of small, coastal, and rural jurisdictions addressing their infrastructure and mobility needs are considered.*

- **Modernization of the Brown Act:** Enact legislation to expand public and board participation in public meetings. In order to maximize participation and access by board and committee members, modify the Brown Act to enhance participation and eliminate requirement to notice of all remote board or committee member locations.*

*Starred items are also part of the Central Coast Coalition’s Legislative Platform.
Note: While the wording has been updated on most items from our 2020 Legislative Programs, the most substantive changes are shown in underline/strikeout.

- **Priority Projects:** Seek and preserve funding for priority transportation projects and programs in Santa Cruz County, including:
  - Projects on Highway 1
  - Santa Cruz Branch Rail Line
  - Transit operations and capital projects
  - Local street and roadway preservation
  - Bicycle and pedestrian facilities, including the Monterey Bay Sanctuary Scenic Trail Network (MBSST/Rail Trail)
  - 511 implementation

- **Support COVID Relief and Economic Recovery:** Support federal relief and stimulus funding to support economic recovery, support state and local and state responses to the COVID-19 public health crisis, and backfill state, regional, and local transportation revenue losses due to COVID-19, preventing layoffs, major reductions in transit service, and project delays.

- **Transportation Act Reauthorization**
  - As Congress works on reauthorization of the FAST Act, which expires in September 2021, support California’s reauthorization principles for a long-term, fully funded transportation authorization that supports local agencies achieving national, state and regional goals related to infrastructure condition, safety, mobility, and air quality.
  - Raise New Revenues & Grow Existing Programs: Support raising and indexing federal gas taxes and development of new funding mechanisms to ensure the financial integrity and solvency of the Highway Trust Fund (HTF) and Mass Transportation Account. Increase federal transportation investment all modes to bring transportation infrastructure up to a good state of repair and meet growing transportation needs in Santa Cruz County.
  - Increase funding: Support a reauthorization bill and other legislative actions that increase funding for priority projects in Santa Cruz County, including:
    - Active Transportation: Bicycle and pedestrian safety and mobility projects, such as the Transportation Alternatives Program (TAP).
    - Transit: Includes continued and accelerated growth of the Small Transit Intensive Cities Program (STIC), funding for acquisition of transit capital (Bus and Bus Facilities, and Low and No Emissions Bus Programs), Capital Investment Grants, funding for Americans with Disabilities Act (ADA) implementation, state of good repair, and other transit programs. Support tax credits for the purchase of electric buses.
    - Local Roads and Highways: Support robust funding for core programs such as the Surface Transportation Block Grant Program (STBG), Highway Safety Improvement Program (HSIP) and bridge programs needed for local entities to address the backlog of bridge and roadway projects.
    - Self-Help Counties: Support programs that reward areas which have approved self-help revenue measures like Measure D and the METRO dedicated sales tax.
- **Planning:** Existing federal planning funds are inadequate, especially given increased planning, performance measure, monitoring, and model requirements.
  - **Transit Oriented Development (TOD):** May include federal grants or pilot programs for comprehensive planning that supports opportunities to connect housing, jobs, and mixed-use development with transportation options.

- **Infrastructure Initiative:** If an infrastructure package, such as HR2, the “Moving Forward Act”, advances, ensure that the initiative increases transportation investment opportunities for projects in Santa Cruz County and addresses principles for reauthorization of the transportation act. Any infrastructure package should ensure projects in Santa Cruz County are not disadvantaged in accessing those funds. The initiative should also include a significant investment of **new** federal funds for transportation, stabilize the Highway Trust Fund and not be offset by reductions to other federal programs serving Santa Cruz County residents.

- **Air Quality, Greenhouse Gas Emissions, and Climate Resiliency:** Strengthen federal partnership to improve air quality, reduce greenhouse gas (GHG) emissions, and make our communities and transportation networks resilient to a changing climate.
  - **Funding:** Support development of new resources to support climate adaptation and reduce greenhouse gas emissions from transportation (similar to those included in the Senate FAST Act reauthorization bill (S. 2302)), expand eligibility for Congestion Mitigation and Air Quality (CMAQ) and other funding programs to Santa Cruz County.
  - **Electrification:** Support federal funding, tax credits, and coordination of vehicle electrification purchase (including buses), planning and infrastructure.
  - **Mitigation:** Defend against rollbacks of California’s air quality and climate change laws and regulation, such as fuel efficiency standards and cap-and-trade programs.
  - **Resiliency:** Support resiliency and climate change preparedness and efforts that could support local efforts to improve resiliency, respond to new or worsening storm, fire, and other environmental hazards and meet regional climate goals. Support efforts to increase planning funds that help regional governments address climate change and make regional transportation infrastructure more resilient.
  - **Disaster Recovery:** Ensure the federal government provides sufficient emergency relief appropriations and federal agency resources to support rebuilding and recovery efforts for wildfire, storm, and other natural disasters. Support legislative efforts to extend the timeframe for road projects qualifying for federal disaster reimbursement to move to the construction phase from two years to six years.

- **Federal Authorization Implementation:** Support legislation and administrative strategies to implement federal transportation authorization bills in a way that ensures the best possible outcome for transportation projects in Santa Cruz County. Ensure that U.S. Department of Transportation (DOT) implementation of MAP-21, FAST Act, and any new transportation act rules and regulations do not have a negative impact on local projects and programs.
  - **Discretionary Grants:** Advocate for discretionary transportation grant awards for priority transportation projects in Santa Cruz County, including the Better Utilizing Investments to Leverage Development (BUILD, formerly TIGER) and Capital Investment Grant program.
Innovative Financing: Ensure proposals for public-private partnerships and innovative financing are favorable for project implementation in Santa Cruz County. Support and expand the Transportation Infrastructure Finance and Innovation Act (TIFIA) program and make the Railroad Rehabilitation and Improvement Financing (RRIF) program more accessible to smaller public agencies.

Department of Transportation Budget and Annual Appropriations. Ensure that Congress appropriates funding consistent with amounts authorized in federal transportation authorizations (e.g. FAST Act), even if Continuing Resolutions (CR) are needed to keep transportation programs running each fiscal year.

Oppose rescissions or arbitrary cuts that could reduce funding for transportation projects in Santa Cruz County.

Support transparent congressionally-directed spending (earmarks) to allow for Congressional support of priority projects in Santa Cruz County.

Oppose efforts to withhold federal funds from jurisdictions not in compliance with federal Immigration and Customs Enforcement law, or from “sanctuary” jurisdictions.

Oppose unfunded mandates and support legislation that provides funding for past mandates.

Performance Measures: Support development of appropriate performance measures which are consistent with RTC approved goals, policies, and targets and which recognize data limitations of many regions. Support open collaboration, data sharing and funding to successfully implement state and federal performance-based planning and management requirements.

Protect and expand transportation fringe benefits. Reinstate the commuter benefit, which was eliminated under the tax reform bill. In addition, advocate for expanding pre-tax transportation fringe benefit eligibility to include shared mobility options, such as bike-share and shared ride carpool services.

Shared Mobility: Advocate for federal legislative and regulatory updates that support shared mobility options such as bike-share, shared rides, carpooling, and shared scooters. Support expanding pre-tax transportation fringe benefit eligibility to include shared mobility options. This change would support the now-permanent Bay Area Commuter Benefits program by expanding federal tax incentives utilize alternatives to single occupancy travel to commute to work.

Autonomous Vehicles: Oppose federal efforts to preempt local authority to regulate the use of autonomous vehicles in their communities.

Streamline Project Delivery: Support regulations to streamline and integrate federal project delivery requirements for project planning, development, review, permitting, and environmental processes in order to reduce project costs and delays.
RECOMMENDATION
This item is for information only.

BACKGROUND
Transportation projects and operations are funded by a range of local, regional, state, federal, and private sources. In Santa Cruz County, most of the revenues available for transportation projects are generated from sales taxes, gas taxes, and other user fees, which are then designated to specific funding (or grant) programs, typically through legislative actions, and then distributed for specific projects or services. Some funds are distributed by formula to states, cities, counties, transit and regional transportation agencies, while others are distributed through competitive grant programs or based on specific metrics.

DISCUSSION
Based on financial projections for local, state, and federal revenue sources, approximately $170 million per year is available to operate, maintain and improve the multimodal transportation system in Santa Cruz County. This is about half of what would be needed to fund all the projects have been identified in the Regional Transportation Plan (RTP). Most of the funds are restricted to certain uses and the Regional Transportation Commission (RTC) is responsible for selecting projects to receive less than 5% of these funds.

Staff will provide an overview of some of the key programs that provide funding for local transportation projects at this meeting. A summary of transportation funding is also attached (Attachment 1).

SUMMARY
Bike, pedestrian, transit, local road, highway, and other transportation projects are funded by local, state, federal, and sometimes private funding programs. Staff will provide an overview of transportation funding at this meeting.

Attachment: Funding Our Transportation System
S:\Bike\Committee\Agenda Packets\BC2020\6. December\FundingOverview-SR.docx
Santa Cruz County’s Transportation System

Santa Cruz County has a rich multi-modal transportation network. The county’s existing transportation network comprises a broad range of transportation facilities and modes. These include six state highways, nearly 900 miles of local streets and roads, an extensive bus system that typically (pre-COVID) carries millions of riders each year, a specialized transport system for seniors and people with disabilities, a significant network of sidewalks, over 200 miles of bikeways, an airport and a publicly-owned rail line. Maintaining and improving the multimodal transportation system requires a combination of state, federal, local, and even private revenue sources.

Available Funds

Transportation programs and projects in Santa Cruz County are funded from a variety of local, state and federal funding programs. Based on preliminary estimates for the Regional Transportation Plan (RTP), $5.5 billion from federal, state, and local funding sources are anticipated to be available to operate, maintain and improve the multi-modal transportation system in Santa Cruz County through 2045. As shown below, the public and businesses contribute to transportation funding programs through taxes and fees, primarily collected at the gas pump and at cash registers. A portion of automobile registration fees also help fund some local transportation projects. Local sources (such as general funds, local sales taxes, and gas taxes designated for cities and counties) account for 60% of transportation revenues, with approximately 30% from state and 10% from federal sources.

Major Transportation Revenues in California

- Truck Weight Fees
- State Fuel Excise Tax
- State Diesel Sales Tax
- Retail Sales Tax
- State & Local Government
- Federal Fuel Excise Tax
- Federal Leg.
- Airport Fuel & Fees
- DMV Fees
- Cap & Trade

Currently diverted to pay bond debt service
Most Revenues Restricted

Of current and projected future revenue sources, most revenues are highly restricted (or “dedicated”) by federal, state, or local regulations for use by specific jurisdictions, agencies and/or types of projects. For example, some funding sources may only be applied to projects that support transit or airport facilities, while other sources are exclusively for road maintenance or capital projects on the state highways. This includes State Highway Operation and Protection Program (SHOPP) funds that can only be used for maintenance and safety projects on state highways. Over a third (1/3) of local, state, or federal funds can only be used on transit and paratransit projects and operations, including the local ½ cent transit sales tax (approved by Santa Cruz County voters in 1978) and rider fares designated for the Santa Cruz Metropolitan Transit District (METRO), 20% of Measure D revenues, LiftLine rider fares, and funds from the Federal Transit Administration. Most funds allocated to cities and the county can be used on a variety of projects – including local road, bicycle, and pedestrian projects.

Deciding Where the Money Goes

While most funding sources are restricted to certain types of projects, who decides the specific uses of the funds varies. For instance, the California legislature has given the California Transportation Commission (CTC) discretion over Senate Bill 1 and Active Transportation Program (ATP) competitive grant programs, but local agencies decide on which specific projects to submit applications. The Measure D Expenditure Plan set limits on how much funding goes to each city, the county, METRO and Lift Line, but those agencies have the flexibility on how to spend their formula share of funds, based on decisions made by their governing boards after holding a public hearing. The Regional Transportation Commission (RTC) has discretion over less than 5% of the funds available for transportation projects ($5-7 million per year). These funds are from regional shares of the State Transportation Improvement Program (STIP) and Regional Surface Transportation Program (RSTP). The RTC typically distributes these funds through a competitive process based on priorities identified in the Regional Transportation Plan (RTP) policy element and criteria established by the California Transportation Commission (CTC), state and federal laws.

Funding Uncertainties

While the 2040 Regional Transportation Plan (RTP) estimated that approximately $170 million per year is available for transportation in Santa Cruz County on average, this is less than half of what is needed to fully fund ongoing maintenance, operations, and priorities identified in the RTP. Additionally, revenues can be incredibly unpredictable. Forecasting the amount of funding that will be available for transportation can be a challenging and somewhat speculative exercise. The reliability of funding projections can be impacted by several factors, including changes in the economy, state and federal laws, fuel consumption and related gas tax revenues. Depending on the federal transportation act (currently FAST Act), annual appropriations bills, state and local budgets, gasoline consumption, and the general condition of the local and global economy, funding levels for most funding programs may change significantly from year to year.

State and federal actions can result in elimination of certain funding programs or diversion of transportation funds to the State General Fund, as has happened regularly to transit funds over the past several years. Since
2010, several funding sources that agencies had historically relied upon have been eliminated, such as the sales tax on gasoline for transportation (Proposition 42) and federal programs eliminated in 2012 with adoption of the federal transportation act MAP-21. Many local jurisdictions were particularly hard hit in 2010 by the elimination of redevelopment agencies and related funding. In Santa Cruz County, redevelopment agencies had spent millions of dollars annually on transportation projects, including roadway repairs, new sidewalks, bicycle lanes, highway projects, and transit facilities, before they were dissolved by the California State Legislature and redevelopment funds redirected to the State General Fund. The “gas tax swap” of 2010 resulted in the State Board of Equalization annually adjusting per gallon gas tax based on gasoline prices – making funding for local streets and road, the State Transportation Improvement Program (STIP), and the SHOPP increasingly unstable.

On the positive side, over the 15 years, SB1, Measure D, statewide transportation bonds, special federal funding programs (such as economic stimulus bills), special legislative budget actions, and new grants have infused funding into the region. Inevitably, the actual amount of funding sources available will depend on a number of factors including decisions made by voters and the state and federal governments.

**Funding Shortfalls – A Local, State, and Federal Challenge**

As noted earlier, while $170 million per year may seem like a lot of money, $7 billion in projects and programs have been identified by local agencies and the public through 2040. The significant shortfall in transportation funding is not unique to Santa Cruz County. The combination of state, federal and local revenues designated for transportation no longer pay for transportation projects at the same levels they have in the past. Aging infrastructure, heavier trucks and buses, rising construction costs, and new regulatory requirements also impact project costs. Increasing traffic and expanded use of transit service, bicycle infrastructure, and pedestrian facilities also place increased demands on the transportation system.

Another major challenge is that transportation has historically been funded by revenues generated at the gas pump, which decline with better vehicle fuel efficiency. While use of transportation facilities and services is ever increasing, the purchasing power of state and federal gas taxes and fees has not kept pace with the cost to operate and maintain the transportation system. As more vehicles get better gas mileage or use alternative fuels or electricity, fewer gas taxes are collected for the same amount of vehicle miles traveled; so even when gas prices increase, gasoline tax revenues decline as compared to how much people drive, resulting in significantly less funding for transportation projects.

Since Federal gas taxes have not been increased since 1993, the Highway Trust Fund is regularly on the brink of going bankrupt, forcing Congress to repeatedly shift General Funds to bail it out and Federal funds have been making up a declining percentage of transportation funding, down to 20% nationwide. Because our county does not have as many facilities that are considered “nationally significant” as some other areas (such as large metropolitan areas and areas serving ports or major truck routes), Federal funds make up 10% of the transportation funds in Santa Cruz County. Unless Congress provides the highway trust fund with a more sustainable source of dedicated revenues, additional bailouts from other revenues will be needed.

In 2018, Congress began debating a possible infrastructure funding plan, which could provide additional funding for transportation, water, and other infrastructure projects – but, as of December 2020, there has been no consensus between the House and Senate around specific programs that would be funded or how to pay for transportation system projects.

**Potential Future Revenues**

Since existing revenue sources are insufficient to address all of the needs in the region, agencies have identified some additional strategies that could address some of the funding gaps. Potential revenue sources that do not
currently exist, but which could supply significant transportation funds for our region in the future, include new vehicle weight fees and replacement of state and federal gas taxes with road user charges.

Road User Charges. The decline in purchasing power of gas tax revenues due to inflation and decline of revenue on a per-mile basis as vehicles become more fuel-efficient has caused leaders around the U.S. to look for alternatives for funding the transportation system. A number of states are looking towards a road usage charge (a.k.a. mileage based user fee or vehicle miles traveled-VMT fee) where drivers would pay for the roads, as they do other public utilities, based on how much they use them. With technological advancements this new approach to directly charge roadway users has become feasible. This type of system can be implemented while still protecting the privacy of road users. Road user charges will cost more to collect than the gas tax but will produce greater and more stable net revenue.

California has been conducting pilot programs to study the feasibility of mileage-based fees to replace existing gas taxes. While federal and state agencies are investigating replacing the deteriorating gas tax with other user fees, this funding option is unlikely to be realized for several more years.

Local Vehicle Registration Fees. Voters in many counties have approved a $10 vehicle registration fee dedicated to local projects, as allowed by SB83. Santa Cruz County voters could decide to do the same to fill some of the funding gap.

Other potential revenues. Examples of some of funding mechanisms other areas and states have implemented to fund transportation projects include: special assessment districts, transit benefit districts, users fees and fares, regional development fees, state general obligation bonds, tolls, vehicle sales taxes, truck and other vehicle weight fees, utility partnerships, hotel/motel lodging fees, increased general fund investments, private investments, and special grant programs.

Want to Learn More?

Check out these resources for more information:

- 2040 Santa Cruz County Regional Transportation Plan (RTP) Chapter 5 and Appendix E (https://sccrtc.org/funding-planning/long-range-plans/rtp/2040-plan/ - note the 2045 RTP is currently under development- www.sccrtc.org/rtp)
AGENDA: December 14, 2020

TO: Bicycle Advisory Committee

FROM: Tommy Travers, Transportation Planner

The information provided was primarily prepared by Chair Amelia Conlen for your review

RE: Scotts Valley Active Transportation Plan Draft Recommendations

RECOMMENDATIONS

Staff recommends that the Committee receive a presentation on draft project recommendations from the draft Scotts Valley Active Transportation Plan and provide input.

BACKGROUND

The City of Scotts Valley is developing the first Active Transportation Plan (ATP) for Scotts Valley. The ATP will provide a roadmap for future improvements for walking and bicycling with the goal of making it safer, easier, and more comfortable to walk and bike. The Active Transportation Plan is a partnership between the City of Scotts Valley, Ecology Action, and Bike Santa Cruz County. The project is funded through a Sustainable Communities Transportation Planning Grant from Caltrans as well as local matching funds.

The ATP will update the 2012 Scotts Valley Bicycle Transportation Plan and provide the first citywide plan for pedestrian facilities. It will be used to help the City prioritize bicycle and pedestrian projects and as a tool to secure grant funding for project construction.

DISCUSSION

Process to Develop Recommendations: The project recommendations were developed using the following data sources to identify needed pedestrian and bicycle improvements and develop recommendations. Traffic engineering consultants TJKM assisted with the development of project recommendations.

- Safety: Pedestrian and bicycle collisions over the past 10 years were analyzed, and locations with higher numbers of collisions were a focus for the planning team. Most pedestrian and bicycle collisions took place on Scotts Valley Drive and Mount Hermon Road, making those arterials a
priority for improvements.

- **Community input**: The planning team received 279 comments through community outreach, a public meeting, and the project website. These comments were reviewed to identify high-priority locations and key gaps in the pedestrian and bicycle network.

- **Access to key destinations**: Routes to community destinations such as schools, parks, shopping centers, and large employers were a priority for the planning team. Future developments were also considered, with the goal of planning for pedestrian and bike access to new housing and commercial projects.

**Plan Implementation**: The projects included in the ATP will be implemented over time as funding becomes available. Some projects that are low cost and have community support could be installed using existing City funding sources. For larger projects, leveraging local funds with additional grant funding will be critical for implementation. There are also several projects that require either private property acquisition or coordination with Caltrans. Though these are high-cost projects that would take many years to fund, design, and construct, they are included in this Plan as a long-term vision for the future of transportation in Scotts Valley.

**SUMMARY**

Staff recommends that the Committee review and provide comments on the draft project recommendations from the draft Scotts Valley Active Transportation Plan.

**Attachment**: [Draft Scotts Valley Active Transportation Plan](https://sccrtc.org/meetings/bike-committee/agendas/). Also posted at [https://sccrtc.org/meetings/bike-committee/agendas/](https://sccrtc.org/meetings/bike-committee/agendas/).