



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

AGENDA
Thursday, December 17, 2020
1:30 p.m.

TELECONFERENCE AND VIDEO CONFERENCE MEETING ONLY

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

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

1. Call to Order
2. Introductions
3. Additions, deletions, or other changes to consent and regular agendas

CONSENT AGENDA

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

4. Approve Minutes of the October 22, 2020 ITAC meeting (Page 4)
5. Receive Interim Timely Use of Funds Policy - California Transportation Commission (Page 10)
6. Receive Announcement: Community Members Sought to Serve on RTC Advisory Committees (Page 13)

REGULAR AGENDA

7. Caltrans Interregional Transportation Strategic Plan (ITSP) (Page 14)
 - a. Staff Report
 - b. Presentation from Caltrans
8. Highway 1/Mission Street Capital Maintenance Project (Page 19)
 - a. Project Fact Sheet
 - b. Presentation from Jackson Ho, Caltrans Project Manager
9. Transit Corridor Alternatives Analysis (TCAA) and Rail Network Integration Study – Performance Measure Analysis and Proposed Locally Preferred Alternative (Page 20)
 - a. Staff Report
10. 2021 Legislative Program (Page 48)
 - a. Staff Report
11. Status of transportation projects, programs, studies and planning documents
 - a. Verbal updates from ITAC members
 - b. Caltrans Announcements (Page 61)
12. Oral communications
The Committee will receive oral communications during this time on items not on today's agenda. Oral communications must be within the jurisdiction of the Committee and may be limited in time at the discretion of the Chair. Committee members will not take action or respond immediately to any oral communications, but may choose to follow up at a later time, either individually, or on a subsequent Committee agenda.
13. Next Meeting – The next ITAC meeting is scheduled for 1:30pm on January 21, 2021. ITAC meetings are anticipated to be held by videoconference (Zoom). ITAC meetings will be canceled if there are no action items to be brought before the committee.

Adjourn

HOW TO REACH US: Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue, Santa Cruz, CA 95060; phone: (831) 460-3200 / fax (831) 460-3215
email: info@sccrtc.org / website: www.sccrtc.org

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videoconference, in order to protect public health. Santa Cruz County Health Services Agency COVID resources are online at: www.santacruzhealth.org/coronavirus

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

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

DRAFT MINUTES

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

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

ITAC Members Present

Capitola Public Works and Planning (proxy) - Kailash Mozumder (Vice Chair)
Santa Cruz Public Work- Mark Dettle
Santa Cruz Planning - Claire Gallogly (Chair)
Scotts Valley Public Works – Athena Cheung
Watsonville Public Works - Murray Fontes
Watsonville Community Development - Justin Meek
County of Santa Cruz Public Works – Tim Bailey
County of Santa Cruz Planning – Anais Schenk
Association of Monterey Bay Area Governments (AMBAG) – Paul Hierling
Caltrans District 5 - Gus Alfaro
Ecology Action Transportation Demand Management Program - Piet Canin
Santa Cruz Metropolitan Transit District (METRO) - Wondimu Mengistu
Santa Cruz Metropolitan Transit District (METRO) - John Urgo
University of California at Santa Cruz (UCSC) – Teresa Buika

RTC Staff Present: Rachel Moriconi, Amanda Marino, Amy Naranjo

Others Present:

- Debbie Benham, John Daugherty, Veronica Elsea - Elderly and Disabled Transportation Advisory Committee (E&D TAC)
- Malinda Gallaher – Caltrans Local Assistance
- Ingrid McRoberts, Audrey Ogden, John Olejnik, Terri Persons, Jenna Schudson - Caltrans District 5 Planning
- Ben Vernanza, Aptos resident
- Steve Wiesner, County Public Works
- Alex Yasbek, Watsonville Community Development

1. Call to Order: Chair Gallogly called the meeting to order at 1:30 p.m.

2. **Introductions:** Roll call introductions were made. All attendees participated by teleconference.
3. **Oral Communications:** Ben Vernanza, Santa Cruz County resident, expressed support for the “busway and bikeway” alternative studied in the 1998 Major Transportation Investment Study (MTIS), including a trail on the rail line, rather than using the rail line for both trains and trail. He also suggested the RTC put on hold any expenditures related to Highway 1 auxiliary lanes south of State Park Drive and rebuilding the railroad trestles over Highway 1 [Freedom-State Park Drive Auxiliary Lanes and Bus-on-Shoulder, and Segment 12 of the Rail Trail project]. *His full statement is attached to these minutes.*
4. **Additions, deletions, or changes to consent and regular agendas:** None.

CONSENT AGENDA

The Committee approved a motion (Fontes/Mozumder) approving the consent agenda (15-0), with all members voting “yes” by roll call vote.

5. Approved Minutes of the September 17, 2020 ITAC meeting

REGULAR AGENDA

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

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

County - Tim Bailey reported that public works has been working on Measure D resurfacing projects, though some were put on hold due to the fires; the Aptos Creek Road/Soquel Drive signal project is under construction; and they are wrapping up some storm damage projects before winter.

Scotts Valley – Athena Cheung reported that the city just repaved and restriped 11 roads and is starting design on next year’s roads.

Capitola – Kailash Mozumder reported that the city is working on a Caltrans encroachment permit for the 41st Avenue adaptive signal

project; finishing bid documents for the streetscape project on a small section of Capitola Ave near the Village.

Watsonville – Murray Fontes reported that two signal projects are under construction at Airport Blvd/Holm Road (HSIP-funded) and West Beach/Ohlone (developer fee-funded). They rebid the Lincoln St Active Transportation Program (ATP) project, but received no bids, so will rebid again in the spring. Segment 18 of the Rail Trail is under construction.

Justin Meek reported that the Watsonville Community Development Department has several advance planning projects moving that could impact future capital projects including a Climate Adaptation Action Plan; Environmental Justice element of the General Plan and a specific plan for downtown to spur infill development.

METRO – John Urgo reported that METRO had a press event highlighting safety measure being taken for buses, including barriers between seats, mask enforcement, and enhanced cleaning of buses. They are also working with the City of Santa Cruz on an Affordable Housing and Sustainable Communities Program (AHSC) application for Pacific Station and a Paracruz facility on Soquel Drive.

Wondimu Mengistu reported that METRO is purchasing six CNG buses to replace diesel buses that are over 20 years old. At its October 22 meeting, the California Transportation Commission (CTC) approved an allocation of formula SB1-Local Partnership Program (LPP) funds that METRO will use to purchase seven 10-passenger paratransit vans to replace gasoline fueled vans. METRO is also closing out its Low Carbon Transit Operations Program-funded charging infrastructure project.

UCSC - Teresa Buika reported that the ATP- and RSTPX-funded bike path project is complete and open. Some of the non-infrastructure bike safety program classes have been moved online, with some mechanic checks and bike light distribution in-person.

Ecology Action – Ecology Action is working with UCSC on non-infrastructure bike safety programs; working on the Active Transportation Plan for County unincorporated urban areas, with well-attended public forums; and hosting Bike October using an online system to track and support trips by bicycle. Ecology Action also was awarded an Electric Vehicle Equity program grant to promote EV rebates for low income and moderate income individuals.

RTC – Rachel Moriconi reported that RTC is not adjusting TDA or Measure D revenue estimates or apportionments at this time and instead is making mostly minor amendments to its FY20/21 budget at its November meeting. Transportation Agency for Monterey County (TAMC) presented information to the RTC board on its plans for extending passenger rail service from San Jose and the Bay Area to Salinas and Pajaro. The North Coast Rail Trail team is working through tasks required to finish up design. RTC has been conducting public outreach on several Highway 1 projects, including the Mar Vista bike/ped bridge design and the Notice of Preparation (NOP) for the environmental document for Highway 1 auxiliary lanes/bus-on-shoulder between Freedom Boulevard and State Park Drive, including portions of rail trail Segment 12.

Santa Cruz – Clair Gallogly reported that construction is underway on Rail Trail Segment 7 and HSIP-funded pedestrian crossing improvements. The city is also working on its highway safety plan and she encouraged other local jurisdictions to apply for funds to develop their plans, which will be required for future HSIP grants. They are also looking at options for a countywide regional bikeshare program and options for its Go Santa Cruz TDM program for downtown employees, in light of reduced parking revenues. The city also prepared HSIP Cycle 10 applications for signal and pedestrian crossing projects. Mark Dettle reported that the city plans to go to bid on the Highway 1/9 intersection project late winter/early spring.

Caltrans – Gus Alfaro appreciated agencies for meeting with Caltrans on future SHOPP projects, including complete streets elements and opportunities to partner on funding. He highlighted that the HSIP application deadline is November 2. The Caltrans Planning Grant application deadline and call-for-projects is being pushed out, exact dates will be shared once available; workshops planned in November. October 2020 is the first National Pedestrian Safety Month; Caltrans is increasing its focus on pedestrian safety countermeasures in their projects, plans, and trainings. He also shared information on the Affordable Housing and Sustainable Communities Program (AHSC) program and turn lane modifications to the Soquel Avenue/State Route 1 interchange.

7. Caltrans District 5 Active Transportation Plan

Terri Persons, Audrey Ogden, and Ingrid McRoberts provided an update on the District 5 Active Transportation Plan. The plan describes existing and planned facilities, gaps and barriers, prioritization criteria –

including mobility, safety, and equity. They highlighted the online story map and explorer map which identifies some of the desired projects. They requested that agencies provide feedback on the draft plan and information on existing and future local planning efforts and projects. Community members in attendance suggested that Highway 17 be looked at and that bike lanes be added on uphill sections of roadways where right-of-way is constrained.

8. Safe Pedestrian Intersection Design

The Pedestrian Projects Ad-hoc Subcommittee of the Elderly and Disabled Transportation Advisory Committee, including Veronica Elsea, Debbie Benham, and John Daugherty, made a presentation regarding safe pedestrian intersection design. They highlighted challenges pedestrians face at intersections and solicited input on the best ways to share information and address issues with agencies. Gus Alfaro suggested providing comments to Caltrans through RTC staff. Steve Wiesner noted that the County conducts an investigation to review accessibility issues at existing intersections, whereas they try to run new designs through the Bicycle Committee and Elderly and Disabled Transportation Advisory Committee (E&D TAC).

9. California's Adaptation Planning Guide

Justin Meek, Watsonville Community Development, provided an overview of the state Adaptation Planning Guide, highlighting some of the tools and resources available to agencies.

10. Climate Action Planning and Roundtable Discussion

Alex Yasbek, Watsonville Community Development, provided an overview of Watsonville's Climate Action and Adaptation Plan. He emphasized the need for more green infrastructure projects, like rain gardens and storm water mitigation, tree planting and interim measures to heat islands, wetlands restoration, and lane use-transportation connections. Committee members discussed planning efforts related to sea-level rise, integrating resiliency into project designs, climate migration, and hazard mitigation planning.

11. Legislative Updates

Rachel Moriconi provided updates on federal and state legislative policy and administrative activities, requested that agencies share information about local efforts that support implementation of Executive Order N-

79-20 regarding zero emission vehicles (ZEV), and requested members email her any state or federal legislative or administration priorities that should be considered for the RTC's 2021 Legislative Program.

Committee members shared information on efforts to convert agency fleet vehicles, including garbage trucks, to electric; requiring electric vehicle (EV) infrastructure in new developments; power challenges; limiting natural gas installation in new buildings; rest area upgrades to include solar charging; public outreach; and permitting to fast track installation.

12. Next meeting. The meeting scheduled for November 19, 2020 was subsequently cancelled.

Adjournment: The meeting adjourned at 3:37 p.m.

Minutes prepared by: Rachel Moriconi, RTC Planner

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CTC Interim Timely Use of Funds Policy

Amended by the CTC 12/2/20

Summary:

At its December 2, 2020 meeting, the California Transportation Commission (CTC) amended its 2020 Interim Timely Use of Funds Policy, as shown in Attachment A, applicable to programs under the CTC's purview, such as the **Active Transportation Program (ATP)**, **SB 1- Local Partnership Program (LPP)** and Solutions for Congested Corridors Program, to address impacts to project delivery as a result of the COVID-19 pandemic. The amendment extends the 2020 Interim Timely Use of Funds Policy's expiration date to June 30, 2021.

Background:

All program guidelines under the CTC's purview have "timely use of funds" provisions. The purpose of these provisions is to promote accountability and transparency in the efficient investment of public funds. The timely use of funds provisions allows additional time for unforeseen and extraordinary circumstances beyond the control of the responsible agency. Additional time is approved only for the period of delay directly attributed to the extraordinary circumstances and only once for each of the following milestones in a project component's progress:

1. Project Allocation
2. Project Expenditure
3. Construction Contract Award
4. Project Completion
5. Final Invoice

Due to the COVID-19 pandemic and stay-at-home orders, some agencies have struggled to implement and complete their projects based on their original schedules.

Amended Timely Use of Funds Policy:

The amended Interim Timely Use of Funds Policy (Attachment A) extends the deadlines for each project delivery milestone, where permissible by statute. It also amends previously approved time extensions and allows additional time for agencies to deliver (complete) each project milestone. CTC and Caltrans staff have developed a streamlined process for implementing agencies to request additional time for their projects that have impacts as a result of the COVID-19 pandemic.

Attachment:

- Attachment A: Amended 2020 Interim Timely Use of Funds Policy Resolution G-20-84 (*strikethrough and bold text reflect modifications approved by the CTC 12/2/20*)

2020 Interim Timely Use of Funds Policy
Resolution – G-20-84, Amending Resolution G-20-56

(changes are shown in strikethrough and bold)

All requests for project delivery deadline time extensions under this Interim Timely Use of Funds Policy must be submitted directly to the California Department of Transportation (Caltrans) for processing prior to the expiration of the deadline and no later than **December 31, 2020 June 30, 2021**. The extension request should describe the specific circumstance that justifies the extension and identify the delay directly attributable to the circumstance. Caltrans will review and prepare a written analysis of the proposed extension request and forward the written analysis and recommendation to the California Transportation Commission for action.

1. The deadline to request an allocation for projects programmed in Fiscal Year (FY) 2019-20 is extended to the December 2020 Commission meeting.
*Exception: This does not apply to STIP projects. STIP projects programmed in FY 2019-20 must receive an allocation or a time extension by June 30, 2020 (Government Code section 14529.8). **For multi funded projects with STIP and other programs, the STIP limitations shall apply.***
2. The period to award for projects that receive a construction allocation is extended to 12-months. This extension includes projects that received an allocation in October 2019, ~~December 2019, or January 2020~~ **through June 2021**.
3. The maximum time extension for each of the following project's delivery milestones is extended to 20-months:
 - a. Project Allocation
 - b. Project Expenditure
 - c. Construction Contract Award
 - d. Project Completion

A **one-time** time extension amendment will be considered for projects with an approved time extension that expires in May 2020 through ~~December 2020~~ **June 2021** to extend the period of the time extension to up to 20-months. **Projects that have already received a "one-time" amendment are not eligible for additional time.**

4. For a project with an approved 20-month time extension that expires in May 2020 through February 2021, an agency may request additional time beyond the 20 months if the need for additional time is directly attributable to the COVID-19 pandemic. **The request will be evaluated on a case-by-case basis.**
*Exception: This does not apply to STIP projects. Time extensions for STIP projects may not exceed 20 months (Government Code section 14529.8). **For multi funded projects with STIP and other programs, the STIP limitations shall apply.***

5. For allocations with the 180-day deadline for final invoice expiring in May 2020 through December 2020, the deadline is extended for an additional 180 days.
6. For programs with an approved close-out policy, the 2020 Interim Timely Use of Funds Policy shall apply as follows:
 - a. Trade Corridors Improvement Fund (TCIF) – the interim policy applies only if a TCIF project has funds from other competitive programs covered under this policy.
 - b. Traffic Congestion Relief Program - the interim policy applies only for project completion and final expenditure milestones.

Community Members Sought to Serve on RTC Advisory Committees

The Santa Cruz County Regional Transportation Commission (RTC) is seeking individuals interested in serving the community by becoming members or alternates of its citizen advisory committees. There are currently vacancies on the Measure D Taxpayer Oversight Committee, Bicycle Advisory Committee and Elderly & Disabled Transportation Advisory Committee (E&D TAC).

Citizen committees are vital to the RTC as they advise the commission on critical transportation-related issues, policies, plans, programs, and projects that affect the entire community.

The Measure D Taxpayer Oversight Committee is an independent oversight committee tasked with reviewing how the funds generated by the Measure D transportation tax are being spent. Committee members review Expenditure Plan expenditures on an annual basis to ensure they conform to the Ordinance.

The Bicycle Advisory Committee advises the RTC on bicycle-related issues and coordinates with local jurisdictions and bicycle-related organizations to promote cycling projects and programs. Members of the committee review proposed bicycle-related policies, programs, projects, plans, funding applications, and legislation.

The E&D TAC works with the RTC to identify and meet transportation needs of people living with disabilities, senior citizens, and low-income communities. Members of the committee review and guide the planning of specialized transportation programs, propose methods of using transportation to integrate the elderly and disabled population into the community, and serve as transportation advocates on the behalf of the elderly and disabled.

The deadline to apply to the Measure D Taxpayer Oversight Committee is **Jan. 3, 2021**. Applications for the Bicycle Advisory Committee and E&D TAC are accepted on an ongoing basis.

For more information or an application, visit <https://sccrtc.org/committees> or contact the RTC at 831-460-3200 or info@sccrtc.org.

TO: Interagency Technical Advisory Committee (ITAC)
FROM: Rachel Moriconi, Senior Transportation Planner
RE: Caltrans Interregional Transportation Strategic Plan

RECOMMENDATION

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

1. Receive a presentation from Caltrans on the Interregional Transportation Strategic Plan (ITSP);
 2. Identify transportation routes, options or projects that would improve the accessibility and efficiency of longer-distance (interregional travel) for people, transit, intercity rail, goods; and
 3. Identify key issues and policies related to interregional travel to/from/through Santa Cruz County that you would like to have reflected in the ITSP.
-

BACKGROUND

Caltrans is required to periodically update the [Interregional Transportation Strategic Plan \(ITSP\)](#). This planning document provides guidance for the identification and prioritization of interregional transportation projects across the state. The focus of the plan is on improving the interregional movement of people, vehicles, and goods. Caltrans prepared the first ITSP in 1998 in response to Senate Bill (SB) 45, which dedicates 25% of State Transportation Improvement Program (STIP) funds for interregional projects.

DISCUSSION

Caltrans is currently seeking ideas on how to improve interregional travel to make it safe, sustainable, integrated and efficient. The purpose of the forthcoming "Interregional Transportation Strategic Plan" is to identify the best ways to invest in interregional transportation corridors to strengthen California's economy and livability while reducing the greenhouse gas emissions that cause climate change. Regions around the state have been adopting new "sustainable communities' strategies" that shift investments to

provide greater mobility choice. Meanwhile, the state must seek to improve interregional travel in a sustainable way that integrates well with these regional strategies.

For highways, the state will apply a “complete streets” approach where highways are designed to improve all modes of transportation. For rail, the state will explore improved integration of rail systems, including the high-speed rail system, to better serve interregional travelers. Caltrans will also look at the interregional systems of trails and bikeways, and where those can be improved to support active transportation.

Historically, the primary purpose of the ITSP has been to recommend improvements to the Interregional Road System (IRRS), which by state statute includes 93 State highway routes or portions of routes. Initial versions of the ITSP also designated 34 High-Emphasis Routes (including Highway 17 and Highway 1 south of Highway 17). The 2015 ITSP update shifted the approach from designating High-Emphasis routes to designating multimodal, Strategic Interregional Corridors. There are no Strategic Interregional Corridor facilities in Santa Cruz County. In November and early December, Caltrans held workshops across the state in order to collect preliminary feedback. A fact sheet on the ITSP is attached ([Attachment 1](#)).

Staff recommends that the Interagency Technical Advisory Committee (ITAC) identify highway, transit, and multimodal projects and corridors which could improve transportation between Santa Cruz County and other regions. Two questions asked during the workshops:

- What are key issues and policies that you would like to have reflected in the ITSP?
- What transportation options or projects do you recommend improving the accessibility and efficiency of long-distance (interregional) travel for:
 - People
 - Transit
 - Intercity Rail
 - Goods
 - Different travel scenarios – between rural areas, between rural and urban areas, and between urban areas

Projects that support travel needs for agriculture, goods movement, recreation/tourism, and other interregional travel might include:

- Projects on state highways that support interregional travel (listed in order of their interregional significance):
 - State Route (SR) 1 between SR 17 and Salinas Road

- SR 17, between the north urban limits of Santa Cruz and the south urban limits of San Jose (this is also a High Emphasis Route)
- SR 129, between Route 1 and Route 101
- SR 152 and Airport Blvd/Holohan Road between SR1 and Holohan Road/152 intersection (*SR152 between SR1 and US 101 is not currently identified as an interregional route*)
- SR 9, between the north urban limits of Santa Cruz and the south urban limits of San Jose (*most of SR9 is not considered an interregional route*)
- Truck and other traffic safety programs, especially on SR17 and SR129
- Monterey Bay Sanctuary Scenic Trail Network (MBSST)
- Complete Streets: Provide safe mobility for all users of highways (e.g. Highway 1/Mission St, Highway 9 in San Lorenzo Valley, Highway 152/Main St) that also serve as Main Streets
- Intercity Passenger Rail and Feeder Bus Service: Highway 17 Express Bus, train service between Pajaro Station and Salinas/Monterey County and the Bay Area, coastal train service along the Central Coast (formerly called the Coast Daylight), and intercounty paratransit
- Freight rail service
- Carpool and Vanpool programs
- Freeway Service Patrol
- 511 Traveler Information Services

During statewide meetings with stakeholders the discussion focused on east-west connections across the state for freight and goods movement - especially through rural areas; gap closures/seamless connections for people and goods on highway, rail, and transit; intermodal facilities; and critical corridors for evacuating people during emergencies and other exceptional climate events (wildfire, 100-year storms, sea-level rise, other resiliency projects, etc.).

Caltrans is scheduled to release the draft ITSP for public review in Summer/Fall 2021. Additional engagement opportunities are expected but not scheduled at this time.

SUMMARY

Staff recommends that the ITAC provide input to Caltrans on interregional travel opportunities, constraints, and priority projects.

Attachment: ITSP Fact Sheet

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2021 INTERREGIONAL PLAN

Interregional Transportation
Strategic Plan



ITSP 2021 Fact Sheet

About ITSP 2021 Update

Efforts are currently underway to update the California Transportation Plan (CTP), which is the State's long-range transportation plan. It creates a vision that articulates strategic goals, policies, and recommendations to eliminate transportation disparities, improve multimodal mobility and accessibility while reducing Greenhouse Gas emissions and climate change impacts. The Interregional Transportation Strategic Plan (ITSP) will implement the interregional portion of the CTP and is required to be consistent with the most current iteration of the CTP.

Draft CTP 2050 Goals (June 2020)



SAFETY

Provide a safe and secure transportation system



CLIMATE

Advance climate stewardship and resilience



EQUITY

Eliminate transportation burdens across all communities, particularly low-income communities, communities of color, and people with disabilities



ACCESSIBILITY

Improve multimodal mobility and access to destinations for all users



QUALITY OF LIFE & PUBLIC HEALTH

Enable vibrant, healthy communities



ENVIRONMENT

Enhance environmental health and reduce negative transportation impacts



ECONOMY

Support a vibrant, resilient economy



INFRASTRUCTURE

Maintain a high-quality, resilient transportation system

ITSP Purpose, Statewide Goals and Priorities

The purpose of the ITSP will be to provide guidance and prioritization through interregional corridor analysis for projects focused on improving travel access for people and goods on the State's Interregional Transportation System in a safe, equitable, sustainable, multi-modal manner.

The 2021 ITSP will include information on new Statewide policies, legislation, and funding, to reassess and update the purpose and objectives in order to:

- ▶ Align with the California Transportation Plan (CTP) 2050 and other Caltrans and Statewide plans such as, but not limited to:
 - California Freight Mobility Plan (CFMP)
 - California Sustainable Freight Action Plan
 - California State Rail Plan
 - California Bicycle and Pedestrian Plan (Toward an Active California)
- ▶ Align with statewide goals and priorities such as:
 - Senate Bill 743 – Reduction in Vehicle Miles Traveled (VMT)
 - Executive Order N-19-19 – meeting Statewide Climate Change and Greenhouse Gas emissions reductions goals
- ▶ Update the Strategic Interregional Corridors and Priority Interregional Facilities as needed
- ▶ Review and update the Project Selection Criteria
- ▶ Identify near, medium, and long-term interregional travel priorities

Collaboration and Engagement

Caltrans will collaborate and engage with Regional Transportation Planning Agencies (RTPAs), Metropolitan Planning Organizations (MPO), the Rural Counties Task Force (RCTF), the Native American Advisory Committee (NAAC), the California Association of Council of Governments (CalCOG), Community Based Organizations, and others to gather their input for the 2021 ITSP update. Updates to the Project Selection Criteria will influence how projects in the ITIP will be selected, and Caltrans will work with California Transportation Commission (CTC) staff to reflect them in the State Transportation Improvement Program (STIP) Guidelines.

Schedule

Community and Stakeholder Engagement – Fall 2020 /Winter 2021

ITSP Draft – Spring/Summer 2021

Public Review Period – Summer/Fall 2021

Finalized 2021 ITSP Published – December 2021



Interregional Project Development



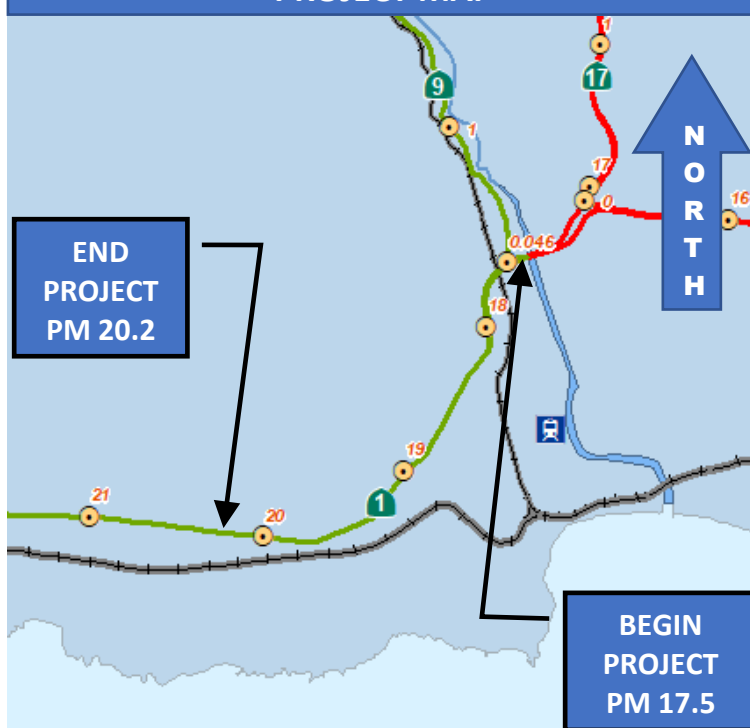
THE PROJECT [EA: 05-1M110]

The Santa Cruz Capital Preventative Maintenance Project is located on Route 1 (Cabrillo Highway) through the city of Santa Cruz from 0.06 miles south of Route 9 Junction to 0.09 miles north of the Shaffer Road (Mission) intersection. The purpose is to extend the pavement life 10+ years and provide ADA compliant curb ramp access. The work will include grinding and paving 2.7 miles of pavement, upgrading up to 88 curb ramps, guard rail upgrade, sign panel upgrade, loop detector replacement, and improvements for bicyclists/ pedestrians, as feasible, in coordination with the City and SCCRTC.



Google 2020

PROJECT MAP



COMMUNITY

The project limits traverse an urban environment. The highway, also known as Mission Street, is a busy corridor that experiences seasonal tourism and has various types of businesses, including: hotels, restaurants, government offices, businesses, K-12 schools, and a dense student population at UC Santa Cruz that impacts State Route 1. Local outreach will be conducted to gather input on community needs.

| FUNDING | SCHEDULE | |
|---|---|----------|
| Fund Source: SHOPP Pavement Preservation | Identify Need | Jul 2020 |
| | Approve Project Initiation Document | Jun 2021 |
| | Publicly Circulate Draft Environ Document | Jan 2022 |
| Current Construction Capital Estimate: \$5,889,000 | Approve Project Report & Environ Document | Oct 2022 |
| Current Right of Way Capital Estimate: \$260,000 | 100% Design Completion | Oct 2023 |
| | Begin Construction | May 2024 |
| | End Construction | Oct 2024 |

AGENDA: December 17, 2020

TO: Interagency Technical Advisory Committee

FROM: Ginger Dykaar - Sr Transportation Planner, Brianna Goodman - Transportation Planner, Shannon Munz - Communications Specialist, and Luis Mendez - Deputy Director

RE: Transit Corridor Alternatives Analysis and Rail Network Integration Study – Performance Measure Analysis and Proposed Locally Preferred Alternative

RECOMMENDATIONS

Staff recommends that the Interagency Technical Advisory Committee review and provide input on the performance measure analysis and the proposed locally preferred alternative for the Transit Corridor Alternatives Analysis and Rail Network Integration Study of high-capacity public transit for the Santa Cruz Branch Rail Line.

BACKGROUND

The Santa Cruz County Regional Transportation Commission (RTC), in cooperation with METRO, is developing the Transit Corridor Alternatives Analysis and Rail Network Integration Study (TCAA/RNIS) to evaluate transit investment options that provide an integrated transit network for Santa Cruz County utilizing all or part of the length of the Santa Cruz Branch Rail Line as a dedicated transit facility. Transit alternatives are compared to identify a transit alternative that provides the greatest benefit to the Santa Cruz County residents, businesses and visitors in terms of economy equity, and the environment. Proposed future intercounty and interregional connections to the Bay Area, Monterey County, Gilroy, and beyond are considered.

The analysis framework applied in the TCAA/RNIS is based on the Triple Bottom Line Approach (TBLA), a performance-based planning approach utilizing the sustainability principles of economy, equity and environment, to evaluate future investment decisions (**Figure 1**).

Figure 1. Triple Bottom Line Approach to the TCAA/RNIS



DISCUSSION

The focus of the TCAA/RNIS is to identify a preferred transit alternative to serve the most populous and congested sections of Santa Cruz County – from the western edge of the City of Santa Cruz to Watsonville/Pajaro. The primary objectives of the study include:

- Identify, evaluate and compare a range of high-capacity public transit service options for the Santa Cruz Branch Rail Line for a future year of 2040 that can coexist with a bicycle and pedestrian trail along the branch line right-of-way
- Plan an integrated transit network for Santa Cruz County utilizing all or parts of the SCBRL as a dedicated continuous transit facility
- Utilize a performance-based alternatives analysis for identifying various options for achieving a set of goals and objectives to facilitate decision-making
- Involve the community, partner agencies, the RTC and METRO in the decision-making process to identify a preferred alternative and next steps to implement the preferred transit alternative

The key milestones of the project are outlined below.

Milestone 1.

- ✓ Development of Goals, Screening Criteria, and Performance Measures
 - The goals, screening criteria, and performance measures were developed based on a triple bottom line framework of sustainability that recognizes that transportation is intertwined with economic, equity, and environmental concerns.
- ✓ Initial List of Transit Alternatives
 - A full range of high-capacity transit alternatives were identified to utilize all or part of the Santa Cruz Branch Rail Line right-of-way.
- ✓ RTC approval of Milestone 1 was received on March 6, 2020

Milestone 2.

- ✓ Screen the Initial List of Alternatives into a Short List of Alternatives

- High-level screening using screening criteria to narrow the initial list of alternatives to a short list of alternatives for detailed analysis.
- ✓ RTC approval received on June 4, 2020.

Milestone 3.

- ✓ Value Engineering on Short List of Alternatives
 - Determine the project alignment, station locations, and service frequency for each of the alternatives based on cost, ridership and travel time analysis
- ✓ Performance Measure Analysis and Proposed Locally Preferred Alternative
 - Performance measure results on short list of alternatives and seek input on proposed locally preferred alternative.
- Public input was solicited in November 2020
- METRO input received on November 20, 2020
- RTC input is scheduled for January 14, 2021 and RTC approval is scheduled for February 4, 2021

The TCAA/RNIS project team composed of RTC and METRO staff and HDR consultants have worked together on every aspect of the project. Input from the RTC advisory committees is being sought on **Milestone 3** - the draft performance measure results and proposed locally preferred alternative (Attachment 1). Input has been provided by the Alternatives Analysis Ad Hoc Committee.

Milestone 3

The Milestone 2 screening results identified the following four alternatives to move forward into the more detailed performance measure analysis and consideration for the locally preferred alternative.

- Bus Rapid Transit - a fixed-route bus system that could operate on the Santa Cruz Branch Rail Line as a dedicated right-of-way, as well as on Highway 1 bus on shoulders/auxiliary lanes and the local roadway network.
- Commuter Rail Transit - passenger rail service operating on fixed rails with multiple individually propelled cars, typically providing an interurban or regional service. Commuter rail usually has a higher volume ridership capacity and relatively longer distances between stops when compared to light rail.
- Light Rail Transit - passenger rail service operating on fixed rails with single or multiple individually propelled cars, typically providing an urban or interurban service with a lighter volume ridership capacity per consist compared to commuter rail.
- Autonomous Road "Train" - an emerging transit mode that combines the benefits of bus rapid transit and light rail with advanced autonomous driving features, providing an urban or interurban service. The system uses rubber tires running on pavement within a dedicated running way. The vehicles tend to visually resemble light rail vehicles, with a similar passenger capacity.

The first step in Milestone 3 was to perform a value engineering analysis to determine the optimal alignment, station locations and service plan for each of the four alternatives based on cost, ridership, and travel time for moving forward into the more detailed performance measure analysis. The detailed analysis of the performance of each alternative was evaluated and results were used to compare and differentiate the performance benefits of the four alternatives and to identify the proposed Locally Preferred Alternative. The characteristics, advantages and disadvantages of the four alternatives as determined from the performance measure analysis are presented in Attachment 1 and the detailed performance measure results can be found in Attachment 2. The draft TCAA/RNIS report with further details on both the value engineering and the performance measure analysis is provided on the TCAA/RNIS SCCRTC webpage (<https://sccrtc.org/projects/multi-modal/transitcorridoraa/>).

Proposed Locally Preferred Alternative

The proposed Locally Preferred Alternative (LPA) is Electric Passenger Rail. A decision on whether the rail option will be electric commuter rail (CRT) or electric light rail (LRT) is not recommended as part of this planning study. The infrastructure needed for either CRT or LRT is similar. Deferring this decision will maintain flexibility for future decisions on the rail vehicle type, while clean energy rail technologies advance. A decision on different electric rail vehicle types and sizes would therefore be better studied in the preliminary engineering and environmental analysis phase of delivery. The characteristics and benefits of Electric Passenger Rail for the proposed Locally Preferred Alternative are provided in Attachment 3.

The benefits of Electric Passenger Rail as proposed for the Locally Preferred Alternative include:

- Faster, more reliable travel times
- Greater reduction in vehicle miles traveled & greenhouse gas emissions
- 91% of stations are within disadvantaged communities
- Strong transit ridership potential
- Operates with freight and recreational rail in shared-use corridor
- Supports Transit Oriented Development
- Shortest implementation time
- Best existing rail network integration at Pajaro
- Assures continuous transportation corridor
- More funding potential
- Flexible design for seats, bicycles & mobility devices based on need
- Level boarding platforms at all stations
- More energy efficient per passenger mile

Milestone 3 Stakeholder Engagement

Stakeholder engagement for Milestone 3 of the TCAA/RNIS has been extensive. RTC staff encourages participation from a diverse set of transportation interests including members of the public, community organizations, RTC Advisory

committees, and partner agencies. Input was solicited from the public through an online open house that was designed similar to an in-person open house with a series of four stations that provided background information on the alternatives analysis, the results of the performance measure analysis, the proposed locally preferred alternative, and a survey to solicit input on the information presented (<https://sccrtc-tcaa.com/>). Input through the online open house was collected from November 6 through November 27, 2020. Notification of the online open house was promoted through email blasts, mailers, social media, print/radio ads, media coverage, and RTC website news. An online chat room held during two time slots each 1.5 hours long provided another avenue for real-time dialogue between the public and the project team. Input is being sought from the RTC Advisory Committees (Bike Committee, Elderly and Disabled Transportation Advisory Committee, and Interagency Technical Advisory Committee), and Partner Agencies through online meetings.

Stakeholder engagement for Milestone 3 includes the following:

- October 14, 2020: Ad Hoc Committee Meeting
- November 6 - 27, 2020: Public Online Open House
- November 12, 2020 (12-1:30PM): Open House Live Chat Room
- November 16, 2020: RTC Bicycle Advisory Committee
- November 17, 2020: RTC Elderly and Disabled Transportation Advisory Committee
- November 18, 2020 (6-7:30PM): Open House Live Chat Room
- November 19, 2020: Partner Agency Meeting
- November 20, 2020: METRO board meeting
- December 17, 2020: Interagency Technical Advisory Committee
- January 14, 2021: Public hearing, RTC Meeting to seek input from Commission
- February 4, 2021: RTC Meeting to seek approval

NEXT STEPS

January 14, 2021: Presentation to the RTC on the Analysis Results, Draft Report and Proposed Locally Preferred Alternative

February 4, 2021: Staff Recommendation of Locally Preferred Alternative presented to the RTC for potential approval

April 1, 2021: TCAA/RNIS Business Plan presented to the RTC for potential approval

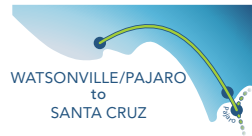
SUMMARY

The Transit Corridor Alternatives Analysis is using a triple bottom line framework for evaluating transit investment options that provide an integrated transit network for Santa Cruz County utilizing all or part of the length of the Santa Cruz Branch Rail Line as a dedicated transit facility. The TCAA project team requests that the Interagency Technical Advisory Committee review and provide input on Milestone 3 – the performance measure results and proposed locally preferred alternative.

Attachments:

1. TCAA/RNIS Four Alternatives – Characteristics, Advantages & Disadvantages
2. TCAA/RNIS Performance Measure Results
3. Proposed Locally Preferred Alternative

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Arterial & Right-of-Way Bus Rapid Transit (BRT)



CHARACTERISTICS:

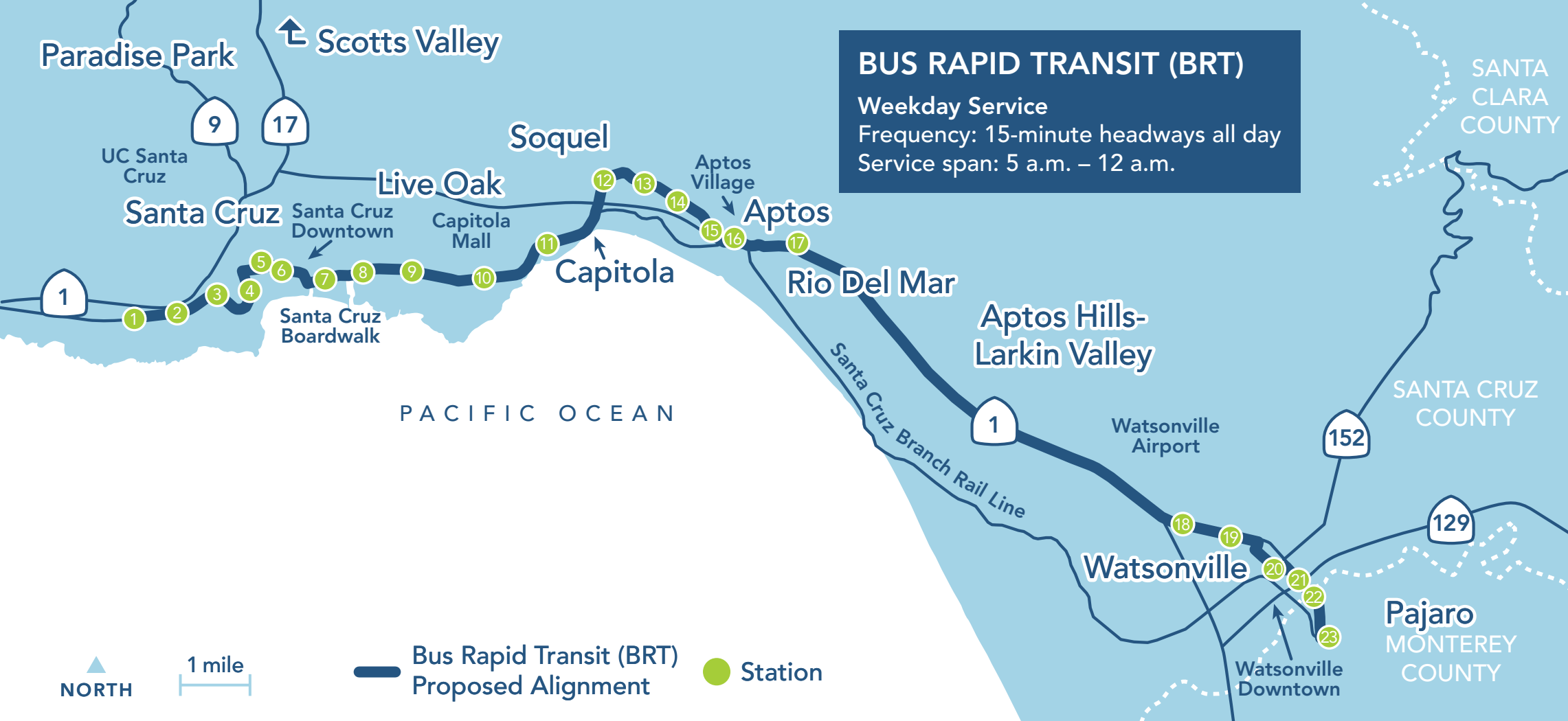
- ❖ Fixed-route bus with propulsion type (electric-hydrogen fuel cell, battery)
- ❖ Operating primarily on:
 - Santa Cruz Branch Line as a dedicated right-of-way (ROW)
 - Highway 1 & local roadway network on shoulders/auxiliary lanes
- ❖ Defined stations with transit signal priority & off-board fare collection to reduce travel times
- ❖ Frequent, bi-directional service for substantial part of weekdays & weekends
- ❖ Operates on Santa Cruz Branch Line up to 65 mph (combination of one & two-way with reverse direction on parallel local streets)

PROS

- ❖ Strong transit ridership potential
- ❖ Integrates easily with overall transportation system
- ❖ Ability to adapt to new technologies
- ❖ Lowest costs (capital, operations & maintenance)
- ❖ No impact to Roaring Camp for access to boardwalk
- ❖ Greater number of stops
- ❖ Greater flexibility/resiliency to climate change

CONS

- ❖ Least reliable & longer travel times
- ❖ Utilizes less than 7 miles of rail ROW
- ❖ Incompatible with freight where BRT is on ROW
- ❖ Eliminates Roaring Camp connection to regional rail network
- ❖ Level boarding platforms less likely for stops on road network
- ❖ Limited capacity for bicycle & mobility devices
- ❖ Requires transfer to regional rail network
- ❖ Limited Transit-oriented Development potential



| Station # | Name | Station # | Name | Station # | Name |
|-----------|-------------------------------|-----------|-------------------------------|-----------|----------------------------|
| 1 | Natural Bridges Station | 9 | 17th Station | 17 | Rio Del Mar/Soquel Station |
| 2 | Fair Station | 10 | 41st Station | 18 | Main/Green Valley Station |
| 3 | California Station | 11 | Monterey Station | 19 | Ramsay Park Station |
| 4 | Pacific Station | 12 | Soquel/Park Station | 20 | Watsonville TC Station |
| 5 | SC Metro TC Station | 13 | Cabrillo College Station | 21 | Main/Riverside Station |
| 6 | Riverside/San Lorenzo Station | 14 | Soquel/Mar Vista Station | 22 | Porter/San Juan Station |
| 7 | Seabright/Murray Station | 15 | Rancho Del Mar Center Station | 23 | Pajaro Station |
| 8 | 7th Station | 16 | Aptos Village Station | | |



Electric Commuter Rail (CRT)



CHARACTERISTICS:

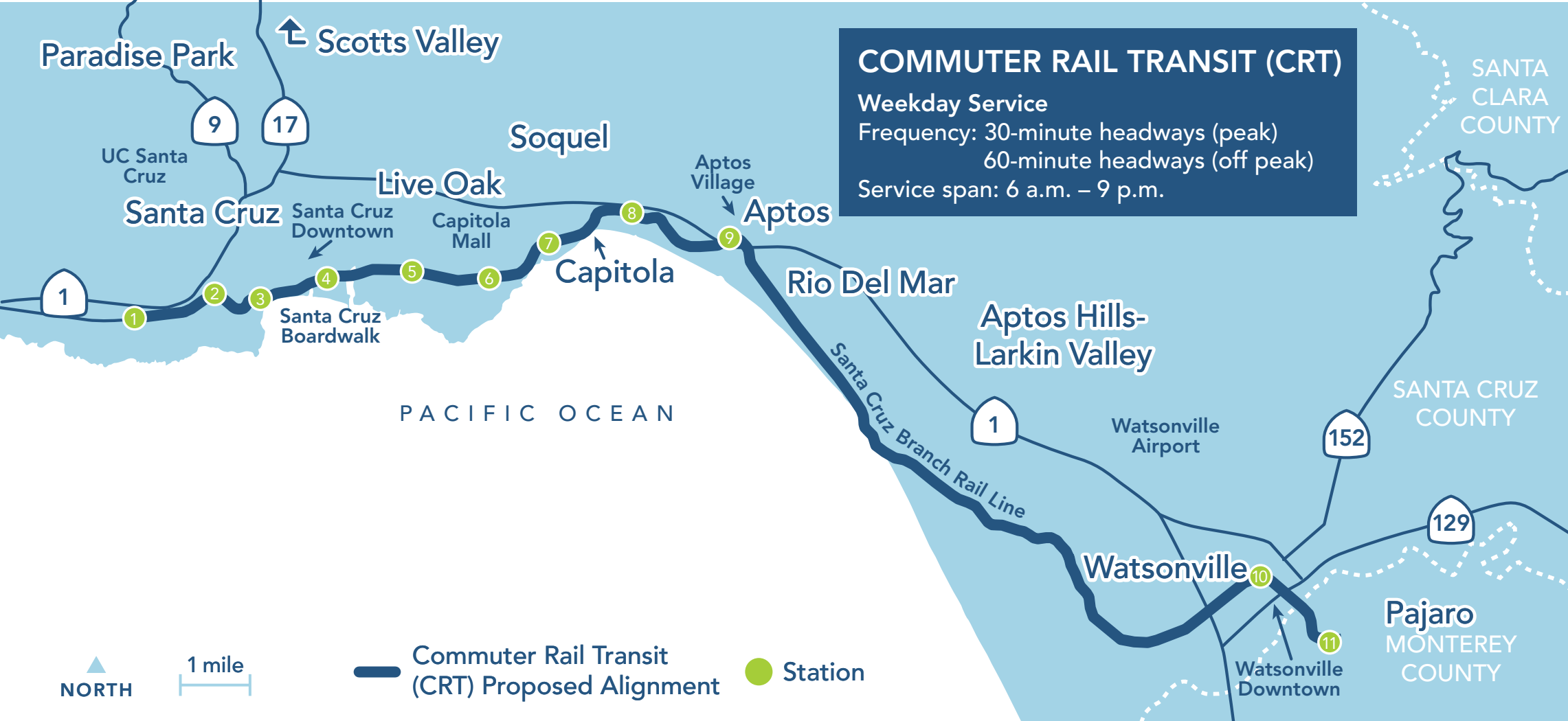
- ❖ Passenger rail service with electric propulsion (hydrogen fuel cell, battery)
- ❖ Operating on fixed rails with multiple individually-propelled cars
- ❖ Higher ridership capacity & longer distance between stops
- ❖ Operates on single track with rail sidings for two-way travel up to 30-60 mph
- ❖ Potential Positive Train Control and Centralized Traffic Control or similar signal system

PROS

- ❖ Faster, more reliable travel times
- ❖ Greater reduction in vehicle miles traveled & greenhouse gas emissions
- ❖ Strong transit ridership potential
- ❖ Operates with freight and recreational rail in shared-use corridor
- ❖ Supports transit-oriented development
- ❖ Shortest implementation time
- ❖ Best existing rail network integration (potential one-seat ride to Monterey & cross-platform transfers at Pajaro)
- ❖ Assures continuous transportation corridor
- ❖ More funding potential
- ❖ 91% of stations are within disadvantaged communities
- ❖ Flexible designs for seats, bicycles & mobility devices based on need
- ❖ Level boarding platforms at all stations
- ❖ More energy efficient per passenger mile

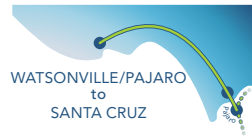
CONS

- ❖ Higher costs (capital, operations & maintenance)
- ❖ Lower ridership estimates than BRT and LRT
- ❖ Less resilience to climate change impacts



COMMUTER RAIL TRANSIT (CRT)
Weekday Service
Frequency: 30-minute headways (peak)
60-minute headways (off peak)
Service span: 6 a.m. – 9 p.m.

| Station # Name | | Station # Name | |
|----------------|---------------------------------------|----------------|------------------------------|
| 1 | Natural Bridges Station | 9 | Aptos Station |
| 2 | Bay Street Station | 10 | Downtown Watsonville Station |
| 3 | Downtown Santa Cruz/Boardwalk Station | 11 | Pajaro Station |
| 4 | Seabright Station | | |
| 5 | 17th Avenue Station | | |
| 6 | 41st Avenue Station | | |
| 7 | Capitola Station | | |
| 8 | Cabrillo Station | | |



ALTERNATIVES SHORT LIST

Electric Light Rail (LRT)



CHARACTERISTICS:

- ❖ Passenger rail service with electric propulsion (hydrogen fuel cell, battery)
- ❖ Operating on fixed rails with single or multiple individually-propelled cars
- ❖ Less ridership capacity
- ❖ Operates on single track with rail sidings for two-way travel up to 30-60 mph
- ❖ Potential Centralized Traffic Control or similar signal system

PROS

- ❖ Faster, more reliable travel times
- ❖ Greatest reduction in vehicle miles traveled & greenhouse gas emissions
- ❖ Strong transit ridership potential
- ❖ Operates with freight in shared-use corridor (may need temporal separation)
- ❖ Supports transit-oriented development
- ❖ Shortest implementation time
- ❖ Assures continuous transportation corridor
- ❖ 92% of stations are within disadvantaged communities
- ❖ Does not impede other rail use within corridor (current or future)
- ❖ Flexible design for seats, bicycles & mobility devices based on need
- ❖ Level boarding platforms at all stations
- ❖ More energy efficient per passenger mile

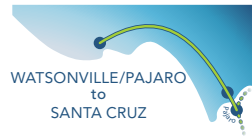
CONS

- ❖ Higher costs (capital, operations & maintenance)
- ❖ Lower ridership estimates than BRT
- ❖ Less resilience to climate change impacts
- ❖ May require transfer to connect with regional rail network



LIGHT RAIL TRANSIT (LRT)
Weekday Service
Frequency: 30-minute headways all day
Service span: 6 a.m. – 9 p.m.

| Station # Name | | Station # Name | |
|----------------|--|----------------|-----------------------------------|
| 1 | Natural Bridges Station | 9 | Capitola Station |
| 2 | Fair /Almar Avenue Station | 10 | State Beach Station |
| 3 | Bay Street Station | 11 | Aptos Station |
| 4 | Downtown Santa Cruz Depot Park Station | 12 | La Selva Beach Station (seasonal) |
| 5 | Boardwalk Station (seasonal) | 13 | Ohlone Parkway Station |
| 6 | Seabright Station | 14 | Downtown Watsonville Station |
| 7 | 17th Avenue Station | 15 | Pajaro Station |
| 8 | 38th/41st Avenue Station | | |



Autonomous Road "Train" (ART)



CHARACTERISTICS:

- ❖ Emerging transit mode with electric propulsion (hydrogen fuel cell, battery) combining benefits of BRT & LRT with autonomous driving features
- ❖ Rubber tires within dedicated pavement alignment
- ❖ Resembles LRT vehicles with similar passenger capacity
- ❖ Similar infrastructure to BRT including permanent stations, transit signal priority & frequent service
- ❖ Operates on single lane within Santa Cruz Branch Line ROW up to 40-45 mph (includes sidings for two-way travel)

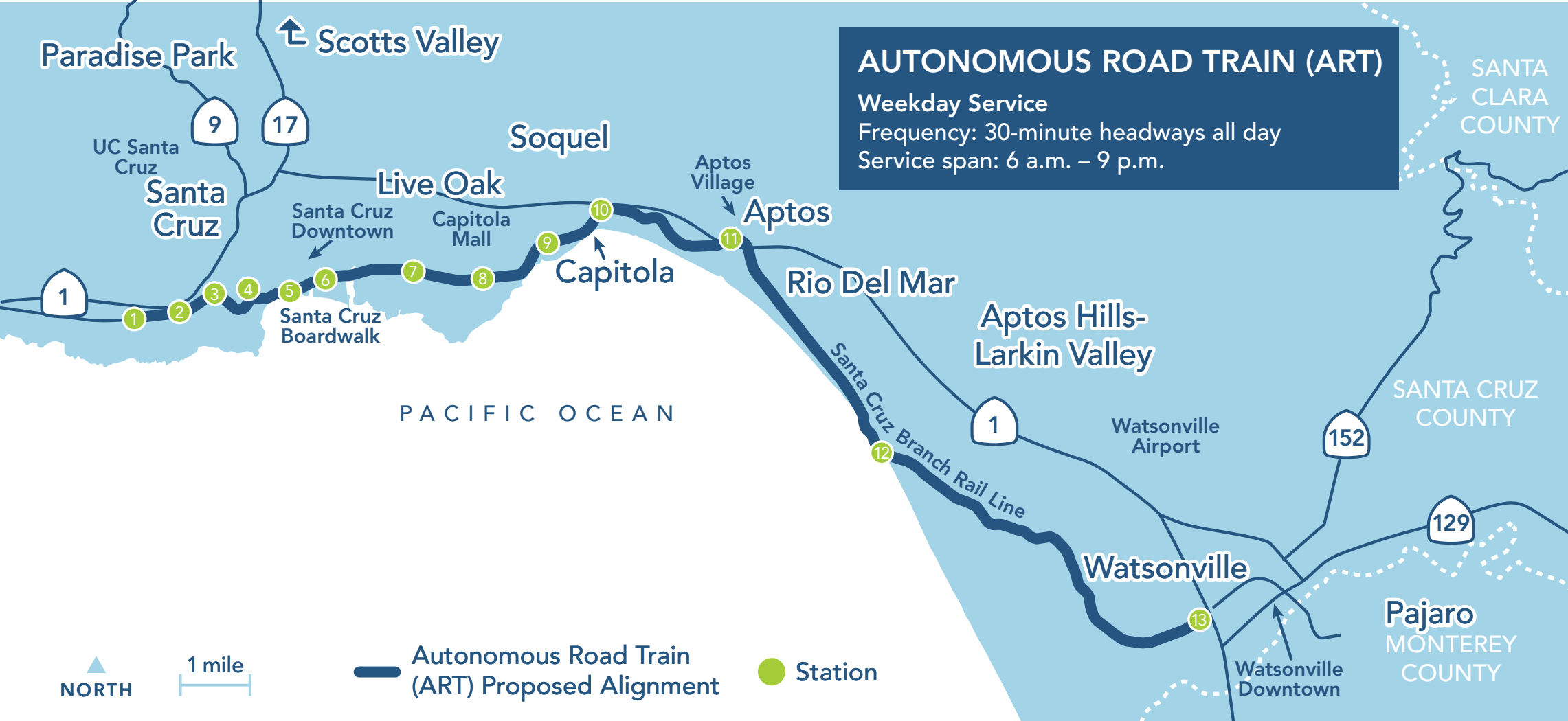
ART system recently deployed in City of Yibin, China

PROS

- ❖ Strong transit ridership potential
- ❖ Supports greenhouse gas emission reduction goals
- ❖ Greater ability to adapt to new technologies
- ❖ Supports transit-oriented development
- ❖ 92% of stations are within disadvantaged communities
- ❖ Flexible design for seats, bicycles & mobility devices based on need
- ❖ Level boarding platforms at all stations

CONS

- ❖ Capital cost is highest – 50% more than rail transit
- ❖ Incompatible with freight rail
- ❖ To preserve freight in Watsonville, must transfer to local bus at Lee Rd. to access downtown Watsonville & Pajaro
- ❖ Longer travel time
- ❖ Less flexibility/resiliency to climate change



Station # Name

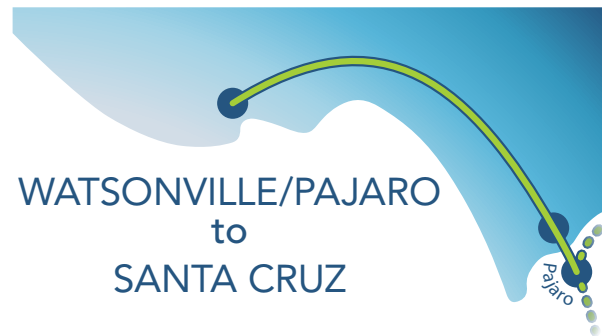
1 Natural Bridges Station
2 Fair/Almar Avenue Station
3 Bay Street Station
4 Downtown Santa Cruz Depot Park Station
5 Boardwalk Station (seasonal)
6 Seabright Station
7 17th Avenue Station
8 38th/41st Avenue Station

Station # Name

9 Capitola Station
10 State Beach Station
11 Aptos Station
12 La Selva Beach Station (seasonal)
13 Lee Road Station

ATTACHMENT 2

TRANSIT CORRIDOR ALTERNATIVES ANALYSIS



ALTERNATIVE EVALUATION RESULTS



ALTERNATIVE EVALUATION RESULTS: ECONOMY

GOAL: Fiscal Feasibility

| METRIC: | BRT | CRT | LRT | ART |
|--|---|---------------|---------------|---------------|
| CAPITAL COSTS | \$410,000,000 | \$478,000,000 | \$465,000,000 | \$720,000,000 |
| CAPITAL COST/MILE | \$18,000,000 | \$22,000,000 | \$21,000,000 | \$31,000,000 |
| CAPITAL COST/RIDER/30 YEARS | \$6.40 | \$9.70 | \$8.90 | \$14.60 |
| CAPITAL COST/PASSENGER MILE/30 YEARS | \$1.40 | \$1.20 | \$1.00 | \$1.70 |
| OPERATIONS & MAINTENANCE (O&M) COSTS/YEAR | \$19,540,000 | \$25,000,000 | \$25,000,000 | \$28,000,000 |
| O&M COSTS/MILE/YEAR | \$875,000 | \$1,126,000 | \$1,106,000 | \$1,217,000 |
| O&M COST/RIDER | \$9.20 | \$15.20 | \$14.3 | \$17.00 |
| O&M COST/PASSENGER MILE | \$1.20 | \$2.10 | \$1.90 | \$2.20 |
| % FUNDING LIKELY FROM EXISTING SOURCES | 64% | 59% | 61% | 36% |
| FUNDING LIKELY FROM POTENTIAL FUTURE SOURCES | <p>While difficult to predict what future funding sources will be available for each alternative, Governor Newsom's recent Executive Order (EO N-79-20) directs state agencies to "build toward an integrated, statewide rail and transit network, consistent with the California State Rail Plan, to provide seamless, affordable multimodal travel options for all." Future funding is likely to increase for each alternative, but unknown to what extent.</p> <p>\$380M additional funding sources (local or other) needed to provide extra capital and operations & maintenance funds to fully fund project for 25 years</p> | | | |
| | <p>\$530M additional funding sources (local or other) needed to provide extra capital and operations & maintenance funds to fully fund project for 25 years</p> | | | |
| | <p>\$510M additional funding sources (local or other) needed to provide extra capital and operations & maintenance funds to fully fund project for 25 years</p> | | | |
| | <p>\$910M additional funding sources (local or other) needed to provide extra capital and operations & maintenance funds to fully fund project for 25 years</p> | | | |

GOAL: Well integrated transportation system that supports economic vitality

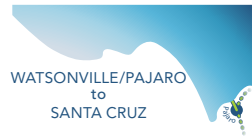
| | | | | |
|--|---|--|--|---|
| WILL THE PROJECT INCREASE DEVELOPMENT ALONG THE CORRIDOR? | Likely to increase transit-oriented development (TOD) in segments along rail ROW where BRT guideway is built, less likely where BRT runs on roadway network | More likely to generate TOD on entire route | More likely to generate TOD on entire route | More likely to generate TOD on majority of route |
| TOTAL NUMBER OF JOBS (DIRECT & INDIRECT) GENERATED THROUGH CONSTRUCTION IN THE NEAR TERM | 4,100 | 5,100 | 4,900 | 7,400 |
| TOTAL NUMBER OF JOBS (DIRECT & INDIRECT) GENERATED LONGER TERM THROUGH O&M ACTIVITY | 210 | 270 | 270 | 300 |
| IMPACTS ON FREIGHT RAIL OPERATIONS | <ul style="list-style-type: none"> Assumes freight rail can only be accommodated between Pajaro up to Park Ave. at Coronado St. in Capitola Converts railway to a paved guideway between Park Ave. in Capitola & Natural Bridges Dr. Freight would need to be abandoned north of Park Ave. | <ul style="list-style-type: none"> Allows freight & passenger rail to comeingle with positive train control Passenger rail frequency may make it more challenging to run freight at same time as passenger rail, but can be accommodated Freight rail can also run outside of passenger service hours | <ul style="list-style-type: none"> Can run with or without FRA-compliant vehicle With: freight impact same as CRT Without: freight cannot comeingle with passenger rail & required to be temporally separated | <ul style="list-style-type: none"> Assumes freight rail can only be accommodated within Watsonville up to Lee Rd. Converts railway to a paved guideway between Lee Rd. in Watsonville & Natural Bridges Dr. in Santa Cruz Freight rail would need to be abandoned north of Lee Rd. |



ALTERNATIVE EVALUATION RESULTS: ECONOMY

GOAL: Well integrated transportation system that supports economic vitality

| METRIC: | BRT | CRT | LRT | ART |
|---|---|---|---|--|
| IMPACTS ON SANTA CRUZ BIG TREES & PACIFIC RAILWAY (SCBG) | <ul style="list-style-type: none"> Expected to bypass boardwalk area via San Lorenzo Blvd. & Laurel St. to access Pacific Ave. Metro Transit Center allowing SCBG to continue accessing boardwalk via east leg of the Wye Utilizes west leg of Wye & thus alternatives would be needed for SCBG to turn their trains Eliminates access for SCBG to bring rail cars in/out of greater rail network via Pajaro | <ul style="list-style-type: none"> Can share same set of tracks with SCBG if scheduling allows, since vehicles are both FRA-compliant <ul style="list-style-type: none"> Siding may be beneficial for SCBG in boardwalk area to allow commuter rail to pass SCBG while boarding/alighting If there are scheduling challenges for SCBG with high frequency commuter rail & freight rail equipment, SCBG could benefit from separate set of tracks from east leg of Wye to boardwalk area although expense & ROW needed to accommodate additional set of tracks along Beach St. may make this infeasible Another option is for SCBG boarding/alighting to occur at Depot Park Station although this is not of interest to SCBG given potential significant impact on their business Allows SCBG & Pacific Railway to bring rail cars in/out via Pajaro as long as there is proper coordination with passenger & freight rail services | <ul style="list-style-type: none"> With FRA-compliant vehicle has same impact on SCBG as CRT (see explanation under CRT) If not FRA-compliant, SCBG & LRT can share same set of tracks if there's temporal separation between vehicles <ul style="list-style-type: none"> Length of time may be short enough to allow this but needs further investigation Technological changes in rail signaling may also reduce time for temporal separation even further If need for temporal separation is too limiting or there are scheduling challenges between SCBG with high frequency light rail, SCBG could benefit from a separate set of tracks from east leg of Wye to boardwalk area although expense & ROW needed to accommodate additional set of tracks along Beach St. may make this infeasible <ul style="list-style-type: none"> Another potential option is for SCBG boarding/alighting to occur at Depot Park Station although this is not of interest to SCBG given potential significant impact on their business With non-FRA compliant vehicle, allows SCBG to bring rail cars in/out via Pajaro as long as there's proper coordination with passenger and freight rail service. | <ul style="list-style-type: none"> Requires paved, dedicated guideway through boardwalk area, along Beach St. & up to Depot Park Station SCBG existing route served with a set of tracks parallel to ART guideway from east leg of Wye to boardwalk area <ul style="list-style-type: none"> Beach St. would need to accommodate ART guideway, one set of tracks, a cycle track for bikes, one vehicle lane at minimum, & sidewalks on both sides which may be infeasible A set of tracks & ART guideway crossing through Wharf roundabout will be challenging Another option is for SCBG boarding/alighting to occur at Depot Park Station although this is not of interest to SCBG given potential significant impact on their business Alternative configurations would be needed for SCBG to reverse their trains as they currently use entire Wye Eliminates access for SCBG to bring in/out rail cars or locomotives of greater rail network via Pajaro |
| IMPACTS ON EXISTING & FUTURE FREIGHT RAIL BUSINESSES & RAIL VOLUMES | <ul style="list-style-type: none"> Not compatible with freight rail north of Park Ave. near Highway 1 Increased freight rail volumes limited between Park Ave. near Highway 1 & Lee Rd. in Watsonville with exception of Buena Vista Landfill that could benefit from freight rail Potential freight customers include Buena Vista Landfill plus existing & future customers in Watsonville including agricultural, fuel, lumber & food products | <ul style="list-style-type: none"> Freight rail customers could be served along entire length of rail line from Pajaro to Davenport Potential freight customers include construction materials, agricultural, lumber, fuel & food products plus material from Buena Vista Landfill Freight volumes in Watsonville & Pajaro could increase for existing & future customers including additional agricultural, fuel, lumber & food products Transload site for transferring goods to/from rail would increase freight volumes with potential site location in Watsonville | <ul style="list-style-type: none"> Freight rail customers could be served along entire length of rail line from Pajaro to Davenport Potential freight customers include construction materials, agricultural, lumber, fuel & food products plus material from Buena Vista Landfill Freight volumes in Watsonville & Pajaro could increase for existing & future customers including additional agricultural, fuel, lumber & food products Transload site for transferring goods to/from rail would increase freight volumes with potential site location in Watsonville | <ul style="list-style-type: none"> Freight Rail would be limited to freight customers between Lee Rd. in Watsonville to Pajaro Freight volumes in Watsonville & Pajaro could increase from existing & future customers including additional agricultural, fuel, lumber & food carloads Transload site for transferring goods to/from rail would increase freight volumes with potential site location in Watsonville |
| WHAT IS THE LEVEL OF RISK THAT THE CORRIDOR WILL NOT REMAIN CONTINUOUS? WILL ALTERNATIVE BEST UTILIZES RAIL CORRIDOR & PRESERVE FUTURE OPTIONS? | <ul style="list-style-type: none"> Implementation would require petitioning Surface Transportation Board for abandonment of freight rail service north of Park Ave. & to railbank <ul style="list-style-type: none"> There are no guarantees the petition would be granted so there are risks that RTC could lose control of all or portion of Rail ROW | <ul style="list-style-type: none"> Utilizes 22.2 miles of rail ROW from Pajaro Station to Natural Bridges Dr., thus has no risks of losing rail corridor continuity | <ul style="list-style-type: none"> Utilizes 22.6 miles of rail ROW from Pajaro Station to Natural Bridges Dr. & if freight rail continues, has no risks of losing rail corridor continuity | <ul style="list-style-type: none"> Implementation would require petitioning Surface Transportation Board for abandonment of freight rail service north of Lee Rd. & to railbank <ul style="list-style-type: none"> There are no guarantees petition would be granted so there are risks that RTC could lose control of all or portion of Rail ROW |



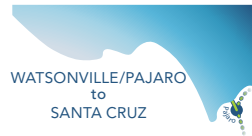
ALTERNATIVE EVALUATION RESULTS: SOCIAL EQUITY

GOAL: Promotes active transportation

| METRIC: | BRT | CRT | LRT | ART |
|---|---|---|---|--|
| BICYCLE CAPACITY ON TRANSIT/EVERY 30 MINUTES DURING PEAK PERIOD | <ul style="list-style-type: none"> Standard storage is 2-4 bicycles per articulated BRT (eight bicycles for two BRT every 30 mins.) Flexible design to include seats, space for bicycles and mobility devices | <ul style="list-style-type: none"> Standard storage is 2-4 bicycles per car (Marin's SMART has space for 12 bicycles per car. A three car train set could accommodate 36 bicycles every 30 mins.) Flexible design to include seats, space for bicycles and mobility devices | <ul style="list-style-type: none"> Standard storage is 2-4 bicycles per car (Siemens S70 has 24 bikes for each 3-car trainset every 30 minutes) Flexible design to include seats, space for bicycles and mobility devices | <ul style="list-style-type: none"> Flexible design to include seats, space for bicycles and mobility devices |
| LEVEL BOARDING ABILITY FOR BICYCLISTS | <ul style="list-style-type: none"> Able to provide level boarding platforms at all stations along rail ROW Stops along roadway alignment may not accommodate level boarding due to space limitations | <ul style="list-style-type: none"> Able to provide level boarding platforms at all stations | <ul style="list-style-type: none"> Able to provide level boarding platforms at all stations | <ul style="list-style-type: none"> Able to provide level boarding platforms at all stations Connection from ART station at Lee Rd to downtown Watsonville and Pajaro Station are via local bus and would not have level boarding. |
| EFFECTS ON RAIL TRAIL & CALIFORNIA COASTAL TRAIL | <ul style="list-style-type: none"> No change to coastal rail trail location as planned in Monterey Bay Sanctuary Scenic Trail Master Plan with exception of minor station adjustments where passing sidings may be needed Single guideway in two narrow sections of ROW (California St. to Laurel St. & 30th Ave. to 47th Ave.) with two-way signaled operation so both transit and trail could coexist | <ul style="list-style-type: none"> No change to coastal rail trail location as planned in Monterey Bay Sanctuary Scenic Trail Master Plan with exception of minor adjustments at siding locations A few potential locations identified for passing sidings where coastal rail trail may need to be shifted to immediately adjacent public way & physically separated from traffic | <ul style="list-style-type: none"> No change to coastal rail trail location as planned in Monterey Bay Sanctuary Scenic Trail Master Plan with exception of passing sidings and station locations A few potential locations identified for passing sidings where coastal rail trail could be shifted to immediately adjacent public way & physically separated from traffic | <ul style="list-style-type: none"> No change to coastal rail trail location as planned in Monterey Bay Sanctuary Scenic Trail Master Plan with exception of siding locations A few potential locations identified for passing sidings where coastal rail trail could be shifted to immediately adjacent public way & physically separated from traffic |

GOAL: Supports safer transportation for all modes

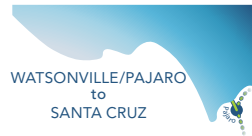
| | | | | |
|---|-----------|------------|-----------|-----------|
| ANNUAL COLLISIONS BY TRANSIT ALTERNATIVE PER YEAR | 2.00 | 0.05 | 0.91 | 0.80 |
| CHANGE IN TOTAL ANNUAL FATAL & INJURY COLLISIONS PER YEAR (CONSIDERING REDUCED AUTO TRAVEL) | 0.46 | -1.89 | -1.18 | -1.16 |
| ANNUAL CHANGE IN COST OF COLLISIONS | -\$62,700 | -\$612,800 | -\$52,100 | -\$92,600 |



ALTERNATIVE EVALUATION RESULTS: SOCIAL EQUITY

GOAL: Provides accessible & equitable transportation system that is responsive to the needs of all users

| METRIC: | BRT | CRT | LRT | ART |
|--|---|--|---|---|
| TOTAL NUMBER OF STATIONS/STOPS | 23 | 11 | 13 | 11 |
| NUMBER OF STATIONS/STOPS WITHIN DISADVANTAGED CENSUS TRACTS | 17 | 10 | 12 | 10 |
| % OF STATIONS/STOPS WITHIN DISADVANTAGED CENSUS TRACTS | 74% | 91% | 92% | 91% |
| NUMBER OF STATIONS/STOPS WITHIN 1/2 MILE OF DISADVANTAGED CENSUS TRACTS | 22 | 11 | 13 | 11 |
| % OF STATIONS/STOPS WITHIN 1/2 MILE OF DISADVANTAGED CENSUS TRACTS | 96% | 100% | 100% | 100% |
| TRANSIT FREQUENCY (# PER HOUR) OFF PEAK | 4 | 1 | 2 | 2 |
| TRANSIT PASSENGER CAPACITY MILES TRAVELED <i>Based on transit frequency per hour, transit capacity per vehicle (bus/train) & hours of service per day</i> | 204,000 | 209,800 | 299,000 | 262,000 |
| TRANSIT FARE <i>Fare range depending on distance traveled</i> | <ul style="list-style-type: none"> • Typical service fare (similar to options evaluated): \$2-5 per one-way trip (based on average of Santa Cruz METRO & five San Francisco Bay Area transit agencies) • Average fare per trip assumed to be \$3.50 for estimating funding revenues | <ul style="list-style-type: none"> • Typical service fare (similar to options evaluated): \$2.75-5.75 per one-way trip (based on average of seven CA commuter rail systems) • Average fare per trip assumed to be \$4.50 for estimating funding revenues | <ul style="list-style-type: none"> • Typical service fare (similar to options evaluated): \$1.75-3.25 per one-way trip (based on survey of five CA light rail & two Pacific Northwest systems) • Average fare per trip assumed to be \$4.50 for estimating funding revenues | <ul style="list-style-type: none"> • No data available for ART system so LRT fares assumed to be representative of an ART fare • Average fare per trip assumed to be \$4.50 for estimating funding revenues |
| MOBILITY DEVICE CAPACITY ON TRANSIT EVERY 30 MINUTES DURING PEAK PERIOD | <ul style="list-style-type: none"> • Typical capacity is two ADA accessible seats per articulated BRT (four seats for two BRT every 30 mins.) • Flexible design to include seats, space for bicycles & mobility devices | <ul style="list-style-type: none"> • Typical capacity is two ADA accessible seats per car (six seats for each three car trainset every 30 mins.) • Flexible design to include seats, space for bicycles & mobility devices | <ul style="list-style-type: none"> • Typical capacity is four ADA accessible seats per car (12 seats for each three car trainset every 30 mins.) • Flexible design to include seats, space for bicycles & mobility devices | <ul style="list-style-type: none"> • Typical capacity is four ADA accessible seats per car (12 seats for each three car trainset every 30 mins.) • Flexible design to include seats, space for bicycles & mobility devices |
| INDEPENDENT ACCESSIBILITY FOR ALL AGES & ABILITIES INCLUDING LEVEL BOARDING | <ul style="list-style-type: none"> • Able to provide level boarding platforms at all stations along rail ROW • Stops along roadway alignment may not accommodate level boarding due to space limitations | <ul style="list-style-type: none"> • Able to provide level boarding platforms at all stations | <ul style="list-style-type: none"> • Able to provide level boarding platforms at all stations | <ul style="list-style-type: none"> • Able to provide level boarding platforms at stations between Natural Bridges Dr. & Lee Rd. Station • Local bus connection from Lee Rd. Station to downtown Watsonville & Pajaro Station with no level boarding |



ALTERNATIVE EVALUATION RESULTS: SOCIAL EQUITY

GOAL: Offers reliable & efficient transportation choices that serve the most people

| METRIC: | BRT | CRT | LRT | ART |
|---|---|--|---|--|
| TRANSIT TRAVEL TIME DURING PEAK PERIODS <i>Average end-to-end Travel Time in minutes (includes station dwell time)</i> | 90 | 45 | 55 | 62 |
| AUTO TRAVEL TIME ON HWY 1 NB A.M. PEAK (MINS) | 60 | 60 | 60 | 60 |
| AUTO TRAVEL TIME ON HWY 1 SB A.M. PEAK (MINS) | 30 | 30 | 30 | 30 |
| AUTO TRAVEL TIME ON HWY 1 NB P.M. PEAK (MINS) | 35 | 35 | 35 | 35 |
| AUTO TRAVEL TIME ON HWY 1 SB P.M. PEAK (MINS) | 61 | 61 | 61 | 61 |
| NUMBER OF AT-GRADE CROSSINGS & MITIGATION MEASURES | <ul style="list-style-type: none"> • 34 grade crossings (26 public/8 private) • Assumes appropriate active warning devices, traffic signal interconnects & improved sight distances | <ul style="list-style-type: none"> • 70 grade crossings (41 public/29 private) • Assumes appropriate active warning devices, traffic signal interconnects, quiet zones & improved sight distances | <ul style="list-style-type: none"> • 70 grade crossings (41 public/29 private) • Assumes appropriate active warning devices, traffic signal interconnects, quiet zones & improved sight distances | <ul style="list-style-type: none"> • 62 grade crossings (35 public/27 private) • Assumes an appropriate active warning devices, traffic signal interconnects, quiet zones & improved sight distances |
| IMPACTS AT GRADE CROSSINGS - ESTIMATED SIGNAL GATE DOWN TIME EACH TIME TRANSIT PASSES GRADE CROSSING (SECONDS) | 60 | 90 | 75 | 75 |
| REGIONAL CONNECTIVITY | <ul style="list-style-type: none"> • Would connect with planned regional & intercity rail service at Pajaro Station via a transfer from BRT to rail | <ul style="list-style-type: none"> • Would connect to proposed intercity rail service at Pajaro via a cross-platform transfer for access to Gilroy, planned High Speed Rail line plus Salinas & destinations south • An FRA-compliant vehicle would allow "one-seat" ride on proposed regional service between Santa Cruz & Monterey | <ul style="list-style-type: none"> • Would connect to proposed intercity rail service at Pajaro via a cross-platform transfer for access to Gilroy, planned High Speed Rail line plus Salinas & destinations south • A non-FRA-compliant vehicle would require separate set of tracks into Pajaro station & cross platform transfer to regional service to Monterey. • If FRA-compliant vehicle, connection would be same as CRT | <ul style="list-style-type: none"> • On Santa Cruz Branch Rail Line would need transfer to local bus service at Lee Rd. plus transfer from bus to regional & intercity rail service at Pajaro Station |



ALTERNATIVE EVALUATION RESULTS: SOCIAL EQUITY

GOAL: Offers reliable & efficient transportation choices that serve the most people

| METRIC: | BRT | CRT | LRT | ART |
|---|--|---|---|--|
| TRAVEL TIME RELIABILITY DURING PEAK PERIODS <i>The 95th percentile planning reliability time (in mins) in 2040 conditions, estimated using reliability factors presented in Highway Capacity Manual</i> | 132 | 56 | 69 | 78 |
| TRAVEL TIME RELIABILITY DURING PEAK PERIODS | <ul style="list-style-type: none"> Lowest travel time reliability due to traveling on mixed traffic roadways 70% of route Utilizes exclusive 6.7 miles guideway on ROW Operates in mixed traffic for 6.6 miles on Highway 1 between Airport & Rio Del Mar Blvds. <ul style="list-style-type: none"> Travels in bus shoulders/auxiliary lane for 1 mile on Highway 1 between Freedom & Rio Del Mar Blvd. Operates in mixed traffic on local roadways in Watsonville, Aptos, Soquel & downtown Santa Cruz <ul style="list-style-type: none"> Could utilize bus priority system designs (i.e. queue jumps & signal priority) at many of the 9 miles of local road intersections to provide travel time reliability benefits | <ul style="list-style-type: none"> Highest travel time reliability due to traveling nearly exclusively on dedicated facility Delays may occur if not separated into dedicated facility in areas where ROW is shared use with autos such as on Walker St. in Watsonville & Beach St. in Santa Cruz | <ul style="list-style-type: none"> Highest travel time reliability due to traveling nearly exclusively on dedicated facility Delays may occur if not separated into dedicated facility in areas where ROW is shared use with autos such as on Walker St. in Watsonville & Beach St. in Santa Cruz | <ul style="list-style-type: none"> Highest travel time reliability due to traveling nearly exclusively on dedicated facility Delays may occur for travelers using bus connector service at Lee Rd. Station to downtown Watsonville & Pajaro Station due to mixed traffic operations <ul style="list-style-type: none"> Could utilize bus priority system designs (i.e. queue jumps & signal priority) at many of the 3.2 miles of local road intersections to provide travel time reliability benefits |



ALTERNATIVE EVALUATION RESULTS: ENVIRONMENT

GOAL: Promotes a healthier environment

Will project substantially increase transit ridership?

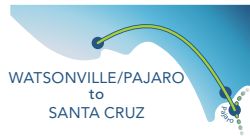
| METRIC: | BRT | CRT | LRT | ART |
|--|--------|--------|--------|--------|
| WEEKDAY TRANSIT RIDERSHIP IN CORRIDOR IN 2040 (DAILY) | 6,650 | 5,150 | 5,450 | 5,150 |
| WEEKDAY TRANSIT RIDERSHIP IN CORRIDOR IN 2040 - CONSIDERS FUTURE GENERAL PLAN UPDATES (DAILY) | 7,650 | 7,150 | 7,300 | 7,000 |
| WEEKDAY TRANSIT RIDERSHIP IN CORRIDOR IN 2040 - ASSUMES 10% ADDITIONAL RIDERSHIP DUE TO TRANSIT ORIENTED DEVELOPMENTS ONCE TRANSIT FACILITY IS OPERATIONAL (DAILY) | 8,400 | 7,900 | 8,000 | 7,700 |
| WEEKEND TRANSIT RIDERSHIP IN CORRIDOR - LOCAL/REGIONAL TRIPS IN 2040 (DAILY) | 3,400 | 2,800 | 3,000 | 2,800 |
| COUNTYWIDE TRANSIT RIDERSHIP (DAILY) | 37,500 | 34,500 | 34,300 | 34,100 |
| TRANSIT PASSENGER CAPACITY/3-HOUR PEAK PERIOD | 1,440 | 2,700 | 2,650 | 2,650 |

Does project support the goal of minimizing emissions? How long will the project take to implement?

| | | | | |
|---|---------|---------|---------|---------|
| AUTO VEHICLE MILES TRAVELED REDUCED/DAY | -16,280 | -20,490 | -22,020 | -20,650 |
| REDUCTION IN GREENHOUSE GAS EMISSIONS - IN ANNUAL METRIC TONS IN YEAR 2040 | 3.00 | 3.78 | 4.06 | 3.78 |
| LENGTH OF TIME TO IMPLEMENT (IN YEARS) <i>High level planning estimates without details for the final design, funding plan, construction schedules, etc.</i> | 15-17 | 11-13 | 11-13 | 20-24 |
| CRITERIA POLLUTANTS - IN ANNUAL METRIC TONS IN YEAR 2040 | 0.0070 | 0.0088 | 0.0094 | 0.0088 |

Will project adapt to climate change?

| | | | | |
|--|------|------|------|------|
| CLIMATE CHANGE RESILIENCY <i>Length of alignment with potential for coastal erosion impacts due to 88 cm sea level rise with 100 year storm event (miles)</i> | 0.57 | 1.85 | 1.85 | 1.85 |
|--|------|------|------|------|

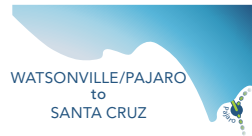


ALTERNATIVE EVALUATION RESULTS: ENVIRONMENT

GOAL: Promotes a healthier environment

Are there effects of the project on biological resources, visual, noise & vibration?

| METRIC: | BRT | CRT | LRT | ART |
|---|---|--|---|---|
| EFFECTS ON BIOLOGICAL RESOURCES, VISUAL, NOISE & VIBRATION | <ul style="list-style-type: none"> • Electric BRT quieter than diesel powered bus • Not visually obstructive & least likely to cause vibration • Least impact on environmentally sensitive areas as it's primarily in vicinity of the sloughs in Watsonville | <ul style="list-style-type: none"> • Noisier than other alternatives, but quiet zones would eliminate need for sounding horns at roadway crossings & are included in cost estimates • Not visually obstructive & moderate level of vibration • Increased rail service along ROW may impact environmentally sensitive areas including biological resources as it utilizes ROW in vicinity of the sloughs west of Watsonville | <ul style="list-style-type: none"> • Moderate noise level, but quiet zones would eliminate need for sounding horns at roadway crossings & are included in cost estimates • Not visually obstructive & moderate level of vibration • Increased rail service along ROW may impact environmentally sensitive areas including biological resources as it utilizes ROW in vicinity of the sloughs west of Watsonville | <ul style="list-style-type: none"> • Noise level unknown, but sounding horns at roadway crossings are not required due to rubber wheel option • Not visually obstructive & least likely to cause vibration • Increased transit service along ROW may impact environmentally sensitive areas including biological resources as it utilizes ROW in vicinity of the sloughs west of Watsonville |
| | Does project support the goal of reduced energy usage? | | | |
| REDUCTION OF ENERGY/FUEL CONSUMPTION BASED ON AUTO MODE SHIFTS TO THE ALTERNATIVES (AVERAGE BTU/PASSENGER MILE) | 1,957 | 1,528 | 1,500 | 1,500-1,957 |



ALTERNATIVE EVALUATION RESULTS: OTHER GOALS

GOAL: Addresses project-specific concerns

| METRIC: | BRT | CRT | LRT | ART |
|--|---|--|--|--|
| IS PROJECT TECHNICALLY FEASIBLE? | Traditional, tested technology & technically feasible | Traditional, tested technology & technically feasible | Traditional, tested technology & technically feasible | Existing, testing infrastructure, but not traditional & introduces new technological risks |
| IS PROJECT CONSISTENT WITH OTHER LOCAL, STATE & FEDERAL PLANNING EFFORTS? | <ul style="list-style-type: none"> • SCC Regional Transpo Plan • Unified Corridor Study • CA State Rail Plan • MBSST Master Plan | <ul style="list-style-type: none"> • SCC Regional Transpo Plan • Unified Corridor Study • CA State Rail Plan • MBSST Master Plan | <ul style="list-style-type: none"> • SCC Regional Transpo Plan • Unified Corridor Study • CA State Rail Plan • MBSST Master Plan | <ul style="list-style-type: none"> • CA State Rail Plan • MBSST Master Plan |
| IS PROJECT CONSISTENT WITH LOCAL, STATE AND FEDERAL REGULATORY REQUIREMENTS? | <ul style="list-style-type: none"> • SB375/other GHG regulations • Coastal Commission | <ul style="list-style-type: none"> • SB375/other GHG regulations • Coastal Commission • Proposition 116 • FAST Act (travel time reliability) | <ul style="list-style-type: none"> • SB375/other GHG regulations • Coastal Commission • Proposition 116 • FAST Act (travel time reliability) | <ul style="list-style-type: none"> • SB375/other GHG regulations • Coastal Commission • FAST Act (travel time reliability) |
| DOES PROJECT INTEGRATE INTO EXISTING TRANSPORTATION INFRASTRUCTURE? | <ul style="list-style-type: none"> • Connects with local bus service at Santa Cruz Metro Center & Watsonville Transit Center • Existing local bus service connects at four future stations • Local bus service could be provided to/from all future stations | <ul style="list-style-type: none"> • Connects with local bus service at seven future stations (Watsonville Downtown, Aptos Village, 41st Ave., 17th Ave., Seabright Ave., Downtown Boardwalk, Natural Bridges Dr.) • Local bus service could be provided to/from all future stations | <ul style="list-style-type: none"> • Connects with local bus service at eight future LRT stations (Watsonville Downtown, Ohlone Parkway, Aptos Village, 41st Ave., 17th Ave., Seabright Ave., Downtown Boardwalk, Natural Bridges Dr.) • Local bus service could be provided to/from all future stations | <ul style="list-style-type: none"> • Connects with local bus service at six future ART stations (Aptos Village, 41st Ave., 17th Ave., Seabright Ave., Downtown Boardwalk, Natural Bridges Dr.) • Local bus service could be provided to/from all future stations • Local bus connector service from Lee Rd. station to Pajaro would also connect to Watsonville Downtown Transit Center |
| DOES PROJECT HAVE ABILITY TO ADAPT TO FUTURE TECHNOLOGY? | <ul style="list-style-type: none"> • More flexibility adapting to new technologies due to more flexible infrastructure with pavement and lower vehicle costs/shorter useful life | <ul style="list-style-type: none"> • Less flexibility adapting to new technologies due to less flexible infrastructure due to fixed guideway and higher vehicle cost/longer useful life | <ul style="list-style-type: none"> • Less flexibility adapting to new technologies due to less flexible infrastructure due to fixed guideway and higher vehicle cost/longer useful life | <ul style="list-style-type: none"> • Moderate flexibility adapting to new technologies due to more flexible infrastructure due to pavement and higher vehicle costs/longer useful life |
| HOW EASILY CAN PROJECT BE INTEGRATED INTO EXISTING RIGHT-OF-WAY? | <ul style="list-style-type: none"> • No significant ROW expected to be needed to construct facility on ROW • Additional ROW could be required at larger stations that include parking or other amenities that require more space | <ul style="list-style-type: none"> • No significant ROW expected to be needed to construct facility on ROW • Additional ROW could be required at larger stations that include parking or other amenities needing more space | <ul style="list-style-type: none"> • No significant ROW expected to be needed to construct facility on ROW • Additional ROW could be required at larger stations that include parking or other amenities needing more space | <ul style="list-style-type: none"> • No significant ROW expected to be needed to construct facility on ROW • Additional ROW could be required at larger stations that include parking or other amenities needing more space |

ATTACHMENT 3

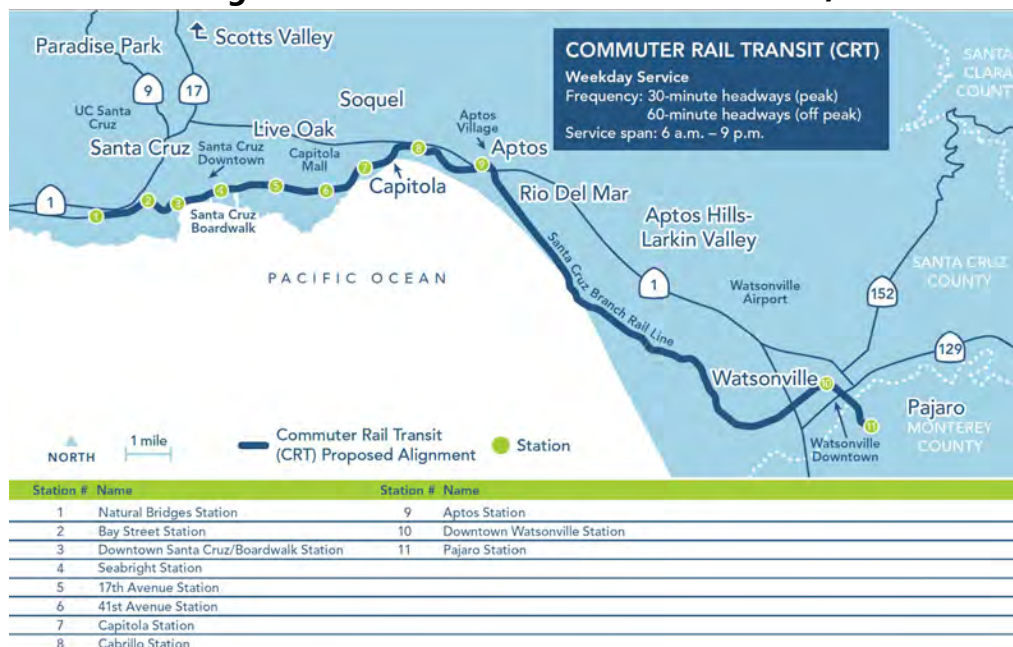
Proposed Locally Preferred Alternative for the Santa Cruz Branch Rail Line Electric Passenger Rail (CRT/LRT)



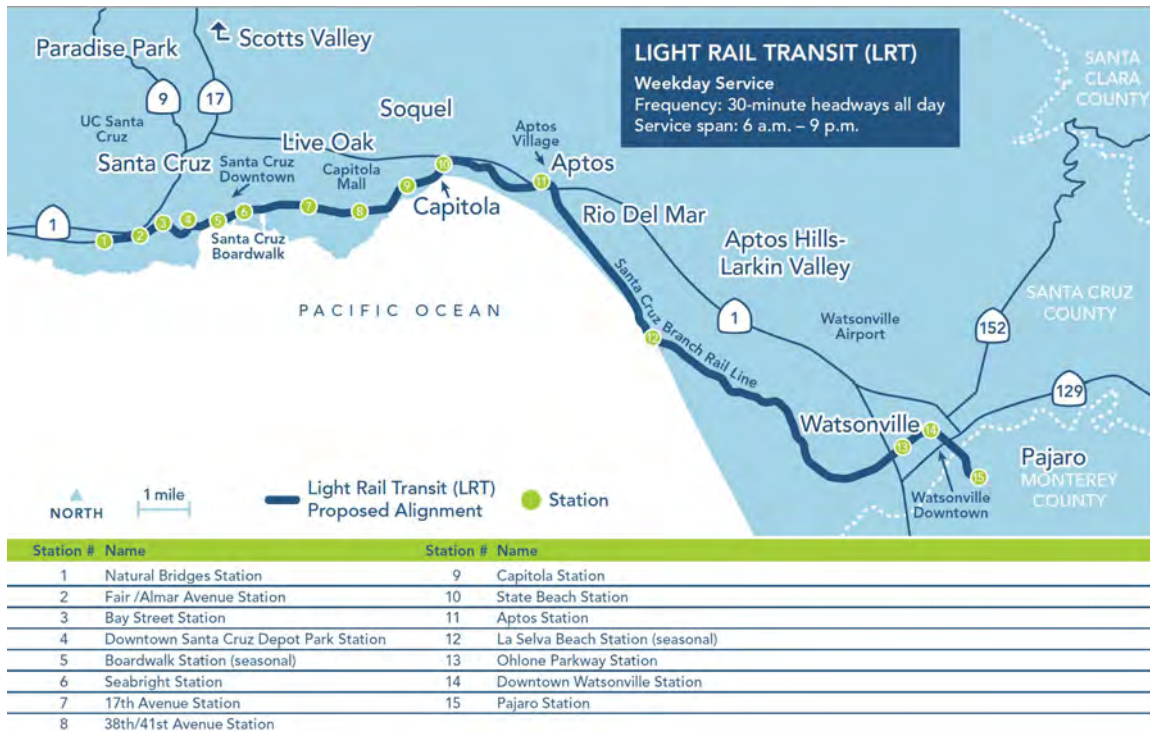
Characteristics:

Rail options can be described as passenger rail service operating on fixed rails with single or multiple individually-propelled cars, providing a local or regional service along an exclusive guideway. Operations will be structured on a single track within the Rail ROW with periodic sidings allowing for two-way travel. A decision on whether the rail option will be commuter rail (CRT) or light rail (LRT) is not recommended as part of this planning study. The infrastructure needed for either CRT or LRT is similar enough as to not impede further preliminary engineering or environmental studies of the corridor for rail transit. Deferring this decision will maintain flexibility for future decisions on the rail vehicle type, while clean energy rail technology advances.

CRT Alignment and Stations Evaluated in TCAA/RNIS



LRT Alignment and Stations Evaluated in TCAA/RNIS



Additional characteristics of the proposed Passenger Rail LPA include:

- **Vehicle Speeds** will be capable of traveling from 30 to 60 mph in the Rail ROW, with both CRT and LRT traveling at similar average and maximum travel speeds in the corridor.
- The number of **Stations** is expected to range from 11 to 13 stations on the Rail ROW, with the CRT configuration having the lower number of stations and LRT having the higher number of stations. This analysis was based on traditional station spacing and interactions for each passenger rail service. Both CRT and LRT could also include seasonal stations in the Rail ROW to better accommodate tourist and seasonal activity in the corridor. Although this study considered the number and location of station alternatives, a more detailed study during preliminary engineering and environmental review may consider different alternatives.
- The use of **FRA compliant or non-FRA compliant vehicles** will be determined in the next phase of the analysis. If non-FRA compliant vehicles are identified for use, then both CRT and LRT could be configured to operate with freight rail in this shared-use corridor only if temporally separated (i.e., freight rail and passenger rail operations will operate at different times of the day). This will require the implementation of Centralized Traffic Control (CTC) or similar signal systems. If FRA compliant vehicles are implemented, then the passenger rail (both CRT and LRT) vehicles can comingle with freight rail in this shared-use corridor and both Centralized Traffic Control (CTC) and Positive Train Control (PTC) would be required.

- **Frequency of service** would be established in a future phase of project development and could increase over time as ridership increases. Headway is the number of minutes between each train. Higher frequency (lower headways) for major stops and lower frequency for minor stops could provide the best tradeoff of travel time versus ridership and is a common practice among rail systems. Both CRT and LRT in the TCAA/RNIS analysis considered 30 minute headways during peak periods. CRT had a 60 minute headway for off-peak and LRT continued with a 30 minute frequency all day. The ridership analysis showed that a higher frequency service of 30 minute headways during mid-day served a demand that is not served by 60 minute headways mid-day.
- **Daily period of service** would be established in a future phase of project development and will likely increase over time as ridership increases. Weekday span evaluated in the TCAA/RNIS was from 6AM to 9PM and 7AM to 10PM for weekend for both CRT and LRT.
- **Level platform boarding** is a common feature in both CRT and LRT services at each station, no matter the station size in order to provide universal access for all ages and abilities and ease of boarding for travelers with bicycles.
- The CRT and LRT alternatives assume **alternative fuel technologies** including hydrogen fuel cell, battery or other future clean, or non-fossil fuel technologies without the need for an overhead catenary system. Alternative fuel technologies are advancing rapidly, along with trainsets. Within the next decade, options for clean fuel trainsets will likely expand significantly compared to what is available today.

BENEFITS OF ELECTRIC PASSENGER RAIL FOR THE LOCALLY PREFERRED ALTERNATIVE

The benefits of electric passenger rail for the locally preferred alternative, considering both CRT and LRT, are provided below.

- **Provides Faster Travel Times and Greater Travel Time Reliability.** Passenger rail with CRT and LRT by utilizing a dedicated guideway for the entire distance between Santa Cruz and Pajaro provides the fastest travel times and greatest level of travel time reliability compared to the other alternatives.
- **Reduces Auto Vehicle Miles Traveled and Greenhouse Gas Emissions.** As transit ridership increases, auto vehicle miles traveled will decrease. Rail ridership combined with the longer average trip distances on rail transit, provide the greatest reduction in vehicle miles traveled and associated greenhouse gas emissions and criteria pollutants.
- **Serves a High Percentage of Disadvantaged Populations in Santa Cruz County.** The passenger rail LPA, with both CRT and LRT, includes 91% of its rail station stops within census tracts identified as transportation disadvantaged populations in the county.
- **Provides Regional Rail Network Compatibility.** The passenger rail LPA is expected to provide the best regional network integration potential and compatibility with the California State Rail Plan and neighboring Monterey County -regional rail project plans connecting at the future Pajaro Station with only a cross platform transfer to the state rail network. An FRA compliant vehicle provides the potential for a one-seat ride between Santa Cruz and Monterey.

- **Provides the Shortest Length of Time to Implement.** The schedule for implementing the passenger rail LPA, for both CRT and LRT, will require less time than the other alternatives.
- **Assures Continuous Corridor for Transit and Trail.** The LPA ensures continuous use of the Rail ROW for its intended purpose, which creates more certainty on preserving the corridor for all uses.
- **Provides Greatest Opportunities for Transit-Oriented Development.** Fixed-guideway passenger rail services such as those provided by CRT and LRT provide the best opportunities for Transit-Oriented Development (TOD) and future demand for transit ridership compared to the other alternatives.
- **Utilizes the Full Rail ROW between Pajaro Station and Westside Santa Cruz.** The LPA utilizes the full length of the Rail ROW as a dedicated transit facility that currently has unused capacity.
- **Provides More Funding Sources Available for Passenger Rail.** As presented in Chapter 5, CRT and LRT offer more opportunities to obtain existing and potential future funding than the other alternatives. The State has established a vision of a major expansion of the rail network throughout California as provided in the 2040 California State Rail Plan. The State has committed to provide funding to implement rail projects. Governor Newsom's recent Executive Order (EO N-79-20) directing state agencies to "Build towards an integrated, statewide rail and transit network, consistent with the California State Rail Plan, to provide seamless, affordable multimodal travel options for all" continues with this commitment.
- **Will not Impede Existing or Potential Future Freight and Recreational Rail from Using the Corridor.** The passenger rail LPA provides the least impact to existing and potential future freight rail operations on the Rail ROW. Freight rail and passenger rail can share the same set of tracks but may require temporal separation if the vehicles are not FRA-compliant. Both CRT and LRT can best accommodate SCBG recreational rail operations to the Boardwalk.
- **Provides Greater Flexibility to Allocate Space for Seats, Bicycles, and Mobility Devices based on Need.** CRT and LRT have greater capacity to tailor the rail vehicles to meet local needs for seating, bicycle storage and mobility devices. Vehicle design that can be flexible to accommodate a range of seating, bicycle capacity and mobility devices will provide the greatest benefit.
- **Provides Ability to Have Level Boarding at all Stations.** Both CRT and LRT can accommodate level boarding at all stations providing universal access for all ages and abilities.
- **Assures Energy Efficiency per Passenger Capacity Mile.** As technology advances for each of the four alternatives, the options for delivering greater energy efficient solutions will be explored and further defined. The passenger rail LPA provides similar energy efficiencies per passenger mile as the other alternatives. As electrification of rail vehicles advance, there will be more options for zero-emission trainsets.

AGENDA: December 17, 2020

TO: Interagency Technical Advisory Committee (ITAC)
FROM: Rachel Moriconi, Transportation Planner
REGARDING: 2021 State and Federal Legislative Programs

RECOMMENDATIONS

Staff requests that committee members inform staff by December 23, 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 23, 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

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PRELIMINARY DRAFT

Santa Cruz County Regional Transportation Commission

DRAFT 2021 STATE Legislative Program

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.

PRELIMINARY DRAFT

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

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- **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 Broaden the 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.

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- **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

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- Local Street and Roadway Preservation
- Transit projects
- Santa Cruz Branch Rail Line
- Bicycle and Pedestrian facilities, including the Monterey Bay
- Sanctuary Scenic Trail Network (MBSST)
- Soquel Avenue-Freedom Boulevard Corridor

- **Transportation Development Act (TDA):**

- 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.
 - 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.
 - Support legislative and administrative actions required to secure permits that may be required to implement priority projects.
 - 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.
 - 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.
 - Support delegation of fund allocation responsibilities to Caltrans.
 - Allow advance payment of programmed funds, in order to expedite project delivery and resolve cash flow challenges faced especially by small agencies.

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- **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.
 - 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.
 - 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.
 - 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:**
 - 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.
 - 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.

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- Support efforts to streamline SB375 implementation and extend the timeframe between required Regional Transportation Plan updates.
- **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.
- **SHOPP Program:**
 - Support Caltrans' efforts to provide more outreach regarding State Highway Operation and Protection Program (SHOPP) projects and to include measureable targets for improving the state highway system. Support clarification of existing laws to permit the expenditure of SHOPP funds for operational projects on state highways.
 - Support inclusion of complete streets within SHOPP 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.
 - 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.
 - 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

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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.*

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PRELIMINARY DRAFT



Santa Cruz County Regional Transportation Commission **DRAFT 2021 FEDERAL Legislative Program**

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 2021⁰, 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.

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- **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.

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- **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.

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DECEMBER 17, 2020 INTERAGENCY TECHNICAL ADVISORY COMMITTEE (ITAC) ANNOUNCEMENTS

Sustainable Transportation Planning Grants

The Fiscal Year 2021-22 Sustainable Transportation Planning Grant Application Guide and call-for-applications was released on December 10, 2020. Applications are due on **Friday, February 12, 2021** by 5 P.M., and grant announcements are anticipated in spring 2021. Rachel Moriconi forwarded the official announcement and links to access grant application related documents. Please let me know if you intend to apply for a Caltrans grant.

- **December 10, 2020** - Release of final Grant Application Guide/call-for-applications.
- **December 2020 – January 2021** – Caltrans Headquarters and districts conduct grant application workshops (exact dates will posted soon)
- **February 12, 2021** - Grant application deadline
- **June 2021** – Grant announcements
- **Fall 2021** – Grant recipients begin project activities
- **Winter-Summer 2024** – Grant projects are completed, and grant funds expire (expiration dates depend on grant recipient and fund-type)

For more information visit: <https://dot.ca.gov/programs/transportation-planning/regional-planning/sustainable-transportation-planning-grants>

Happy holidays,

Gus Alfaro

PHONE: 805-835-6490

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

EMAIL: gustavo.alfaro@dot.ca.gov



Announcements continued...

Highway 9 Meeting December 16, 2020 - Virtual Community Meeting on Felton Pedestrian Safety Project: Caltrans and Supervisor Bruce McPherson are hosting a virtual meeting from 5:30-7:00 p.m. on December 16 to share progress on the Caltrans-led State Route 9 Felton Pedestrian Safety Project. Register at: <https://cadot.webex.com/cadot/onstage/g.php?MTID=e9e3139355d3f3ffeb040ef84331d2895>

Comments on Draft EIR/EA for Highway 1 Auxiliary Lanes/Bus-on-Shoulder from State Park to Bay/Porter and Mar Vista Bike/Ped Bridge Project - due Jan. 11, 2021: Caltrans and the RTC released the Draft Environmental Impact Report/Environmental Assessment (DEIR/EA) for the proposed Highway 1 - State Park to Bay/Porter Auxiliary Lane project. The public review and comment period is open through Jan. 11, 2021. The proposed project includes construction of auxiliary lanes, implementation of bus-on-shoulder operations, replacement of the Capitola Avenue overcrossing to include new bicycle/pedestrian facilities, construction of a new bicycle and pedestrian overcrossing at Mar Vista Drive, and installation of sound walls. The DEIR/EA identifies the project's potential impacts and potential avoidance, minimization and mitigation measures. A virtual public hearing was held on December 8, 2020.

- Written comments may be submitted by mail to Lara Bertaina, Department of Transportation, 50 Higuera Street, San Luis Obispo, CA, or by email to lara.bertaina@dot.ca.gov. All comments must be received by 5 p.m. on Jan. 11, 2021.
- The Draft EIR/EA is available at: <https://scctc.org/projects/streets-highways/hwy1corridor/bayporter-statepark/>

CTC News – New projects would create more than 100,000 jobs statewide (released December 2, 2020)

- The California Transportation Commission (CTC) approved \$2 billion for 56 new projects throughout the state to reduce traffic, improve goods movement, increase transit service, expand California's managed lanes network, and invest in bicycle and pedestrian improvements.
- These projects will create more than 100,000 jobs statewide over the next several years.
- The three years of funding (covering 2020-2023) is provided by SB 1, the 2017 Road Repair and Accountability Act's three programs: Solutions for Congested Corridors Program, Trade Corridor Enhancement Program and the Local Partnership Competitive Program.



- Some projects feature multiple components addressing diverse transportation needs along a single corridor.
- In District 5, the following projects were approved for funding:
 - **Santa Cruz County** – SR 1 Santa Cruz Multimodal Corridor highway, active transportation & transit improvements, \$107.2 million.
 - SLO County - SR 46 widening, \$7.3 million.
 - Monterey County – SR 156 Castroville Boulevard interchange improvements, \$20 million.
- The CTC's website (www.catc.ca.gov) has lists of the projects approved for each program – the [Solutions for Congested Corrido Program](#), the [Trade Corridor Enhancement Program](#), and the [Local Partnership Competitive Program](#)—and also a [complete list of projects by region](#).

Caltrans launches annual Move Over campaign to protect highway workers

(released Nov. 19, 2020)

- Caltrans recently launched its annual Move Over campaign to raise awareness of a driver's responsibility to help reduce crashes and increase safety for highway maintenance workers and motorists.
- California's Move Over law requires all drivers to move over a lane, if safe to do so, or slow down when they see flashing lights of Caltrans equipment, emergency vehicles or tow trucks.
- Since 1921, 189 Caltrans employees have lost their lives while working on the highway with the highest danger arising from motorists not driving safely in work zones.
- Driving too fast, or too close to a work zone, is dangerous for highway crews and can be life-threatening for motorists as well.
- In 2019, more than 7,000 work-zone collisions occurred on California highways resulting in more than 3,200 injuries and 53 fatalities.
- Nationally, motorists account for 85 percent of those killed in work zones.
- To increase awareness of this life-saving law, the children and grandchildren of Caltrans workers remind drivers to pay attention, slow down and move over.
- Although all 50 states have enacted Move Over laws, the National Highway Traffic Safety Administration found that 71 percent of Americans remain unaware of the requirements.
- In California, failure to obey this law can result in fines up to \$1,000 plus negative points on one's driving record. More information: <https://dot.ca.gov/news-releases/news-release-2020-036>



CARB News-Zero-Emission Drayage Truck and Infrastructure Pilot Project

- The California Air Resources Board (CARB) and the California Energy Commission (CEC) are pleased to announce that the application period is now open for the "Zero-Emission Drayage Truck and Infrastructure Pilot Project."
- Eligible applicants to this competitive solicitation include local air districts, California-based public entities, and California-based non-profit organizations.
- The total funding available for this project is up to \$44.1 million.
- CARB funding will be allocated towards the purchase of on-road zero-emission Class 8 trucks. CEC funding will support zero-emission vehicle infrastructure and installation, and workforce training and development. Other costs associated with administrative and data collection tasks will be supported by either CARB or CEC.
- The only method of delivery for this solicitation is the CEC's [Grant Solicitation System](#). Applications must be received no later than 5:00 p.m. (Pacific Time), February 1, 2021.
- The grant solicitation and all associated documents are available from [California Energy Commission](#).
- CARB and CEC will hold one Pre-Applicant Zoom Conference on December 17, 2020, at which time staff will be available to answer questions potential applicants may have regarding eligibility, application completion, and other requirements.

*Please reach out to District 5, Sheridan Nance, if interested in this pilot program. Sheridan.Nansen@dot.ca.gov

CARB News – Consumers rewarded up to \$1,500 off on electric cars

(released Nov. 17, 2020)

- California electric utility companies and the California Air Resources Board are offering the California Clean Fuel Reward, a point-of-sale reduction of up to \$1,500 for purchasing or leasing any eligible new battery-electric or plug-in hybrid vehicle from a participating automotive retailer.
- The program's goal is to accelerate the number of electric vehicles on California's roads and highways, making ultra-clean cars more affordable—especially for low-income families or those living in disadvantaged communities.
- The clean fuel reward supports the Governor's Executive Order N-79-20 phasing out gasoline-powered cars and requiring 100 percent sales of zero-emission cars in 2035. More information:

<https://ww2.arb.ca.gov/news/carb-and-california-electric-utilities-partner-offer-consumers-1500-electric-cars>



Rural Recreation and Tourism Program (RRT) (www.parks.ca.gov/rrt)

This Proposition 68 (2018 Bond Act) program provides competitive grants for projects that create new recreation opportunities in support of health-related and economic goals in rural communities. \$23 million will be awarded through one round of funding available through June 30, 2025.

- Applications due **November 5, 2021**.
- Application Workshops will be scheduled for January/February 2021 and announced soon.

To qualify as rural, the project site must meet these thresholds:

1. Be in a county with a population below 500,000 people, and, in a city/town/census designated place that has a population below 50,000 people. OR

Be in a county with a population below 500,000 people, and, in a city/town/census designated place that has a population below 80,000 people, provided that the county below 500,000 people has adopted State planning priorities pursuant to Government Code Section 65041.1.