



Santa Cruz County Regional Transportation Commission's
Elderly & Disabled Transportation Advisory Committee
(Also serves as the Social Service Transportation Advisory Council)

AGENDA

1:30pm - 3:30pm

Tuesday, June 8, 2021

NOTE: TELECONFERENCE

Join the online meeting to see presentations:

<https://us02web.zoom.us/j/84495758674>

Online meeting ID: 844 9575 8674

Dial-in number (US): +1 669 900 9128

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

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

- 1. 1:30pm — Call to Order**
- 2. 1:30pm — Introductions**
- 3. 1:35pm — Oral communications**
- 4. 1:40pm — Additions or deletions to the consent or regular agenda**

1:42pm- 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 E&D TAC or public wishes an item be removed and discussed on the regular agenda. Members of the E&D TAC 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 E&D TAC member objects to the change.

- 5. Approve Minutes from April 13, 2021 — pg. 4**
- 6. Receive Final Unmet Paratransit and Transit Needs list — pg. 11**
- 7. Receive RTC Meeting Highlights — pg. 21**

8. Receive Information Items — pg. 23

- a. Green Man + (by LTA) – AHTC
- b. Smart Crosswalk In-Roadway Warning Light System
- c. Bicycle Wheel Ramps for Stairs

REGULAR AGENDA

9. 1:55 pm — Receive Program Updates — pg. 37

- a. Volunteer Center
- b. Community Bridges
- c. Santa Cruz Metro
- d. SCCRTC
- e. Pedestrian Ad-hoc Subcommittee
 - i. Pedestrian Hazard Report

10. 2:10 pm — Go Santa Cruz County — pg. 38

11. 2:30 pm — Capitola Trestle Update & Interim Trail Alternative — pg. 40

12. 2:50 pm — Highway 1 – State Park to Freedom Auxiliary Lanes and Bus on Shoulder Project & Coastal Rail Trail Segment 12 Addition of Interim Trail Alternative — pg. 45

13. 3:10 pm — AMBAG Draft 2021 Title VI Plan — pg. 53

14. 3:30 pm — Adjourn

Next meeting: 1:30 pm, August 10, 2021 via teleconference.

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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**Santa Cruz County Regional Transportation Commission
Elderly & Disabled Transportation Advisory Committee**
(Also serves as the Social Service Transportation Advisory Council)

DRAFT MINUTES

Tuesday, April 13, 2021

NOTE: Teleconference

1. Roll call

The meeting was called to order at 1:35 p.m.

Members present:

Kirk Ance, CTSA (Lift Line)
Deborah Benham, 5th District
Janet Edwards, 1st District
Lisa Berkowitz, CTSA (Community Bridges)
Veronica Elsea, 3rd District
Tara Ireland, Social Service Provider – Persons of Limited Means
Caroline Lamb, Potential Transit User (Disabled)
Michael Pisano, Potential Transit User (60+)
Clay Kempf, Social Services Provider – Seniors
Eileen Wagley, SCMTD (METRO)
Daniel Zaragoza, SCMTD (METRO)
Rick Chace, Potential Transit User (Disabled)

Unexcused absences:

Martha Rubbo, 4th District
Alex Weske, Social Service Provider – Disabled
Paul Elerick, 2nd District

RTC staff present:

Amanda Marino, Transportation Planner
Luis Mendez, Deputy Director
Ginger Dykaar, Senior Transportation Planner
Rachel Moriconi, Senior Transportation Planner

Others present:

Wondimu Mengistu, Santa Cruz METRO
Douglas Underhill, Community Bridges
Miranda Taylor, AMBAG
Linda Wilshusen, Member of the public

2. Introductions

3. Oral communications

Committee member Michael Pisano shared information on smart crosswalks, warning lights, overhead LEED pedestrian crossing lights, and bike ramps to include in buses.

Committee member Clay Kempf announced California's Master Plan for Aging Local Launch for Santa Cruz and San Benito Counties is on May 19, 2021 at 10 am hosted by the Seniors Council and the Area Agency on Aging Advisory Council.

Chair Veronica Elsea expressed concern regarding the RTC's decision to refer to the Budget & Administration/Personnel Committee consideration of amendments to the rules and regulations of the Commission to change the process in the bylaws for appointing members to advisory committees. Veronica requested to have this as an item for the next E&D TAC meeting.

4. Additions or deletions to consent and regular agendas

CONSENT AGENDA

5. Approved minutes from February 9, 2021

Chair Veronica Elsea identified revisions in oral communications and modify item 16 to list the committee members names appointed to be liaisons.

A motion (Ireland/Edwards) was made to approve the minutes with revisions. The motion passed unanimously, with members Kirk Ance, Deborah Benham, Janet Edwards, Lisa Berkowitz, Veronica Elsea, Tara Ireland, Caroline Lamb, Michael Pisano, Clay Kempf, Eileen Wagley, Daniel Zaragoza, Rick Chace, voting in favor.

6. Received RTC Meeting Highlights

7. Received Information Items

- a. Santa Cruz METRO Announces Free Fares County-Wide for COVID-19 Vaccination Appointments
- b. Walk S.F Wants Your Help on Three Key Safety Bill

A motion (Ireland/Edwards) was made to approve the consent agenda. The motion passed unanimously, with members Kirk Ance, Deborah Benham, Janet Edwards, Lisa Berkowitz, Veronica Elsea, Tara Ireland, Caroline Lamb, Michael Pisano, Clay Kempf, Eileen Wagley, Daniel Zaragoza, Rick Chace, voting in favor.

REGULAR AGENDA**8. FY 2021-22 Transportation Development Act Funds for Community Bridges**

Amanda Marino, Transportation Planner, communicated the staff recommendation for the TDA/STA claim for Community Bridges. Kirk Ance, Community Bridges, provided an overview of the Community Bridges TDA/STA claim. Douglas Underhill, Chief Finance Officer at Community Bridges, was also present answering committee members questions and provided additional information.

A motion (Edwards/Pisano) was made to recommend that the Regional Transportation Commission approve Community Bridges' TDA claim, contingent upon approval by the City of Santa Cruz to act as the claimant. The motion passed with members Deborah Benham, Janet Edwards, Veronica Elsea, Tara Ireland, Caroline Lamb, Michael Pisano, Clay Kempf, Eileen Wagley, Daniel Zaragoza, Rick Chace voting in favor. Members Kirk Ance and Lisa Berkowitz abstained from the vote.

9. FY 2021-22 Transportation Development Act Funds for the Volunteer Center

Amanda Marino, Transportation Planner, communicated the staff recommendation for the TDA claim for the Volunteer Center. Tara Ireland, Volunteer Center, provided an overview of the Volunteer Center TDA claim.

A motion (Berkowitz/Edwards) was made to recommend that the Regional Transportation Commission approve the Volunteer Center's TDA claim, contingent upon approval by the City of Santa Cruz to act as the claimant. The motion passed unanimously, with members Deborah Benham, Janet Edwards, Veronica Elsea, Caroline Lamb, Michael Pisano, Clay Kempf, Eileen Wagley, Daniel Zaragoza, Rick Chace, voting in favor. Member Tara Ireland abstained from the vote.

10. FY 2021-22 Transportation Development Act Funds for the Santa Cruz Metropolitan Transit District

Amanda Marino, Transportation Planner, communicated the staff recommendation for the TDA/STA claim for Santa Cruz Metro. Wondimu Mengistu, Santa Cruz Metro, provided an overview of the Metro TDA/STA claim.

A motion (Edwards/Lamb) was made to recommend that the Regional Transportation Commission approve Metro's TDA claim. The motion passed with members Deborah Benham, Janet Edwards, Veronica Elsea, Caroline Lamb, Michael Pisano, Clay Kempf, Rick Chace, voting in favor. Members Eileen Wagley, Daniel Zaragoza abstained from the vote.

11. Measure D: Community Bridges/Lift Line Five-Year Plan

Rachel Moriconi, Transportation Planner communicated that Measure D requires recipient agencies to annually prepare and update a five-year program of projects, identifying how agencies plan to spend Measure D funds. Twenty percent (20%) of net Measure D revenues are designated for the Transit for Seniors and People Living with Disabilities category, with four percent (4%) allocated to the Consolidated Transportation Services Agency (CTSA) for Santa Cruz County for paratransit service and Community Bridges-Lift Line serves as the CTSA for Santa Cruz County.

Douglas Underhill, Chief Finance Officer at Community Bridges, and committee member Kirk Ance provided an overview and answered questions on how the funding will be used in the 5-year plan to the committee.

A motion (Edwards/Ireland) was made to recommend approval of the Measure D: Community Bridges/Lift Line Five-Year Plan. The motion passed with members Deborah Benham, Janet Edwards, Lisa Berkowitz, Veronica Elsea, Tara Ireland, Caroline Lamb, Michael Pisano, Clay Kempf, Eileen Wagley, Daniel Zaragoza, Rick Chace, voting in favor. Member Kirk Ance abstained from the vote.

12. 2021 Unmet Paratransit and Transit Needs List

Amanda Marino, Transportation Planner, explained that each year the E&D TAC voluntarily prepares a list of unmet paratransit and transit needs in Santa Cruz County, referred to as the Unmet Needs List. The RTC considers adoption of the final Unmet Needs List at the May RTC meeting.

Committee members discussed revisions to the Unmet Needs List including the need to provide electric vehicle emergency backup vehicles, facilities, and battery storage.

A motion (Edwards/Ance) was made to revise the Draft 2021 Unmet Paratransit and Transit Needs List to reflect the comments made by E&D TAC committee members and recommend that the Regional Transportation Commission adopt the Final 2021 Unmet Paratransit and Transit Needs list following a public hearing on May 6, 2021. The motion passed with members Kirk Ance, Deborah Benham, Janet Edwards, Lisa Berkowitz, Veronica Elsea, Tara Ireland, Caroline Lamb, Michael Pisano, Clay Kempf, Eileen Wagley, Daniel Zaragoza, Rick Chace, voting in favor.

13. Oral update on Draft Business Plan for Electric Passenger Rail on the Santa Cruz Branch Rail Line

Chair Veronica Elsea communicated that on November 17, 2020 the E&D TAC received a presentation on the Transit Corridor Alternatives Analysis and Rail Network Integration Study – Performance Measure Analysis and Proposed Locally Preferred Alternative. The committee made a motion to prioritize clean fuel rail transit options on the Santa Cruz Branch Rail Line. RTC staff presented the draft Business Plan for Electric Passenger Rail on the Santa Cruz Branch Rail Line and received public input at the April 1, 2021 RTC meeting. The RTC directed staff to return to the next meeting on May 6, 2021 with options for producing a final report for compliance with the Rail Network Integration Study grant.

Ginger Dykaar, Senior Transportation Planner, and Luis Mendez, RTC Deputy Director, answered questions and provided an oral update on the status of the draft Business Plan. Committee members discussed the need to provide input and support for Electric Passenger Rail at the May 6, 2021 RTC meeting.

A motion (Lamb/Pisano) was made for the E&D TAC to write a letter to the RTC in support of Electric Passenger Rail. The motion passed with members Kirk Ance, Deborah Benham, Janet Edwards, Lisa Berkowitz, Veronica Elsea, Tara Ireland, Caroline Lamb, Michael Pisano, Clay Kempf, Eileen Wagley, Daniel Zaragoza, Rick Chace, voting in favor.

14. Elect Committee Chair and Vice Chair

A motion (Edwards/Pisano) was made to elect Veronica Elsea as Chair for a one-year term. The motion passed with members Kirk Ance, Deborah Benham, Janet Edwards, Lisa Berkowitz, Veronica Elsea, Tara Ireland, Caroline Lamb, Michael Pisano, Clay Kempf, Eileen Wagley, Daniel Zaragoza, Rick Chace, voting in favor.

A motion (Edwards/Pisano) was made to elect Janet Edwards as Vice Chair for a one-year term. The motion passed with members Kirk Ance, Deborah Benham, Janet Edwards, Lisa Berkowitz, Veronica Elsea, Tara Ireland, Caroline Lamb, Michael Pisano, Clay Kempf, Eileen Wagley, Daniel Zaragoza, Rick Chace, voting in favor.

15. AMBAG 2021 Title VI Plan Development Process

Miranda Taylor, Planner at the Association of Monterey Bay Area Governments (AMBAG) provided an overview of the AMBAG 2021 Title VI Plan development process. E&D TAC offered feedback on the development of the Draft 2021 Title VI Plan.

No action taken.

16. Received Program Updates

a. Volunteer Center

Committee member Tara Ireland announced that the Volunteer Center has administered the Grocery Shopper Program for 1 year. In the first year they had 278 volunteers, with about 80 requests and 300 bags of groceries delivered a week. The Volunteer Center has 14 volunteer grocery shoppers that travel by bike and 12 volunteers with electric cars.

b. Community Bridges

Committee member Kirk Ance reported that the Felton Charging Station funded by FY 18/19 LCTOP funds is approved by Santa Cruz County. The Plan is now being reviewed by PG&E. Currently, one LCTOP funded electric bus is in service and Community Bridges is expecting to receive a second electric bus. Kirk Ance also communicated that Community Bridges is looking to partner with Uber & Lyft to use ADA buses as needed.

c. Santa Cruz Metro

Committee Member Daniel Zaragoza shared that on Monday, April 19th Metro will be rolling out a new pilot transit service, Cruz On-Demand, throughout Santa Cruz County providing same day rides for the public. More information can be found here on the service: <https://www.scmttd.com/en/metro-paracruz/cruz-on-demand>

Santa Cruz Metro is also offering a temporary fare reduction county-wide on local, Highway-17 Express, and ParaCruz rides beginning Monday, March 22, 2021 through September 15, 2021.

d. SCCRTC

e. Pedestrian Ad-hoc Subcommittee

Chair Veronica Elsea gave an overview of the tasks the appointed committee liaisons are working on including finding information to monitor local jurisdictions to keep up to date with current projects. The subcommittee is also tracking and following up on the pedestrian hazard reports.

Committee member Janet Edwards announced findings from a survey completed by the City of Capitola that access safety of streets and number of accidents. The greatest number of accidents occur on 41st Avenue between Gross Road and Clares Street. Janet also stated that the reduction of the speed limit on 41st Avenue is being considered.

Meeting adjourned at approximately 3:50 pm

The next E&D TAC meeting is scheduled for Tuesday, June 8, 2021 at 1:30 via teleconference.

Respectfully submitted, Amanda Marino, Staff

2021 Final Unmet Paratransit and Transit Needs List

Prioritization of Need:

H - High priority items are those items that fill a gap or absence of ongoing of service.

M - Medium priority items that supplement existing service.

L - Low priority items should become more specific and then be planned for, as funds are available.

1-3 Graduated scale indicates to what extent the need, if addressed, would: increase the number of individuals who are within a 30-minute transit trip to key destinations; improve safety; support economic vitality by way of decreasing transportation costs; or, improve cost-effectiveness of transportation services.

Strategies:

- Proposals and suggestions to address need, including programs and projects.

General

1. **H1** - Safe travel paths between senior and/or disabled living areas, medical facilities, educational facilities, employment locations, retail centers, entertainment venues, bus stops, and/or railroad crossings.
 - Improve accessibility at and to bus stops - such as, but not limited to, sidewalk and crosswalk improvements connecting destinations frequented by senior and disabled individuals and transit stops such as, but not limited to, those identified in the RTC Safe Paths of Travel Final Report.
 - Secure funding assistance to make Safe Paths of Travel improvements.
 - Expand publicity regarding sidewalk maintenance.
2. **H1** - Transportation services to areas with high concentrations of seniors, disabled and low income individuals.
 - Support alternative transportation programs, such as vanpool programs, serving low income and senior housing areas outside of the transit service area in south county.
 - Explore pilot projects, such as regularly scheduled paratransit trips two-three times per week, to serve residents.
 - Secure funding for taxi voucher programs for senior and low income individuals.
 - Provide affordable and desirable housing for seniors and low income individuals within the existing transit service area.

- Provide incentives for senior and social services and medical and social services providers to be located in existing transit service areas.
 - Support programs that encourage ridesharing to destinations popular with seniors or high concentrations of seniors.
 - Seek volunteer drivers to provide transportation services.
 - Evaluate on-demand transit services.
3. **H3** - Transportation services for low-income families with children, including transportation for people transitioning from welfare to work.
- Support welfare to work programs and training programs.
 - Support transportation programs dedicated to serving low-income families with children.
 - Seek volunteer drivers for transportation family members to visits at detention facilities.
 - Provide taxi vouchers to low income families.
 - Reinstate ride to work programs.
 - Provide youth bus passes to low income households
4. **H1** - Transportation services for caregivers of senior and disabled clients.
- Support programs providing transportation for caregivers to clients.
 - Provide taxi voucher to caregivers.
 - Reinstate ride to work programs.

Paratransit/Specialized Transportation Services

5. **H1** - Coordinated and seamless-to-the-public system of specialized transportation with a Mobility Management Center (central information point, one stop shop).
- Assess feasibility and seek funds for development/start-up of the center, and assess entities already providing information and referral services).
 - Utilize information technology solutions to provide transit information that is accessible to all users.
6. **H1** - Wheel chair accessible vehicles for taxis and transportation network company services
- Monitor the Transportation Network Company (TNC) Access for All program.
 - Evaluate other comparable options to provide services (i.e new companies, subcontract with services equipped with wheelchair vehicles).
 - Provide on demand paratransit service.
7. **M1** - Paratransit service for the people who lost paratransit service due to changes in Santa Cruz Metro ParaCruz program in 2015.

- Support policies that expand ADA mandated paratransit service area.
 - Support programs providing specialized transportation to areas outside the ADA-mandated paratransit service area for a fee or at no cost.
 - Expand taxi voucher program.
8. **H2** – Access to paratransit services on all holidays.
- Extend existing paratransit services to holidays.
 - Support taxi voucher programs.
9. **H2** - Specialized transportation for areas outside the ADA-mandated paratransit service area for medical, non-medical trips.
- Secure funding for taxi voucher programs.
 - Provide affordable and desirable housing for seniors and disabled individuals within ADA paratransit service area.
 - Provide incentives for senior and social services to be located in transit service areas.
 - Support programs providing specialized transportation to areas outside the ADA-mandated paratransit service area for a fee or at no cost.
 - Support continuous funding for transportation to medical services.
 - Seek volunteer drivers to provide transportation services from areas not served by transit or ADA paratransit service.
 - Identify priority origins and destinations outside the ADA service area.
10. **H2**- Free or low-cost paratransit options.
- Provide funding for programs that provide discounted and free paratransit rides.
 - Support programs that provide on-demand ADA accessible rides.
 - Support increased specialized transportation services to low-income and disabled individuals for educational and work opportunities at higher education institutions (UCSC and Cabrillo).
11. **H2** - Direct paratransit and accessible transit connections with neighboring counties- including Monterey (Pajaro), San Benito, Santa Clara and other points north.
- Establish direct inter-regional fixed route accessible transit service.
 - Develop plan to coordinate between agencies providing specialized transportation services in neighboring counties.
 - Support programs providing inter-regional specialized transportation for a fee or at no cost.
 - Establish feeder services to inter-regional accessible transit services.

12. **M1** - Affordable transportation for dialysis and other medical appointments, including 'same day' specialized transportation services for medical trips, on a continuous basis.
 - Support continuous funding for 'same day' transportation to medical services.
 - Support continuous funding for no or low-cost specialized transportation to medical appointments.
 - Increase capacity of existing programs providing transportation to dialysis and other medical appointments.
 - Secure funding for taxi voucher programs.
13. **M2** - Transportation for programs that promote senior and disabled individuals health, safety and independence including, but not limited to, all senior meal sites in the county, the stroke centers, medical facilities, and senior activity centers.
 - Support continuous funding for transportation services to meal sites.
 - Provide transit and paratransit services to medical service centers.
 - Support volunteer drivers to provide transportation services.
14. **M2** – Conduct targeted outreach to seniors, people living with disabilities, and transportation service providers to provide information about transportation options and safety.
 - Provide safe driving and transit information at locations with concentrations of seniors.
 - Support field trips to events by bus ("Mobility Trainer" and "Bus by Choice" models)
 - Annual updates to transportation service providers including, but not limited to, providers included in the Guide for Specialized Transportation about paratransit service options.
15. **L2** - Publicity about existing specialized transportation services including ADA paratransit, non-ADA paratransit, taxi services, Medi-Cal rides and mobility training for people to use regular fixed route buses.
 - Streamline communication activities by establishing a central point of contact within health providers to disseminate information about specialized transportation services.
 - Support continuous funding for communication and outreach activities.
16. **H2** - Volunteer drivers in Santa Cruz County particularly in south-county and San Lorenzo Valley.
 - Expand outreach efforts to recruit drivers and promote services.
 - Support for the Volunteer Center Transportation Program.

17. **M2** - Affordable special care trips and gurney vehicle for medically fragile individuals and those needing "bed to bed" transportation.
 - Provide vouchers for specialized care trips.
 - Identify a service provider for gurney trips and assist in procurement of a vehicle for services.
 - Partner with assisted living and hospice care to provide services.
 - Publicize availability of services, if available.
18. **M3** - Ongoing provision of ADA Paratransit certification, provided by Santa Cruz Metro, at group facilities.
 - Provide on-site services to reach a greater number of individuals.
19. **M3** - Specialized transportation services for people living with a cognitive impairments, dementia or mental health diagnosis.
 - Provide on demand transportation services for people living with a mental health diagnosis.
 - Provide services designated to assisting people with mental illness navigate transit and paratransit eligibility requirements.
20. **L1** - Specialized transportation for 'same day' low cost non-medical trips.
 - Expand taxi voucher program.
 - Support "on-call" volunteer drive programs.
21. **L3** - Anticipate growing demand for services by projecting funding needs for specialized transportation (including fixed route, ADA and non-ADA Paratransit) to provide transportation services to the senior population expected to increase over the next 15 to 30 years.
 - Identify funding needs for paratransit over a 15-30 year horizon.
 - Designated funding source for paratransit service.
22. **M1** - Provide increased UCSC on-campus paratransit service between campus to campus destinations.
 - Increase existing UCSC specialized transportation services to supplement increased demand.

Paratransit/Specialized Transportation Capital

23. **H1** - ParaCruz operating facilities.
 - Acquire and develop permanent operations and maintenance facility for ParaCruz to reduce operating cost.
 - Increase funding opportunities for paratransit capital projects.

24. **M2** - Consolidated Transportation Services Agency operating facilities.
- Increase funding opportunities for paratransit capital projects.
25. **H2** - Paratransit vehicle replacements.
- Increase funding opportunities for paratransit capital projects including funding for electric vehicles and/or zero emission vehicles.
 - Take measures to include electric vehicles as option for purchase in the Section 5310 grant program.
26. **H2** – Electric Vehicle Charging Stations
- Support funding for electric vehicle charging infrastructure.

Provide an electric vehicle emergency preparedness plan that includes battery storage, vehicles, and facilities.

Transit Services

27. **H1** – Greater frequency and span of transit service in densely populated areas with a mix of land uses.
- Increase service level between downtown Santa Cruz and Capitola Mall Transit Center through the Live Oak corridor.
 - Enhance service on Mission Street.
 - Extend transit service hours later in the evening and early in the morning serving Cabrillo College and commercial centers of Santa Cruz/Live Oak/ Watsonville.
 - Enhance service to employment entities.
 - Enhance service on Scotts Valley Drive.
28. **H1** – Greater evening frequency and span of transit service in coverage-oriented areas, in keeping with METRO service standards.
- San Lorenzo Valley Route 35 variants (Mt. Store and Country Club)
 - Local Watsonville services
 - La Selva Beach
29. **M1** – More transit service to UCSC.
- Increase weekend and weekday UCSC service.
 - Increase service to UCSC campus.
 - Increase service to the University of Santa Cruz employment center in Scotts Valley.
30. **H1** - More interregional and cross county transit services.
- Increase Hwy 17 weekend service frequency.
 - Provide transit service from Santa Cruz County to Los Gatos.
 - Provide direct transit service to San Jose Airport.
 - Enhance Monterey County to Santa Cruz County service.

- Support for an integrated transit network, which includes transit services on a dedicated transit facility on the rail right-of-way consistent with the Unified Corridor Investment Study and the Transit Corridor Alternatives Analysis.
 - Provide transit service from San Lorenzo Valley to Los Gatos.
 - Provide direct transit connection between Live Oak and San Jose Diridon Station.
31. **M1** – Free and low-cost transportation options, including fixed-route transit services.
- Support programs that provide transportation services, including, but not limited to bus services, for a reduced or no fee.
 - Seek volunteer drivers to provide transportation services.
 - Support programs that allow seniors and disabled individuals to ride free during designated time periods.
32. **M2** – More transit service between primary destinations in Santa Cruz County.
- Provide service between Capitola Mall and Cabrillo.
 - Expand transit service to new residential and commercial areas in Watsonville.
 - Improve north - south transit connections (ex. Soquel Ave/Drive \ to coastal communities).
 - Support for an integrated transit network, which includes transit services on a dedicated transit facility on the rail right-of-way consistent with Unified Corridor Investment Study and the Transit Corridor Alternatives Analysis.
 - Provide single trip service.
33. **M2** - More transit service to facilities providing medical, health and other social services.
- Provide transit service to medical facilities.
 - Provide medical, health, and social services within the existing transit service area.
34. **M2** - Access to transportation services on all holidays.
- Provide regular Santa Cruz Metro service on holidays.
 - Support taxi voucher programs.
 - Support volunteer transportation services.
35. **M2** - Easier and faster transit trips system wide.
- Enhance connections through increasing the span and frequency of service.

36. **M2** - Faster run times on transit routes.
- Investigate opportunities for transit priority lanes and signal priority.
 - Pursue right turn pockets for bypass lanes for buses service and transit priority on Soquel Ave/Drive and Freedom consistent with the Unified Corridor Investment Study.
 - Consider direct services between more locations, reducing need for transfers.
37. **M2** - Intra-community service in Santa Cruz County communities.
- Develop San Lorenzo Valley circulator.
 - Develop Scotts Valley circulator.
 - Investigate need for intra-community and neighborhood transit services
 - Consider partnerships with ride-hail and/or taxi services for first/last mile connections.
38. **L2** - Transit service to major tourist destinations.
- Provide transit service to Waddell Creek and North Coast and Highway 17 direct service to Boardwalk on weekends.
39. **L2** - Commuter transit service.
- Extend Highway 17 service to Watsonville, or improve connections between Watsonville-Santa Cruz service and Highway 17 service.
 - Provide faster commute option for transit riders between SLV and Santa Cruz.
40. **L3** - Special event services.
- Establish program to coordinate with Santa Cruz Visitor Center and partner agencies to provide special event services.

Transit Capital

41. **M1** – Bus stops.
- Provide ADA compliant bus stops.
 - Prioritize bus stop improvements and shelter replacement based on high usage by seniors and people with disabilities.
 - Install braille and raised numbers on bus signage at bus stops indicating which bus routes are being offered at each stop (or a technology-based way finding alternative).
 - Provide the ability to lower the height of braille for wheelchair access.
 - Provide benches and increased lighting at bus stops and connecting crosswalks.

42. **M1** – Maintenance of existing transit facilities.
- Support funding for maintenance of bus stops, parking lots, transit centers, buildings.
43. **H1** – Bus replacement: Replace buses beyond useful life as needed including buses, including buses providing rural service.
- Support funding for transit capital improvements.
 - Support funding for electric vehicle bus replacements and electric vehicle charging stations.
44. **H1** - Transit station improvements.
- Investigate options for renovation or redevelopment of Santa Cruz Metro Center.
 - Coordinate improvements to Capitola Transit Center with Capitola Mall ownership.
45. **H2** - Faster transit travel times.
- Installation of transponders on all buses for signal priority on major corridors improving traffic flow, reducing travel time, and improving on-time performance.
 - Support and seek funding for bus on shoulder on Highway 1.
46. **H1** – Dedicated transit facilities.
- Right-of-way improvements and stations along Santa Cruz Branch Rail Line if a bus rapid transit (BRT) or rail service is developed consistent with the Unified Corridor Investment Study and the Transit Corridor Alternatives Analysis.
 - Multimodal transfer facilities at stations along the Santa Cruz Branch Rail Line if BRT or rail service is developed.
47. **H3** - New equipment to assist with real-time operations, security, scheduling and planning.
- Automated Vehicle Location (AVL) System to provide better monitoring of on-time performance and more accurate data reporting.
 - Automatic Passenger Counting (APC) system to make mandatory reporting more efficient and improve data for service planning.
 - Install audio and video surveillance system for all buses.
 - Install audio and video surveillance system for all buses
 - Electronic fare payment for more convenient payment options and to speed up boarding.
 - Modernize planning and scheduling software for more efficient service planning and better community outreach.

48. **M1**– More multimodal connections to transit.
- Construct park and ride lots in strategic locations along inter-city routes that lack adequate feeder service.
 - Bike lockers and/or bike share stations at key locations to facilitate first/last mile of travel.
49. **M3** - Wifi expansion on buses.
- Install wifi equipment at all facilities and on all buses.
 - Partner with private companies to provide wifi.

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*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*

*CONTACTS: Shannon Munz, Communications Specialist (smunz@sccrtc.org)
Guy Preston, Executive Director
Luis Pavel Mendez, Deputy Director*

Santa Cruz County Regional Transportation Commission (RTC) May 6, 2021 Meeting Highlights

2021 Unmet Paratransit and Transit Needs

Following a public hearing, the Regional Transportation Commission (RTC) adopted the 2021 Unmet Paratransit and Transit Needs list. The State allocates ¼ cent share of the state's 7.25 cent sales tax to the RTC according to state law. Transportation Development Act (TDA) statutes require transportation planning agencies using TDA funds for local streets and roads projects, to implement a public process, including a public hearing, to identify unmet transit needs of transit dependent or disadvantaged persons, and determine if unmet transit needs can be reasonably met. The RTC does not use TDA funds for local streets and roads projects but conducts a process to identify unmet transit and paratransit needs because it is useful. The RTC will consider unmet paratransit and transit needs from the list as funding becomes available.

Measure D: Five Year Program of Projects for Community Bridges Lift Line

Following a public hearing, the Regional Transportation Commission (RTC) adopted a resolution to approve Community Bridges-Lift Line's proposed Measure D Fiscal Years 2021/2022-2025/2026 five-year programs of projects. Community Bridges/Lift Line Serves as the Consolidated Transportation Services Agencies for Santa Cruz County and provides paratransit services for seniors and people with limited mobility. As a Measure D recipient agency, Community Bridges/Lift Line is required to annually develop, update, hold a public hearing on, and adopt a five-year program of projects that identifies how they plan to use Measure D funds in the upcoming 5 years.

Update on Santa Cruz Metropolitan Transit District (METRO) Projects

The Regional Transportation Commission (RTC) received an update from John Urgo, Planning and Development Director for METRO, on METRO's current projects, including information on the new on-demand service program and mobile fare payment pilot that were recently launched.

Update on City of Capitola Projects

The Regional Transportation Commission (RTC) received an update from Kailash Mozumder with the City of Capitola's Department of Public Works on recent Capitola projects, including three sidewalk projects, the Brommer Street Improvement Project, and the Measure D funded slurry seal project. The update also included information on future projects, including the 41st Avenue Adaptive System, Bay/Capitola Avenue Undergrounding & Roundabout, Clares Street Traffic Calming, Pavement Management, and Upper Pacific Cove Pedestrian Path.

Report Regarding Grant Requirement Compliance in the Context of the Tie Vote by the Commission in Relations to the Transit Corridor Alternatives Analysis and Rail Network Integration Study

The Regional Transportation Commission (RTC) received a report from RTC staff regarding the Caltrans Rail Network Integration Study grant requirements. At the April RTC meeting, a motion to accept the Transit Corridor Alternatives Analysis and Rail Network Integration Study (TCAA/RNIS) Business Plan and direct staff to seek federal and/or State funding to complete the Preliminary Engineering and Environmental Documentation for electric passenger rail on the Santa Cruz Branch Rail Line failed with a 6-6 tie vote. At that time, the RTC requested staff come back to the May meeting to provide information on options for meeting the requirements for the Caltrans RNIS grant the RTC received. Caltrans has determined that the grant requirements have been met with RTC acceptance of the TCAA/RNIS report at the February 4, RTC meeting. Executive Director Guy Preston explained that staff will continue to provide the Commission with information on funding opportunities, including those for rail transit. Currently, there are no rail planning studies on rail transit proceeding. No action was taken on this item.

Upcoming RTC and Committee Meetings

Due to precautions associated with COVID-19 (coronavirus), **all RTC and committee meetings will be held by teleconference only until further notice**. Please check the RTC website [<https://sccrtc.org/meetings/calendar/>] or call 460-3200 to confirm meeting and teleconference information. Agendas are posted to the website at least 3 days before the meeting. Meetings may be canceled if there are no action items to be considered by the committee.

The RTC is committed to its compliance with the Americans with Disabilities Act (ADA) during this time of national emergency. Please contact the RTC at least 3 days in advance of a meeting if special accommodations are needed. If any document, webpage, meeting, or recording is inaccessible to you, kindly notify us at info@sccrtc.org or by calling 831-460-3200.

Regional Transportation Commission Meeting

Thursday, June 3, 2021, 9:00 a.m.

Budget, Administration & Personnel Committee Meeting

Thursday, May 13, 2021, 3:00 p.m.

Bicycle Advisory Committee Special Meeting

Monday, May 10, 2021, 6:00 p.m.

Interagency Technical Advisory Committee

Thursday, May 20, 2021, 1:30 p.m.

Public input on transportation issues is welcomed and encouraged. For more information, visit the SCCRTC website at www.sccrtc.org or call 460-3200. Some Regional Transportation Commission meetings are televised countywide by Community TV of Santa Cruz. Consult www.communitytv.org or call 831-425-8848 for schedule and station information.



Green Man + is an initiative by the Land Transport Authority (LTA) to address the needs of elderly pedestrians and Pedestrians With Disabilities (PWD) who may require more time to cross the road. Elderly pedestrians and PWD can expect up to 12 seconds more of green man time when they make use of signalized pedestrian crossings fitted with the Green Man +.

In 2011, LTA announced that the Green Man + scheme will be extended to another 500 (estimated) pedestrian crossings. LTA will progressively install and commission 235 pedestrian crossings by 1st quarter of 2013, while the remainder will be completed by 2014. (Please refer to [Annex A](#) for the locations of the 235 pedestrian crossings).

How it Works?

Green Man + allows elderly pedestrians and PWD more time to cross the road when they activate the Green Man + function. This is done by tapping the CEPAS-compliant senior citizen concession card or Green Man + card on the reader mounted above the standard push button on the traffic light pole. Once the card reader verifies that it is a valid card, the system will extend green man time, which ranges from 3 to 12 seconds depending on the size of the crossing. On average, most of the selected pedestrian crossings will have 5 seconds more green man time. With the extension of the crossing time, elderly pedestrians and PWD will be able to complete the crossing at a more comfortable pace.



* Applicable only to CEPAS - Compliant Senior Citizen Concession Card holders and Green Man + Card holders.

Elderly pedestrians aged 60 years and above who are Singapore citizens or permanent residents and wish to apply for the senior citizen concession card can obtain the application form from any TransitLink Ticket Office or visit the TransitLink website at www.transitlink.com.sg.

Members of these five Voluntary Welfare Organisations (VWOs) can obtain their Green Man + cards from their respective organisations: Handicaps Welfare Association (HWA), Singapore Association of the Visually Handicapped (SAVH), Thye Hua Kwan Moral Charities (THKMC), Society for the Physically Disabled (SPD) and Spastic Children's Association of Singapore (SCAS).

Rollout Schedule

Rollout schedule and locations of Green Man +		
2012 – 2013		
• Ang Mo Kio	• Hougang	• Queenstown
• Bedok	• Kallang	• Rochor
• Bukit Merah	• Marine Parade	• Tampines
• Chinatown	• Outram	• Toa Payoh
• Geylang		
2013 – 2015		
• Bishan	• Jurong	• Sembawang
• Bukit Batok	• Newton	• Sengkang
• Bukit Panjang	• Novena	• Serangoon
• Bukit Timah	• Pasir Ris	• Tanglin
• Choa Chu Kang	• Punggol	• Woodlands
• Clementi	• River Valley	• Yishun

[Click here for the Green Man + Brochure.](#)

Source: <http://www.onemotoring.com.sg> (by Land Transport Authority of Singapore)



LIGHTGUARD

S Y S T E M S[®]

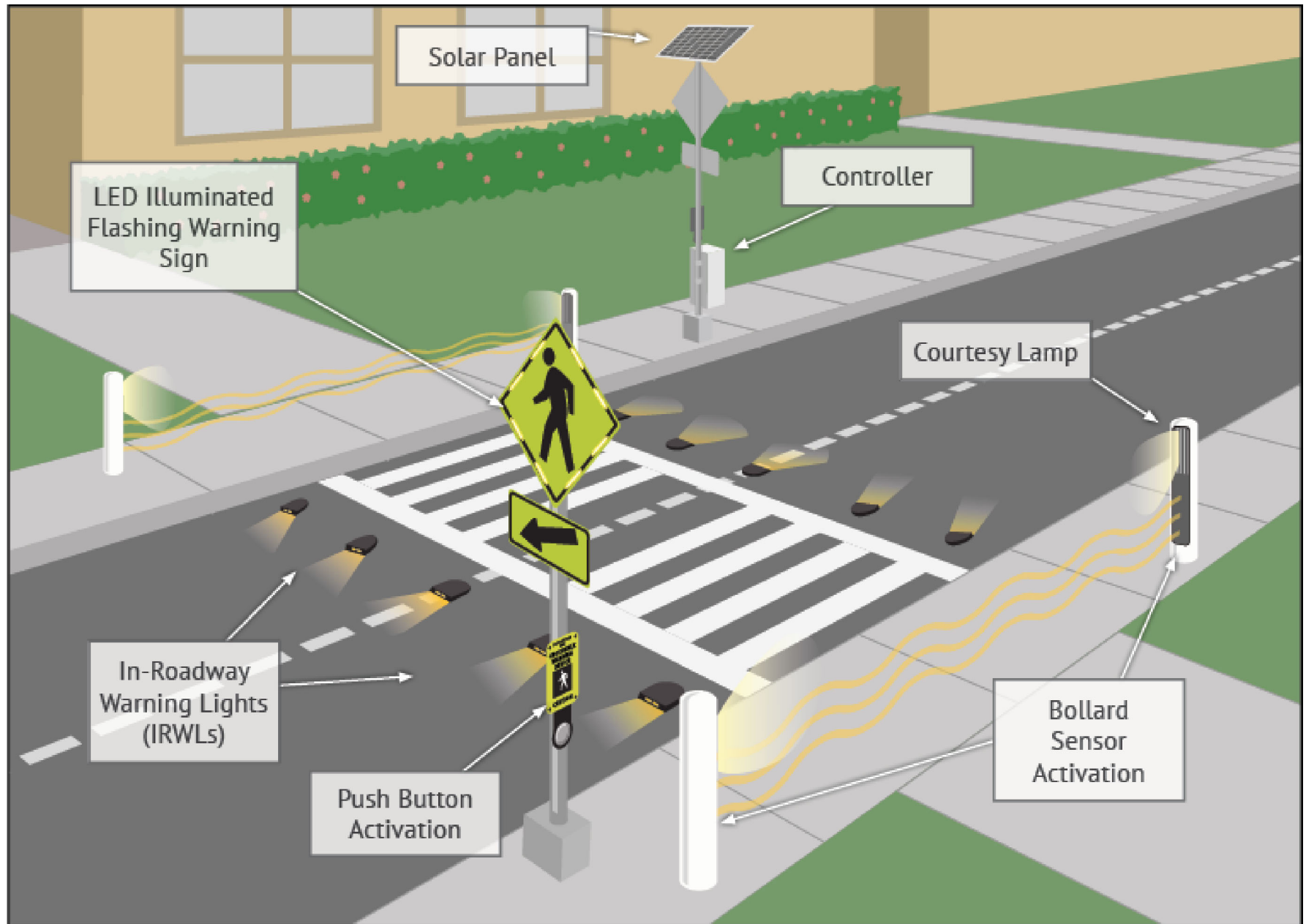
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Search



**Smart Crosswalk[™] In-Roadway Warning Light (IRWL)
System**



A typical Smart Crosswalk in-roadway warning light system is comprised of the following product components:

- DuraFlash M10 in-roadway warning lights

- Durable composite or steel snow plow blade-resistant base plates
 - Automatic activation bollard or push button activation method
 - Solar or A/C power source
 - System controller with battery back-up and lockable weatherproof cabinet
 - Flashing LED pedestrian warning signs
-

Selecting the right components for a lighted crosswalk system:

1. How Many In-Roadway Warning Lights?



The number of [DuraFlash M10](#) in-roadway warning light fixtures needed depends on the number of lanes in the roadway. A typical two-lane roadway requires five (5) lights embedded into the roadway on each side of the crosswalk—for a total of ten (10) lights, plus ten (10) base plates. (See Figure 2.)

The placement of the lights in the roadway faces away, outward from the crosswalk's center to alert oncoming motorists in either direction. Similarly, a typical four-lane roadway requires seven (7) lights facing outward in each direction for a total of fourteen (14) lights plus fourteen (14) base plates.



Figure 2

2. Base Plate Options

Base Plates protect and house the in-roadway warning lights—and are purposefully designed for their durability and resistance. Our proprietary Debris-Free Self Clearing™ feature is built into the base plate. This design compresses air so vehicle tires “jet out” the accumulated rubble through the fluted air channels. (See Figures 3 and 4)

Standard 10” Composite Base Plate

Our 10" x 1.5" [standard composite base plate](#) model is made of ultra-high strength composite material. It is designed to be permanently embedded into the roadway.



Figure 3

Steel Snow Plow Resistant 14" Base Plate

For regions where snow plows are used to clear roadways, we offer a 30 lbs., 14" x 1 1/2" [steel base plate](#) designed to protect against a snowplow blade striking the base plate.

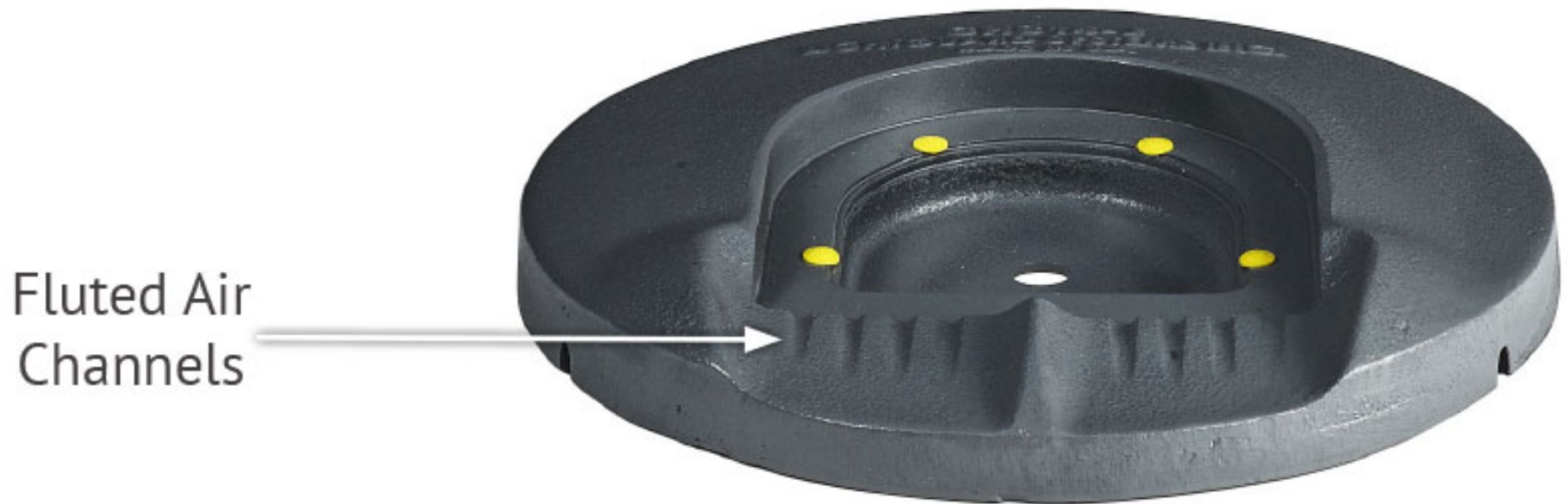


Figure 4

3. Activation Methods

Smart Crosswalk™ activates in one of two ways: **automatically** via bi-directional infrared sensors (bollards) that are passively triggered as a pedestrian enters the crosswalk from either end (see Figure 6); or by **manual** push button (see Figure 5).

Each activation method has its benefits. However, the combination of both bollard and [push button](#) activation is recommended to ensure optimal safety—as some pedestrians are more familiar and compliant with pushing a button, while others are not.

If only one activation method is used, we recommend our [T6 Automatic Activation Bollard](#). Infrared sensors are encased inside a set of bollards (free-standing columns as seen in Figure 6) that are installed on both ends of the crosswalk. In addition to providing optimal

pedestrian safety, bollards also provide an attractive, and easily recognizable visual entry point that features a **NightGuide™** courtesy lamp/light—which gently illuminates the crosswalk entrance and invites the pedestrian to cross the street at the safest place.

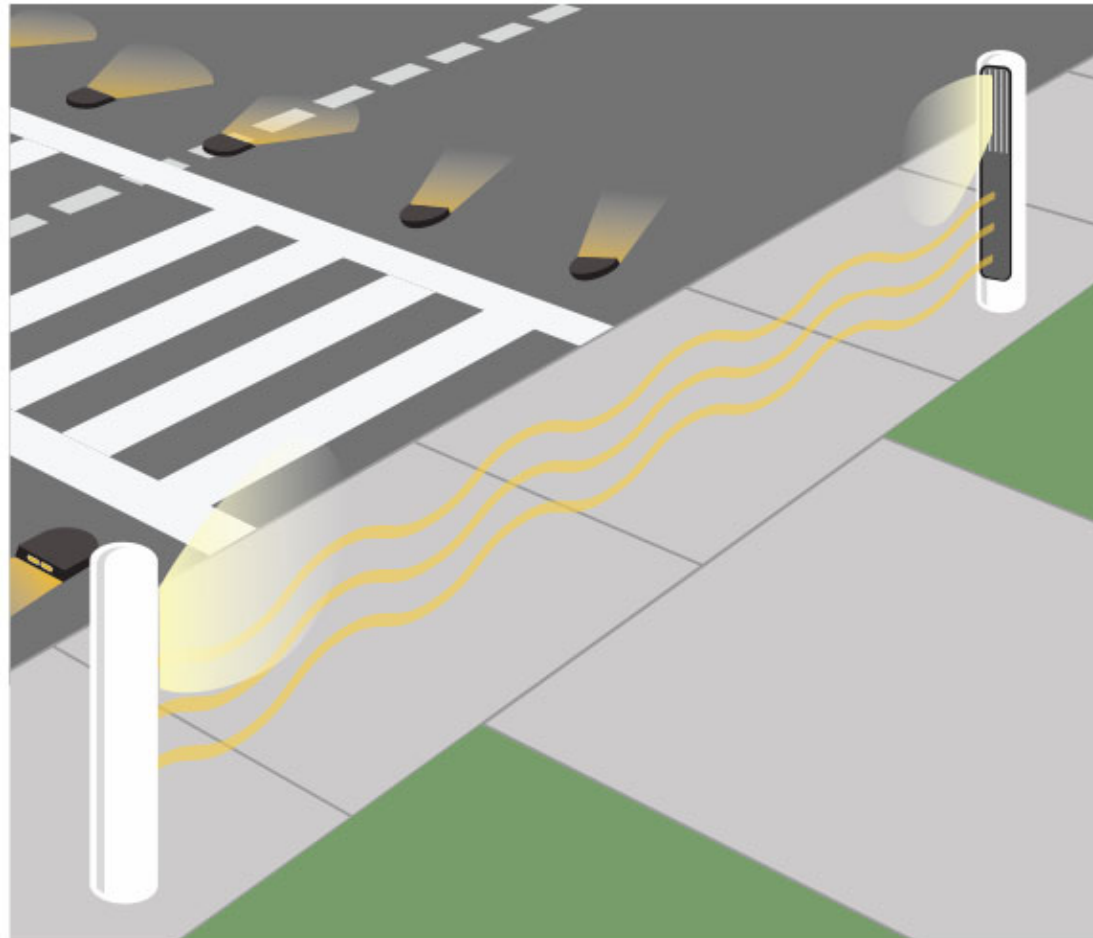
Bollards come in standard white color. Custom colors are also available.



Figure 5



Studies show that pedestrians use a push button activation method at crosswalks only about 60% of the time—leaving 40% of pedestrians potentially “exposed” to vehicles traveling through the crosswalk.



4. Type of Power

Driven by your project's power source location, budget, sun exposure and other considerations, Smart Crosswalk™ can be configured to work with existing A/C power source, solar power—or both. At locations where the cost of bringing a standard power supply to the power control unit (PCU) are too high, solar power may be the best option.

5. System Controllers

The power control unit (PCU) functions as the “brain” of your lighted crosswalk system. It allows the user to set up/activate the timing of the IRWL flashing lights, monitor the system and capture data. A fail safe feature automatically warns users of any system malfunction. We offer:

Basic Controller

The [basic controller](#) provides all of the basic functions to operate your Smart Crosswalk™ System successfully, such as setting the crossing rate time of the flashing IRWL lights. The basic controller does not include a backup battery, or the ability to store data (see Figure 7.)

Advanced Controller

The [advanced controller](#) is capable of monitoring and storing data such as time, date, and movement in each crosswalk direction. It can be programmed to turn on automatically at a specific time, and then revert to standby mode for normal operation. It contains instantaneous battery back-up power in the event of a power failure. The advanced controller is capable of accommodating additional pedestrian



safety features such as the use of flashing beacons, simultaneous yet independently activated crosswalks, remote communication, and other custom-based applications (see Figure 8).

Figures 7 and 8

6. Flashing LED Pedestrian Warning Signs

[Flashing LED Warning Signs](#) complement our Smart Crosswalk™ system. They offer an additional level of safety by reinforcing existing traffic control measures (see Figure 9).

A typical Smart Crosswalk™ configuration includes LED signs on both sides of the street. For an enhanced level of visibility, and depending on the street configuration, you may consider our back-to-back sign option (for a total of four signs).

LED warning signs are available in a variety of standard sizes (30", 36", and 48"), as well as customized sizes. All LightGuard's signs can be powered via A/C and/or solar power sources, including solar wireless.

About Solar Power Option

Power source selection, either A/C or solar, is often determined by the distance between the IRWL system to the power source. Should costs related to bringing a standard power supply to the Power Control Unit (PCU) location be excessive, solar option is an good alternative. Be aware, however, that in locations where solar systems are subjected to shade conditions, a decrease in solar charge to the batteries will occur.

LightGuard staff will be glad to assist you in assuring proper system operation and recharge for your location with the use of our LGS – SolarCalculatorTool™.

Call us for assistance at (707) 542-4547, or [contact us](#) online for a price quote request.

- [Home](#)
- [Systems](#)
 - [Smart Crosswalk™ In-Roadway Warning Lights \(IRWL\)](#)
 - [Flashing LED Sign Systems](#)
 - [Rectangular Rapid Flashing Beacons \(RRFB\)](#)
 - [TraxAlert™](#)
- [Product Components](#)
 - [DuraFlash LGS-M10 IRWL](#)
 - [10" Composite Base Plate](#)
 - [14" Steel Snow Plow Resistant Base Plate](#)
 - [Push Button Devices](#)

Figure 9

Bicycle wheel ramps for stairs ...

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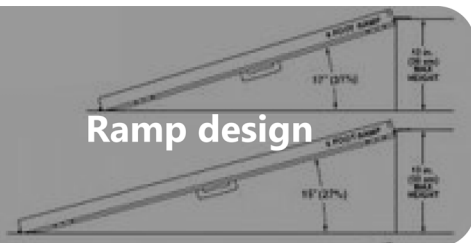
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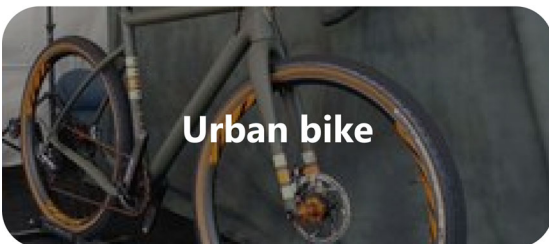
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Ideas you might love

Ramp design



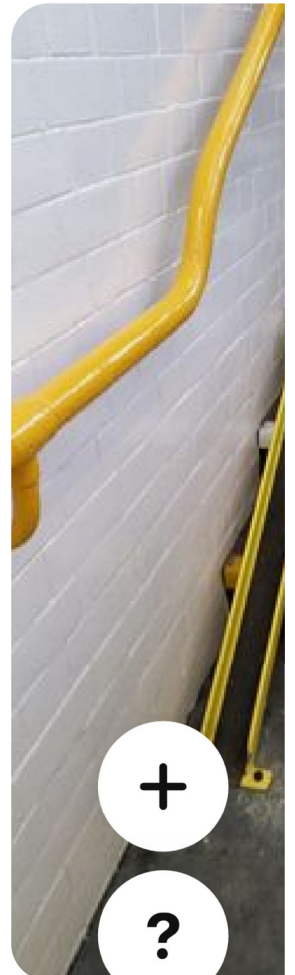
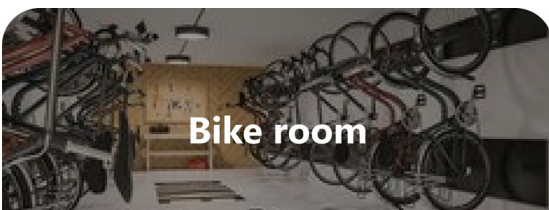
Urban bike



Commuter bike

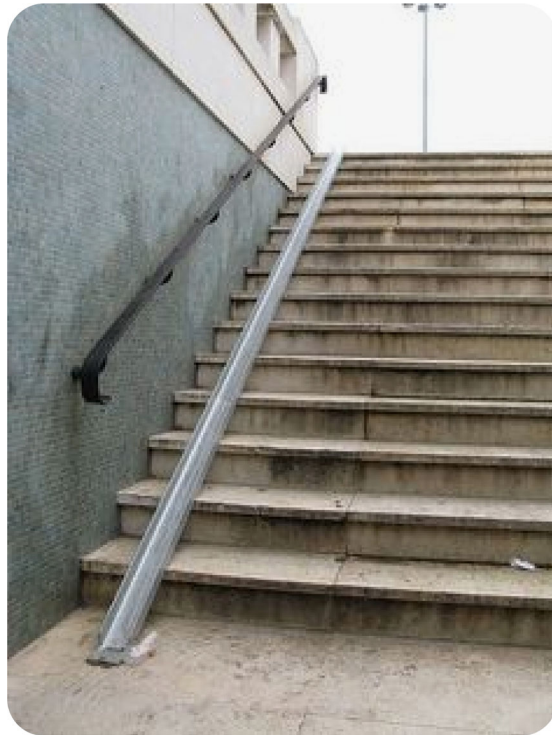
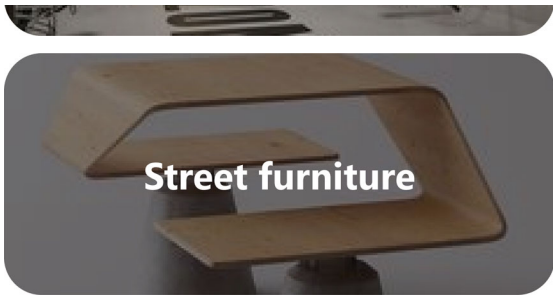


Bike room



+

?



E & D TAC Pedestrian Hazard Reports

5/28

Date	First Name	Last Name	Location	Cross Street	City	Category	Additional Comments	Forwarded to	Forwarded Date	Response
05/13/21	Forrest	Hirtzel	1800 San Jose Ave	Capitola Rd	Santa Cruz	Ped: Rough pavement or potholes, Pavement cracks, Damaged sidewalk	In front of 1800 Jose Ave in Santa Cruz there is a tree that has pushed up the sidewalk and is a hazard. Please get the owners to fix the sidewalk as the obstruction is very dangerous and there is no sidewalk on the other side of the street to use. It has been like this for sometime and seems to be getting worse over time.	DPW	05/13/21	5/13/21 Dorothy Morgan: Good Afternoon SCCRTC, Thank you for the email notification. I have included our Road Maintenance and Encroachment team. They will review and respond to you directly. 5/13/21 Road Maintenance Dispatch: POTHOLE REQUEST ISSUED 21-000865
05/11/21	Erin	Conway	17th Ave	Harper St	Live Oak	Ped: Plant overgrowth or interference, Lack of sidewalk, Other	There is a house on the corner of Harper and 17th, which has weeds so high that it's difficult to see oncoming traffic to the left as you're pulling out onto 17th. Also this house, which is a multiplex, often has multiple cars parked along Harper street, which practically blocks the street making it more of a hazard at that corner, especially for people walking their kids to school. This property does not appear to be maintained by the owner. Is there something that can be done to encourage the owner to take care of this?	DPW	05/13/21	5/13/21 Dorothy Morgan: Good Afternoon SCCRTC, Thank you for the email notification. I have included our Road Maintenance and Encroachment team. They will review and respond to you directly. 5/13/21 Road Maintenance Dispatch: MOWING REQUEST ISSUED 21-000864
05/10/21	Ben	Yokel	888 Prospect Heights	La Fonda Ave	Santa Cruz	Ped: Debris on shoulder or bikeway, Debris on sidewalk	Overgrowth of bushes and shrubs encroaching on sidewalk egress on occasion forcing pedestrians to step in the street to get by.	Claire Gallogly, Nathan Nguyen	05/13/21	5/13/21 Claire Gallogly: Hi Ben, Staff will go field check the location and send a notice to the property owner to remedy.
03/10/21	Sue Ellen	Gales	1145 Morrissey Blvd	Park Way	Santa Cruz	Ped: Plant overgrowth or interference, Debris on shoulder or bikeway, Debris on sidewalk	The sidewalk on Morrissey Blvd nearer Delaveaga School is overgrown with thick vines that impede walking on the sidewalk. I have called the City of Santa Cruz several times to please trim... no response. My Dad, 89 yrs young walks this sidewalk every day and the safety is being compromised by unkempt vines. Location is just up from the intersection of Morrissey @ Park Way near the bend in the road. Thank you for your service.	Claire Gallogly, Nathan Nguyen	03/12/21	3/10/21 Claire Gallogly: Good morning, Staff will go field check the location to being the remedy. 5/24/21 Claire Gallogly: We are awaiting the field check.

TO: Elderly and Disabled Transportation Advisory Committee
FROM: Amy Naranjo, Transportation Planner
RE: Go Santa Cruz County

RECOMMENDATIONS

Staff recommends that the Elderly and Disabled Transportation Advisory Committee receive information about the GO Santa Cruz County program and countywide expansion.

BACKGROUND

For more than 35 years, the Regional Transportation Commission (RTC) has offered transportation demand management (TDM) services to Santa Cruz County with the goal of using the existing transportation system more effectively by assisting travelers to use various modes of transportation, especially sustainable transportation modes. Many of the TDM services and activities offered by the RTC fall under the Cruz511 program and are available online at <https://cruz511.org>, including traffic conditions with real-time information, dynamic ride matching, multi-modal trip planning, Park & Ride lot coordination, and information about workplace-based commute programs.

In mid-2019, the RTC entered into an agreement with RideAmigos to provide an online commute management tool to include in the suite of commute services offered through Cruz511. The commute manager connects commuters, provides local transportation options, and rewards sustainable transportation choices.

In late 2019, the City of Santa Cruz, launched "GO Santa Cruz" as a pilot program to incentivize employees in the downtown parking district to commute using sustainable modes of transportation. During the pilot phase, the downtown program has registered more than 1,100 participants who have logged more than 23,000 alternative trips, and in doing so reduced CO2 emissions by 26.9 metric tons. GO Santa Cruz County is an expansion of the GO Santa Cruz pilot program.

DISCUSSION

In an effort to serve commuters countywide, the RTC is expanding the GO Santa Cruz program. GO Santa Cruz County rewards local commuters with incentives to rethink their ride and choose a more earth-friendly commute. The program is for all communities in Santa Cruz County, from Watsonville in the south to San Lorenzo Valley in the north and everywhere in-between.

GO Santa Cruz County is a key part of RTC's ongoing effort to reduce greenhouse gas emissions and play an active role in addressing climate change. The program is partially funded by voter-approved Measure D, which provides a balanced vision to improve, operate and maintain Santa Cruz County's transportation network.

How It Works

GO Santa Cruz County features an online commute management tool that is available to all employees who live or work in Santa Cruz County. Community members can create a commuter profile by visiting <https://my.cruz511.org> and joining the *GO Santa Cruz County* network. The program is free to participate in. For more information about GO Santa Cruz County, visit <https://cruz511.org/goscc/>.

Features/Benefits

Workshops: Employees and employers are invited to participate in free educational workshops on green transportation. The informative sessions will be offered online and in-person (once safe to do so) and will focus on various topics including urban cycling, eBikes, bike commuting basics and more.

Commute Rewards: GO Santa Cruz County participants can earn cash rewards and prizes. Points are earned by logging alternative transportation trips and can be redeemed for electronic gift cards. GO Santa Cruz County users can also enter for chances to win in quarterly drawings. A bonus of 20 points is awarded just for signing up!

For more information about GO Santa Cruz County, visit <https://cruz511.org/goscc/>.

AGENDA: June 8, 2021

TO: Elderly & Disabled Transportation Advisory Committee
FROM: Sarah Christensen, P.E., Senior Transportation Engineer
RE: Capitola Trestle Update & Interim Trail Alternative

RECOMMENDATIONS

Staff recommends the Elderly & Disabled Transportation Advisory Committee (E&D TAC) review and provide input on the proposed approach for additional engineering analysis of the Capitola Trestle for a potential interim trail alternative on the Santa Cruz Branch Rail Line.

BACKGROUND

The RTC programmed \$50K in Measure D-Rail category funding for a feasibility study on the Capitola Trestle. The exact scope was generally understood to analyze the feasibility of modifying the 5-bridge complex known as the Capitola Trestle to accommodate both rail and trail.

The Capitola Trestle is made up of 5 bridges that span Capitola Avenue, Riverview Avenue, Soquel Creek, and Wharf Road in the City of Capitola. Details on each of the 5 bridges are below, from south to north:

1. Bridge 15.89a is a 3-span ballast deck precast concrete box girder bridge that spans over Capitola Avenue.
2. Bridge 15.89b is a 15-span timber trestle bridge that spans over Riverview Avenue. Between the approximately 15-foot-long bridge spans, there are parking stalls leased by an adjacent business.
3. Bridge 15.89c is a 150-foot-long single-span open deck wrought iron bridge that spans over Soquel Creek. The bridge was designed in 1890 and may have been placed in service in its location 1910.
4. Bridge 15.89d is a 3-span timber trestle bridge that connects 15.89c to 15.89e, between Wharf Road and Soquel Creek.
5. Bridge 15.89e is a single-span concrete slab bridge that spans over Wharf Road.

On June 6, 2019 as part of the Measure D 5-Year Plan approval, the RTC allocated a total of \$4M of Measure D-Active Transportation category funds to the County for the preconstruction phases of MBSST Segment 10, and

portions of Segments 11. This project will construct a trail from 17th Avenue in Live Oak to State Park Drive in Aptos, excluding a portion of the trail through the City of Capitola due to the complexities and expected cost of providing parallel bicycle access adjacent to the rail line at the Capitola Trestle.

As set forth in previous decisions by the Commission to adopt the Monterey Bay Sanctuary Scenic Trail (MBSST) Master Plan, accept the Unified Corridor Investment Study (UCS) and the Transit Corridor Alternatives Analysis and Regional Network Integration Study (TCAA/RNIS), the SCBRL should be used for both an active transportation and a public transit corridor, with electric passenger rail being the locally preferred alternative for transit. As indicated in the TCAA/RNIS Business Plan, there are many risks associated with a rail transit project, including funding. Although RTC's Regional Transportation Plan (RTP) includes passenger rail, it is on the unconstrained funding list, due to unidentified funding needs.

DISCUSSION

The RTC is under contract with RailPros, Inc. to perform annual inspections and load ratings on all 29 bridges located on the SCBRL, including the Capitola Trestle. The RailPros analysis assumes all bridges will continue to serve freight rail traffic. The Capitola Trestle has been designated Out-Of-Service (OOS) due to structural deficiencies to both timber trestles (15.89 b and 15.89d) and the wrought iron (15.89c) bridge. Several other bridges on the SCBRL are also OOS.

RailPros indicated that the wrought iron section (15.89c) of the Capitola Trestle should be replaced to accommodate freight loading. This recommendation was based on the prior use, age, and challenges associated with structural welding to wrought iron. The two timber sections can be retrofitted to accommodate freight loading but would need be replaced if the bridge's use is expanded to include an active transportation trail adjacent to the rail line.

Under the Administration, Coordination, and License (ACL) Agreement with Saint Paul & Pacific Railroad (SPPR), RTC is responsible for initial repairs to certain infrastructure, including bridges, in order to accommodate freight and recreational rail. Staff prepared planning-level cost estimates for the repairs/replacement of the bridges needed to meet the current freight needs, included below:

BRIDGE	ESTIMATED REPAIR COST
Timber Trestle at Milepost (MP) 10.45 over Bush Gulch known as the Seascape Trestle	\$2.9M
The 15 span open deck Timber Trestle over Riverview Avenue at MP 15.89 (bridge 15.89b)	\$3.5M
The single span wrought Iron Bridge over Soquel Creek at MP 15.89 (bridge 15.89c)	\$15M to \$30M
The 3 span open deck Timber Trestle between Wharf Road and Soquel Creek at MP 15.89 (bridge 15.89d)	\$0.7M
The 22 span open deck timber trestle over Antonelli Pond at MP 22.29	\$3.5M
The single span open deck timber trestle over Wilder Creek at MP 23.47	\$0.6M
TOTAL	\$26.2M to \$41.2M

The cost to repair the bridges and other necessary repairs for freight and recreational rail is expected to exceed what is available locally by the Measure D Rail Corridor Program, which provides approximately \$50M¹ over 30 years (8% of Measure D) for infrastructure preservation over the 32 mile corridor as well as analysis of future uses. Staff has researched federal and state competitive funding programs that may be available to partially fund the necessary repairs for freight:

- Consolidated Rail Infrastructure and Safety Improvements (CRISI). This federal program funds projects that improve safety, efficiency, and reliability of passenger and freight rail. In the past 4 years, the program has awarded between \$65M and \$320M annually to freight and passenger rail projects across the nation.
- Trade Corridor Enhancement Program (TCEP). This state program funds projects on federally designated Trade Corridors of National and Regional Significance, on California's portion of the national Highway Freight Network, as identified in the California Freight Mobility Plan and along other corridors with a high volume of freight movement. Approximately \$300M per year is available, with an expected 30% match.
- Short-Line Railroad Improvement Program (SLRIP). This one-time appropriation of \$7.2M was awarded to short-line railroad infrastructure projects statewide. The RTC was successful in securing \$285,000 to fund repairs to the Pajaro River Bridge at MP 1.06, one of two bridges actively being used by freight along the SCBRL. Although SLRIP was a one-time appropriation, similar programs in the future may be available.

¹ Estimate in 2021 dollars based on current Measure D revenues of approximately \$20M/year

Staff anticipates that the repairs needed for these bridges would not compete well for these funding sources, since there are no current freight customers and few prospective freight customers beyond Watsonville.

Feasibility Study

The County of Santa Cruz is the implementing agency for the Coastal Rail Trail Segments 10 & 11, which proposes to construct a multiuse trail between 17th Avenue in Live Oak to State Park Drive in Aptos. The project includes a gap in the trail at the Capitola Trestle, which assumes the approximately ½ mile section will be developed as part of a separate project. The project is just beginning the preliminary engineering and environmental analysis.

County staff is considering including an interim trail alternative as part of the required project scoping, similar to the interim trail alternative that RTC is considering adding to the alternatives being studied for Segment 12 of the MBSST as part of the Highway 1 project (see associated staff report included in this ITAC agenda package).

On June 3, 2021 the Commission approved the \$50,000 in Measure D Rail funds programmed for the Capitola Trestle Feasibility Study be used for a structural feasibility analysis to determine whether the Capitola Trestle could be retrofitted to accommodate an interim multiuse trail. This analysis would inform the County as to whether they should expand the scope of work for the Segment 10-11 to include the Capitola Trestle. It is anticipated that the analysis by the RTC on-call structural engineering consultant, RailPros, would cost \$37,531. Having the RTC on-call structural engineering consultant perform the analysis would be quicker and more cost-effective than if the County added the scope of services to their consultant contract because RailPros has built a model for the bridge, and has similar experience performing this type of analysis.

Staff recommends that the E&D TAC review and provide input on the proposed approach for additional analysis of the Capitola Trestle and potential interim trail alternative being added to Coastal Rail Trail Projects under development.

SUMMARY

An update on the Capitola Trestle and current development status of rail and trail projects (Segments 10-12) was provided, which included a summary of major investments needed on bridges to restore freight service on the SCBRL. The Commission approved performing additional structural analysis

of the existing Capitol Trestle to determine if the bridge could be used as a multiuse path as an interim condition.

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AGENDA: June 8, 2021

TO: Elderly and Disabled Transportation Advisory Committee

FROM: Sarah Christensen, P.E., Senior Transportation Engineer

RE: Highway 1 – State Park to Freedom Auxiliary Lanes and Bus on Shoulder Project & Coastal Rail Trail Segment 12 Addition of Interim Trail Alternative

RECOMMENDATIONS

Staff recommends that the Elderly and Disabled Transportation Advisory Committee (E&D TAC) review and provide input on the proposed approach to add the interim trail alternative to the Highway 1 – State Park to Freedom Auxiliary Lanes and Bus on Shoulder Project & Coastal Rail Trail Segment 12 Project (Project).

BACKGROUND

In 2020, RTC entered into a Cooperative Agreement with Caltrans and a professional engineering services contract for the Project Approval and Environmental Document (PA/ED) component of the Highway 1 Auxiliary Lanes and Bus on Shoulder Project between the State Park Drive and Freedom Boulevard Interchanges, which includes Segment 12 of the Coastal Rail Trail (Project). The Project improvements include the complete replacement of the mainline Highway 1 bridge over Aptos Creek and the two railroad bridges spanning over Highway 1, which are necessary to widen the freeway. The project also includes the entire 1.25 mile Segment 12 of the Coastal Rail Trail, which extends from State Park Drive to Rio del Mar Boulevard along the Santa Cruz Branch Railroad Line (SCBRL), including four trail bridges (over Highway 1, over Soquel Drive and Aptos Creek, over Soquel Drive and Valencia Creek, and over Highway 1 again). The Project's environmental phase is funded by Measure D Highway Corridors and Senate Bill 1 (SB1) Local Partnership Program (LPP) formulaic funds.

As set forth in previous decisions by the Commission to adopt the Monterey Bay Sanctuary Scenic Trail (MBSST) Master Plan, accept the Unified Corridor Investment Study (UCS) and the Transit Corridor Alternatives Analysis and Regional Network Integration Study (TCAA/RNIS), the SCBRL should be used for both an active transportation and a public transit corridor, with electric passenger rail being the locally preferred alternative for transit. As indicated

in the TCAA/RNIS Business Plan, there are many risks associated with a rail transit project, including funding. Although RTC's Regional Transportation Plan (RTP) includes passenger rail, it is on the unconstrained funding list, due to unidentified funding needs.

On June 3, 2021 the Commission terminated the professional engineering services agreement with the consultant for the Project. Staff made the decision to re-procure a new consultant because the scope of services changed significantly since the original procurement occurred. A Request for Proposals (RFP) was released and the Commission awarded a new professional engineering services agreement on June 3, 2021.

DISCUSSION

According to the California Environmental Quality Act (CEQA), an Environmental Impact Report (EIR) must describe a reasonable range of alternatives to a proposed project that could feasibly attain most of the basic project objectives and would avoid or substantially lessen any of the proposed project's significant effects. Additionally, a "No Project" alternative must be analyzed.

Currently, the Project's preliminary engineering and environmental analysis for the trail includes one build alternative with a trail adjacent to the existing railroad tracks and a no build alternative. The 12 to 16 foot wide trail is proposed on the inland side of the railroad tracks. In addition to the proposed four trail bridge spans, there are several proposed trail retaining walls, up to 20-foot in height, needed for the trail adjacent to rail alternative. It is anticipated that the trail adjacent to rail alternative will require acquisition of right of way, relocation of utilities, and mitigation of environmental impacts (removal of trees and potential temporary impacts to creeks for new bridge construction). Many of these costs were not captured in previous planning level studies.

Since electric rail transit along the SCBRL is a longer-term investment, it would be prudent to analyze an interim trail alternative, as a way to potentially deliver the basic project objectives related to a trail while likely lessening the proposed project impacts as required by CEQA. Adding an interim trail alternative for consideration as part of the Project would not be a decision to select an interim trail as the preferred alternative, but an opportunity to do a side by side analysis of the current build alternative.

Staff recommends that an interim trail alternative be of similar width and material (paved riding surface with unpaved shoulders) as the trail adjacent to the existing rail line. The concurrent analysis of these two alternatives

could potentially provide insight on how RTC could efficiently configure the corridor to include all future uses. Considering that a future transit rail line will likely require horizontal and vertical adjustments, the addition of passing sidings and at least partial re-construction of the ballast, ties, rail and many structures, it may not be advisable to assume that the existing rail line will remain in its current location with all existing infrastructure in place.

To potentially minimize impacts and reduce initial cost, an interim trail would assume that the existing railroad track and ties could be temporarily removed and bridges could be temporarily repurposed, if the SCBRL is railbanked in the future. However, only the Surface Transportation Board (STB) could authorize the temporary removal of track and ties by means of a railbanking order. The Staff Report from February 2021 that includes additional information about railbanking is included as [Attachment 1](#). An interim trail would be considered an infeasible alternative without railbanking. However, it is premature to assume that railbanking is infeasible since Progressive Rail provided notification of their intent to file for abandonment. Progressive Rail has withdrawn their intent to file for abandonment at this time but has retained their right to do so at any time without additional notification to the RTC.

A railbanking agreement would provide for future potential re-activation of freight rail on the SCBRL and would also allow for future passenger rail service on the line, consistent with the MBSST Master Plan, UCS, and TCAA/RNIS. Therefore, an interim trail alternative would not preclude future freight or passenger rail service on the SCBRL in accordance with any potential railbanking agreement and RTC long-range plans.

Thus, at the June 3, 2021 meeting, the Commission unanimously approved a new contract with a scope of work that includes an interim trail alternative as part of the Project's on-going preliminary engineering and environmental analysis efforts. Doing so will allow for more flexibility to the RTC in choosing a preferred alternative and would include public engagement for both alternatives to be done as part of the anticipated outreach associated with the current environmental analysis.

The proposed project does not include passenger rail transit. Future passenger rail is contemplated as a separate proposed long-range project. Nonetheless, the selection of the preferred alternative on this project should not be made solely on which build alternative has the least initial cost. It is expected that building an interim trail on the roadbed and then relocating the trail as part of a potential subsequent rail project would eventually add to the overall cost of the Commission's long-term goal of adding rail transit to the line. One could assume that the added cost could be as much as the

full cost of the interim trail. This assumes that the cost of building a future rail and trail project to replace the interim trail would be the same as the cost of building the trail adjacent to the existing rail and adding passenger rail improvements later. A more reasonable assumption would be that the added cost would be somewhat offset by efficiencies gained by future decisions to make the best use of the branch line's limited right-of-way by adjusting the rail and trail alignments, as noted above. There could also be efficiencies gained by constructing a future rail and trail project as part of single construction contract.

Nonetheless, this added cost would only be realized if the future freight and/or passenger rail service on the line is determined needed, funded, and approved sometime in the future. The analysis of an interim trail alternative should consider whether the alternative could attain most of the basic project objectives while avoiding or substantially lessening any of the proposed project's significant environmental ITAC effects, over the probable period of time that the trail would be used in the interim condition.

The Project is currently on schedule to complete the environmental document in 2022. The Project Development Team (PDT) consisting of Caltrans, RTC, the County, and consultants analyzed adding the interim trail alternative and concluded that it would only delay the overall project schedule by 2 to 6 months. There is no certainty of the SCBRL being railbanked nor the timing of such occurring, but having studied the interim trail alternative would provide information to decision makers on a trail alternative in as timely of a manner as possible.

The team also analyzed a scenario of not adding the interim trail alternative now, but instead conducting additional environmental analysis later, due to a potential future request to analyze an interim trail. This approach would add substantial risk and schedule delay to the project by having to re-do the environmental technical studies and environmental documentation as well as needing another public review process. Therefore, the approach to add the interim trail as an alternative at this time is preferred by the PDT, because it reduces the delivery and schedule risks to the project.

RTC was successful with securing a grant from cycle 2 of competitive SB1 funding, which resulted in a \$107.2 Million to fully fund construction of two Highway 1 Bus on Shoulder and Auxiliary Lanes Projects between Soquel Drive and State Park Drive, bicycle and pedestrian overcrossings at Chanticleer Avenue and Mar Vista Drive, and Complete Street and Congestion Mitigation Improvements on Soquel Drive. Staff believes that information gained by including an interim trail alternative will be helpful in

developing funding strategies such that the project can be well positioned for the next cycle of SB1 competitive grant programs.

Although the guidelines for cycle 3 of SB1 competitive grant funding have not yet been developed by the California Transportation Commission (CTC), RTC anticipates that there will be a requirement to complete the project's EIR/EA by the end of 2022 to be eligible to apply for funding. Staff predicts that although adding an alternative at this time would result in a slight schedule delay, it would still allow for the EIR/EA to be delivered by the anticipated deadline for eligibility for cycle 3 funds.

Staff recommends that the Elderly and Disabled Transportation Advisory Committee review and provide input on the proposed approach to add the interim trail alternative to the preliminary engineering and environmental analysis of the Project.

SUMMARY

Staff recommends the E&D TAC review and provide input on the proposed approach to add the interim trail alternative to the preliminary engineering and environmental analysis efforts for the Highway 1 Auxiliary Lanes and Bus on Shoulder Project which includes Segment 12 of the Coastal Rail Trail.

Attachments:

1. Railbanking Staff Report from February 2021

AGENDA: February 4, 2021

TO: Santa Cruz County Regional Transportation Commission
FROM: Luis Pavel Mendez, Deputy Director
RE: What is Railbanking

RECOMMENDATIONS

Staff recommends that the Santa Cruz County Regional Transportation Commission (RTC) receive this informational item on railbanking.

BACKGROUND

The RTC has continued to analyze the feasibility and possibility of transit rail service on the Santa Cruz Branch Rail Line (SCBRL), which was purchased by RTC in 2012. The RTC completed a rail transit feasibility study in 2015 and a unified corridor investment study in 2019. Now the RTC has nearly completed a transit corridor alternatives analysis.

The RTC has also continued the development of the bicycle and pedestrian trail along the rail line next to the track. Close to 1.5 miles of the trail have been constructed in the City of Santa Cruz, there is construction currently underway in Watsonville and there are a number of segments of the trail in various stages of development.

DISCUSSION

As the RTC continues the operations, analysis and other work associated with the SCBRL right-of-way, railbanking comes up periodically. Staff is providing this informative report to provide a better understanding of railbanking.

The federal government has been regulating railroads since 1887, initially by the interstate Commerce Commission and presently by the Surface Transportation Board (STB). The common carrier obligation refers to the statutory duty of railroads operating freight service, in interstate commerce, to provide freight service on reasonable request. A railroad may not refuse to provide service merely because to do so would be inconvenient or unprofitable. A railroad may not discontinue freight rail service until the STB

issues a certificate of public convenience and necessity, or an exemption, authorizing abandonment.

Railroad rights-of-way are assembled through a variety of ways, including ownership in fee and easements for rail purposes. When rail lines or sections of rail lines are no longer needed for freight operations, railroads can seek authorization from the STB for abandonment, in order to free themselves of their common carrier obligation. Once lines are fully abandoned, underlying property can be sold, if the railroad owns the property in fee. In cases where the railroad only holds an easement for rail purposes, the land could revert to the underlining property owners.

Without a program for preserving rail corridors, the nation's rail system was at risk of becoming fragmented. In order to preserve the national railroad system, the federal government established railbanking in 1983 through the National Trails System Act (Rails to Trails Act). Railbanking is designed to prevent an interest in a railroad right-of-way from reverting under state law to an underlying fee owner after a railroad abandons service. The Rails to Trails Act provides an alternative to completely abandoning a railroad right-of-way by allowing a railroad to negotiate a trail use agreement with a prospective trail sponsor. To qualify under the Rails to Trails Act, the agreement allows the trail sponsor to acquire and use an out-of-service rail corridor until some future time when the railroad might be authorized to reactivate the rail line for rail service. The trail sponsor must assume financial responsibility for maintaining the corridor while it is held for rail banking. Any claims by easement owners regarding change in use of the corridor would be brought against the federal government based on the STB's authorization of interim trail use.

Railbanking takes place as part of the abandonment process. Short of full abandonment, the STB can issue a Certificate or Notice of Interim Trail Use (CITU or NITU) with a trail sponsor, who will assume financial liability to maintain the corridor. There is no requirement that the trail sponsor remove tracks or use the corridor for any particular purpose. However, the corridor must be maintained and held for possible reactivation to avoid the line being considered fully abandoned. The trail sponsor is not permitted to remove bridges and culverts, so that the line can be re-activated. The railroad or another potential freight rail operator can request that the line be re-activated if it can meet the STB requirements for reactivation; however, that party would need to acquire the corridor, assume financial responsibility including any reconstruction of rail line, and assume the common carrier obligations for the service over the rail line.

The STB views its authority under the Railbanking Act as both limited and ministerial. The STB will not issue a railbanking order where the railroad is not willing to negotiate. By the same token, the STB will not refuse to issue a railbanking order based on third-party objections about the desirability or appropriateness of trail use. The STB has authority to revoke a trail condition only if it is shown that the statutory requirements are not being met (i.e. the trail sponsor is not meeting its financial obligations for the property or allows the corridor to be severed from the national rail network so that rail service cannot be reactivated).

Railbanked corridors may be used for other transportation services, including trails, bus rapid transit, recreational rail service, rail transit service and/or to provide non-common carrier freight rail service. The essential obligation is to agree that the property is subject to reactivation for common carrier freight rail service and any other use may have to be removed, if it conflicts with the reactivation of common carrier freight service. If a track remains on a railbanked corridor and continues to be used for other rail purposes, infrastructure and operations will need to meet the applicable safety requirements of the appropriate regulatory state and federal agencies including the California Public Utilities Commission (CPUC), the Federal Railroad Administration (FRA) and the Federal Transit Administration (FTA).

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MEMORANDUM

TO: SCCRTC Elderly & Disabled Transportation Advisory Committee

FROM: Miranda Taylor, Planner

SUBJECT: Draft 2021 Title VI Plan

MEETING DATE: June 8, 2021

RECOMMENDATION:

Staff will provide an overview of the Draft 2021 Title VI Plan. The AMBAG Board of Directors is asked to release the Draft 2021 Title VI Plan for a 30-day public review period on June 9, 2021. The Final 2021 Title VI Plan is scheduled to be adopted by the Board of Directors in August 2021.

BACKGROUND:

Title VI is a Federal statute that mandates that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. The Federally required *2021 Title VI Plan* is a comprehensive document that guides AMBAG in the Title VI process. AMBAG receives Federal funding through Caltrans and therefore is subject to this Federal requirement.

In 2012, the Federal Transit Administration set new guidelines for Caltrans requiring sub-recipients of Caltrans Planning Grants to submit a Title VI Plan to FTA every three years. AMBAG, as a sub-recipient of such funds and as the federally designated Metropolitan Planning Organization (MPO) for the Monterey Bay Region, must prepare and adopt a Title VI Plan at least once every three years. The *2021 Title VI Plan* will cover the three-year period from 2021-2024 and must comply with FTA Circular 4702.1B. The *2021 Title VI Plan* emphasizes the AMBAG Title VI process and procedures, including the use of public outreach techniques and innovative strategies to specifically include Limited English Proficiency (LEP) Populations within the region.

DISCUSSION:

The requirements for the *2021 Title VI Plan* under FTA Circular 4702.1B incorporate environmental justice principles into plans, projects, and activities that receive funding from FTA. The following guiding environmental justice principles must be considered through “all public outreach and participation efforts conducted by the FTA, its grantees and sub-grantees”:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision making process, and to prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low income populations.

A Title VI Plan is the required guide for all Title VI related activities conducted by AMBAG. As such, this Plan contains the procedures, strategies and techniques that will be used by AMBAG for increasing public involvement in all programs and projects that use federal funds and creating a more inclusive public participation process for LEP Populations.

Below are key dates for finalizing the *2021 Title VI Plan*:

- **June 9, 2021:** AMBAG Board of Directors release *Draft 2021 Title VI Plan* for 30-day public comment period.
- **July 9, 2021:** 30-day public comment period ends
- **August 11, 2021:** AMBAG Board of Directors scheduled to approve the *Final 2021 Title VI Plan*
- **August 31, 2021:** Deadline for AMBAG to file Title VI Report to Caltrans

The Draft 2021 Title VI Plan will be presented at a variety of meetings including the Regional Transportation Planning Agencies’ (RTPAs) Technical Advisory Committees and other transportation related committees. The Draft 2021 Title VI Plan will be available on the AMBAG website at www.ambag.org. The public comment period will close on July 9, 2021. Staff will incorporate comments received into the Final 2021 Title VI Plan which is scheduled to be approved by the AMBAG Board of Directors at its August 11, 2021 meeting.