



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

AGENDA
Thursday, June 24, 2021
1:30 p.m.

**(NOTE DATE is one
week later than
usual)**

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. 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.

4. Additions, deletions, or other changes to consent and regular agendas

CONSENT AGENDA

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

Consent Agenda as long as no other committee member objects to the change.

5. Approve Minutes of the May 20, 2021 ITAC meeting (*Page 4*)

REGULAR AGENDA

6. Status of transportation projects, programs, studies and planning documents
 - a. Verbal updates from ITAC members on projects
 - b. Caltrans Announcements and Project Updates (*Page 17*)
7. Go Santa Cruz County update (*Page 29*)
 - a. Staff report, Amy Naranjo
8. Programming Process for Discretionary Transportation Funds (*Page 31*)
 - a. Staff report, Rachel Moriconi
9. State and Federal Legislative Updates (*Page 38*)
 - a. Staff report, Rachel Moriconi
10. Next Meeting – The next ITAC meeting is scheduled for 1:30pm on **August 26, 2021. This is one week later than usual. There is no meeting in July.** ITAC meetings will be held by videoconference (Zoom) until further notice. 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

AGENDAS ONLINE: To receive email notification when the Committee meeting agenda packets are posted on our website, please call (831) 460-3200 or email rmoriconi@sccrtc.org to subscribe.

TELECONFERENCE MEETINGS: This meeting is being held by teleconference in accordance with guidance for gatherings issued by the California Department of Public Health and local health authorities. There is no option to attend this meeting in-person. The Governor's Emergency Declarations related to COVID-19 and [Governor's Executive Order N-29-20](#) allow local board and committee members and the public to participate and conduct meetings by teleconference and/or 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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Remote Meeting Public Comments: Due to current circumstances, there may be limited opportunities to provide verbal comments during the meeting. Persons who wish to provide comments during oral communications or on an item on the agenda are encouraged to submit comments in writing to rmoriconi@sccrtc.org by 12:00 noon the day before the meeting. Members of the public participating by Zoom are instructed to be on mute during the proceedings and to speak only when public comment is allowed, after requesting and receiving recognition from the Chair.

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

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

DRAFT MINUTES

Thursday, May 20, 2021, 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

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

RTC Staff Present

Rachel Moriconi, Guy Preston, Sarah Christensen Fernanda Dias Pini, Luis Mendez, Tommy Travers, Ginger Dykaar, Grace Blakeslee, Tommy Travers, Shannon Munz

Others Present

Chris Schneider, City of Santa Cruz
Nathan Nguyen, City of Santa Cruz/
Rob Tidmore, County of Santa Cruz
Malinda Gallaher, Caltrans District 5
Members of Public Present – see list at end of minutes

- 1. Call to Order:** Chair Kailash Mozumder called the meeting to order at 1:31 p.m.
- 2. Introductions:** Roll call introductions of committee members were made. All attendees participated by teleconference.
- 3. Oral Communications:** Rachel recognized Claire Gallogly for her service as ITAC Chair for the past two years, noting that she provided thoughtful, engaged, and effective leadership during her tenure.
- 4. Additions, deletions, or changes to consent and regular agendas:** Handouts were provided for Items 8 and 10.

CONSENT AGENDA

5. Approved Minutes of the March 18, 2021 ITAC meeting

The Committee approved a motion (Buika/Fontes) approving the consent agenda (13-0), with Machado, Mozumder, Dettle, Gallogly, Cheung, Fontes, Meek, Schenk, Urgo, Mengistu, Alfaro, Buika and Hierling voting yes by roll call vote. Canin abstained.

REGULAR AGENDA

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

Representatives from ITAC member agencies provided updates on Measure D and RTC-funded projects, other major projects and planning efforts.

Capitola – Kailash Mozumder reported the completion of the Capitola Avenue streetscape sidewalk project near Capitola Village and that plans and specifications for the 41st Avenue adaptive signal program funded by grant from the Monterey Unified Air Pollution Control District are being finalized, that this project is expected to go out to bid in the Summer/Fall 2021, and that it dovetails well with the County's adaptive signal program.

Santa Cruz Public Works – Chris Schneiter reported on: the completion of the Regional Surface Transportation Program Exchange (RSTPX) and Measure D-funded Pacific Avenue sidewalk infill project by the wharf; Highway 1/9 project construction has started with utility relocation, which will be followed by more construction activity; and two city-wide paving projects will start in June that include paving on Delaware Ave, Market St, Fairmont, and cap seals on several residential streets.

Santa Cruz Planning – Claire Gallogly reported that the City is working with the other local jurisdictions and UCSC to roll out a bike share program and secure a new vendor for the area.

Watsonville Public Works – Murray Fontes reported that the city has awarded a contract for Active Transportation Program (ATP)-funded Lincoln St project, with construction this summer. Segment 18 of the Rail Trail is almost done. The city has issued a Request for Proposals (RFP) for a design consultant for city's portion of the Harkins Slough Road bike/ped project. At its meeting this month, the California Transportation Commission (CTC) considered a request for adding complete streets elements on Highways 129 and 152.

Scotts Valley Public Works – Athena Cheung reported that infill sidewalk construction on Blue Bonnet is finishing.

County of Santa Cruz Public Works – Matt Machado reported that the new signal at Soquel Drive/Aptos Creek Road is done, with timing set to connect five signals together. Additional work in Aptos Village continues. Rob Tidmore reported that

Rail Trail Segment 10-11 project implementation is underway, with site investigation work expected to be completed within a few weeks and design starting later this summer.

County of Santa Cruz Planning – Anais Schenk reported the County is finishing the County's Active Transportation Plan with Ecology Action. Pop-up protected bike lanes and enhanced pedestrian facility demonstrations will be installed on Green Valley Road 5/28-6/23, and on Portola Drive June 25-July 21. Kick-off festivities are planned on the first day of each demo.

UCSC – Teresa Buika reported that UCSC is expecting 85% student occupancy on campus for Fall 2021, that students must be vaccinated to access campus, and that large classes will likely still be held virtually. She noted that COVID-response could change before the start of the fall semester.

METRO – John Urgo reported that METRO will change to its summer service schedule on June 10, 2021, including a return to pre-COVID-19 levels of service, and extra night and weekend service. METRO will continue reduced service for the Highway 17 Express route and is expecting full level of service to accommodate return of UCSC students in the fall. Mr. Urgo also reported that bus stop signs are being redesigned based on current standards, METRO has initiated a new [Cruz On-Demand](#) service. METRO is also working on a joint Affordable Housing and Sustainable Communities Program (AHSC) application with the City of Santa Cruz for Pacific Station. In response to a question from Teresa Buika, Mr. Urgo noted that COVID-related capacity on buses has been increasing and is expected to increase to full capacity by the fall. He noted that capacity on the Highway 17 Express is still restricted to 8 passengers based on Santa Clara County requirements.

AMBAG – Paul Hierling reported that work is continuing on the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), with the project lists and revenue estimates finalized, environmental review initiated and modeling work underway.

RTC – Rachel Moriconi reported that the RTC has worked with partners to launch the [Go Santa Cruz County](#) transportation demand management program, which provides resources and incentives for using alternatives to driving alone. The RTC board adopted the 2021 Unmet Needs List for transit and paratransit at its meeting this month. Sarah Christensen reported that the Highway 1 41st Ave-Soquel Drive auxiliary lanes/bus-on-shoulder project is ready-to-list (advertise) for construction. The Highway 1 Bay/Porter-State Park Drive project is environmentally cleared, with final design underway.

Ecology Action - Piet Canin reported that May is Bike Month. He appreciated everyone that helps fund the event and noted over 1000 participants so far. He noted work with the County on its active transportation plan and pop-up installments.

Caltrans District 5 – Gus Alfaro reported that Caltrans will be hosting a focus group meeting on the Central Coast Highway 101 Business Plan on May 27th, and

encouraged stakeholders to provide input on priorities along the corridor. He noted that for National Bike Month, the California Highway Patrol (CHP) is hosting several bike safety rodeos. He encouraged everyone to check out and share Caltrans videos on [how transportation is funded](#) statewide and the road charge pilot program, which is evaluating a range of alternatives to gas taxes, including per mile fees, paying at gas pumps, and electric vehicle charges. He also announced new FHWA guidelines for alternative uses of highway right-of-way, including alternative energy, broadband, and vegetation management. He also highlighted the Governor's California Come Back/economic recovery plan which would provide economic relief for families and additional funding for infrastructure, addressing the housing crisis, broadband, and modernizing and reducing greenhouse gases from the transportation network. Rachel Moriconi also reported that the Measure D-funded Highway 17 Wildlife Crossing project will be going out to bid for construction, with bids due to Caltrans in July.

Coronavirus/returning to work and board meeting protocols – Agencies provided updates, noting participation has increased with online meetings; Caltrans is allowing more teleworking long term, especially given benefits of reducing commutes and travel for meetings. Some agencies noted blended staffing in-person and remote and alternate in-office schedules to minimize the number of people in shared offices, more flexible schedules, continuation of virtual/on-line meetings and following state guidelines.

Public comments received

Brian Peoples requested information about community outreach for the bridge seismic retrofit project at the Harbor/Murray Street and asked that the traffic signal on Trout Gulch and Soquel operate as it did before it was synchronized. He expressed support for work being done on segments 10-11, and 12, but said design work should be delayed until a final decision is made on the use of the Santa Cruz Branch Rail Line corridor.

Jessica Evans requested that agencies make it possible for members of the public to be seen at virtual meetings.

7. Distribution of Federal Highway COVID Relief Funds

[NOTE-SUBSEQUENT TO THE ITAC MEETING, CALTRANS INFORMED REGIONS THAT COVID RELIEF FUNDS CANNOT BE SUBALLOCATED BY FORMULA. Due to this new information, staff will be returning to the ITAC with revised recommendations on process for programming the funds at its next meeting.]

Rachel Moriconi, RTC, provided an overview of the federal Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA), enacted by Congress in December 2020. Of the highway funds, the California Transportation Commission (CTC) has decided to program 60% to state programs (SHOPP and ITIP) and 40% to projects selected by the Regional Transportation Planning Agencies. \$2.5 million in CRRSAA 'highway' funds are available for programming by the RTC to projects in Santa Cruz County, with roughly 50% available through the State Transportation Improvement Program (Mid-Cycle STIP) and the rest through a new Surface Transportation Block Grant Program-like program, or

CRRSAA-STBG. She also discussed project eligibility and options for programming these funds and that Caltrans and the CTC may make the region's apportionment available as state-funds. The RTC is required to submit project lists to the CTC for concurrence and allocation. She recommended the ITAC identify priority projects for programming CRRSAA highway funding and recommend that the RTC: program the region's shares of CRRSAA-STBG funds (approximately \$1.27 million) to cities and the County of Santa Cruz by population formula; program 5% of the region's formula share of Mid-Cycle State Transportation Improvement Program COVID Relief funds (Mid-Cycle STIP) to Planning, Programming and Monitoring; and indicate its intent to program the balance of Mid-Cycle STIP COVID Relief funds (approximately \$1.2 million) in combination with any new 2022 STIP formula shares and other RTC-discretionary funds through adoption of the 2022 Santa Cruz County Regional Transportation Improvement Program (RTIP) this Fall.

Matt Machado stated that the County may have projects with Regional Surface Transportation Program Exchange (RSTPX) funding which could be exchanged for CRRSAA funds, focusing CRRSAA on fewer projects. He suggested programming 100% of the CRRSAA funds by population formula to the cities and County to backfill gas tax revenue losses to road maintenance programs.

Claire Gallogly expressed support for keeping a portion of the funds competitive to provide funding opportunities for regional projects implemented by local jurisdictions and projects implemented by local non-governmental agencies (NGOs) and others, especially for projects which may not be eligible, competitive or considered priority for statewide or federal grants.

In response to a question from Murray Fontes, Rachel stated the ITAC would discuss programming options for the balance of the region's formula share of Mid-Cycle STIP and other RTC-discretionary funds at a future ITAC meeting, once information is available on any new 2022 STIP formula shares. Funds would be programmed by the RTC through adoption of the 2022 RTIP this Fall.

Mark Dettle stated that a 100% formula distribution of the CRRSAA-STBG funds should be considered, but expressed support to wait to decide on the process for Mid-Cycle STIP funds.

Piet Canin stated that Ecology Action would like to compete for some funds to be able to meet the increased demand for bicycle programs brought on by the COVID-19 pandemic.

Public Comments: Carey Pico suggested apportioning funds by a formula that considers lane miles or vehicle miles, rather than a population-based formula.

Ben Vernazza stated that consideration should be given to those most impacted by the COVID-19 pandemic and economic crisis and suggested that the Elderly and Disabled Transportation Advisory Committee (E&D TAC) provide input on the distribution of funds.

Member Machado moved to recommend that the Regional Transportation Commission (RTC) program 100% of the region's share of the CRRSAA-STBG and Mid-Cycle STIP funds to the cities and County by population formula, with 5% of the region's formula share of Mid-Cycle STIP for Planning, Programming and Monitoring. The motion failed due to a lack of a second.

In response to questions from Claire Gallogly, Rachel Moriconi said that the CTC would program Mid-Cycle STIP funds in FY22/23, though it would consider advance allocation requests and that 100% population formula distribution of the CRRSAA-STBG and STIP funds would mean that Ecology Action, Bike Santa Cruz County, METRO, UCSC, RTC and other local transportation partners would not be able to access the funds.

Members Dettle/Fontes moved to:

1. Recommend that the RTC:

- a. Program the region's shares of Coronavirus Response and Relief Supplemental Appropriations Act-Surface Transportation Block Grant funds (CRRSAA-STBG) (approximately \$1.27 million) to cities and the County of Santa Cruz by population formula for projects that meet state and federal criteria, with staff helping facilitate the exchange of population shares of funds between agencies if one or more agencies are willing to trade the CRRSAA-STBG for other previously programmed RTC-discretionary funds (change the "color" of funds); and***
- b. Program 5% of the region's formula share of Mid-Cycle State Transportation Improvement Program COVID Relief funds (Mid-Cycle STIP) to Planning, Programming and Monitoring, including RTC administration of COVID relief funds, per California Transportation Commission guidelines; and***

2. That the ITAC reconvene after 2022 STIP estimates are released to discuss and decide on how to program the balance of Mid-Cycle STIP COVID Relief funds in combination with any new 2022 STIP formula shares and other RTC-discretionary funds.

In response to a question from Claire Gallogly, Mr. Dettle confirmed his intent of the motion is that discussion of how the remaining balance would be apportioned would be done after the STIP estimates.

Teresa Buika stated that it is important to leave some of the funds competitive for other valuable regional projects, and supports the original staff recommendation, but is also open to accept the motion and discuss the matter at a later time.

The committee approved the Dettle/Fontes motion (13-0) with Machado, Schenk, Dettle, Gallogly, Mozumder, Cheung, Fontes, Meek, Buika, Urgo, Mengistu, Canin, and Hierling voting yes. Alfaro abstained.

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

Sarah Christensen, RTC presented an overview of the Highway 1 – State Park to Freedom Auxiliary Lanes, Bus on Shoulder, and Coastal Rail Trail Segment 12 project and discussed the addition of an interim trail alternative to the project's on-going preliminary engineering and environmental analysis. Ms. Christensen asked ITAC members to review and provide input on the proposed approach to add the interim trail alternative to the preliminary engineering and environmental analysis of the project.

Guy Preston, RTC, added that there is a need to consider a reasonable range of alternatives to be consistent with the intent of the California Environmental Quality Act (CEQA) and that it is prudent to address concerns in the earlier stages of a project to avoid future delays. Mr. Preston also noted the RTC long-range view plan is to provide a corridor that serves multiple purposes, including rail transit. He stated that an interim trail analysis provides an opportunity to analyze the corridor more effectively, consider permits, moving the existing fixed railway to make vertical, horizontal, and curvature adjustments for future rail and the trail.

Kailash Mozumder asked if other alternatives previously omitted from the trail master plan have also been reconsidered. Sarah stated that through preliminary engineering, efforts have been made to find an alignment that makes the most sense through this corridor. The current build alternative, with a rail and trail, has the trail on the inland side of the tracks.

Matt Machado expressed support for the staff recommendation, as well as support for rail, and stated it is responsible to consider viable alternatives for the trail.

Mark Dettle asked for clarification on the additional cost of including the interim trail alternative, if the intent is to only add an alternative to have a complete environmental analysis or if this change in scope would also need additional design work. Sarah stated additional environmental analysis and engineering work would be needed to provide a side-by-side comparison of the alternatives. Guy added that it is not unusual consider two build alternatives.

Murray Fontes asked for clarification on Progressive Rail's request to abandon services on the Santa Cruz Branch Rail Line. Guy stated that while Progressive Rail gave a 90-day notice of intent to abandon the line and terminate the contract with the RTC, they have since notified the RTC that it does not intend to abandon the line at this moment, and instead has contracted with Roaring Camp to provide freight service in Watsonville.

Mr. Fontes asked about the environmental requirements for removing the rail and the ties and material underneath and if the proposed study would be scoped to perform such analysis. Guy stated that the intent behind adding an interim trail to the environmental analysis is to look into those technical questions.

Mr. Fontes inquired if this additional analysis would look into trail component requirements, such as fencing. Guy reported elements such as fencing requires a focused discussion with partner agencies and the Environmental Health Services to ensure public safety, adherence to the Coastal Act, capacity to meet public demand.

Member Paul Hierling left the meeting at 2:55 pm.

Public Comments:

Carey Pico stated that any assertions that once railbanked tracks cannot be reactivated are incorrect and there are well documented instances of reactivated tracks that had been previously railbanked or abandoned.

Jessica Evans noted that the scope of the proposed interim trail alternative is inconsistent with the Measure D Expenditure Plan and requirements of Proposition 116.

Brian Peoples supported the staff recommendation, stating that the corridor will be heavily utilized and should be made available to the public as soon as possible.

Ryan Sarnataro supported the staff recommendation, recommended that resale of the rail should be incorporated to the project scope due to current high prices of steel. Also stated that 12-16 feet is not the optimal width for a trail.

Lawrence Kaplan supported the staff recommendation and recommended analyzing a trail design that does not call for pavement at all sections to reduce project costs.

Ann Kaplan supported the staff recommendation, stating that it will provide the public with important information.

Mark Mesiti-Miller questioned whether railbanking is a possibility on the rail corridor, noting that it may be incorrect as Roaring Camp, a federally recognized freight operator, has a need for this line. He recommended that the RTC obtain approval to railbank from the Surface Transportation Board prior to conducting the proposed interim trail alternative analysis, adding that this alternative is unfundable and unreasonable.

Barry Scott stated opposition to any study of an interim trail on the corridor because it disrespects the public process in place since the rail corridor was purchased. He noted that RTC studies on the corridor have shown that rail with trail is the best use for this facility and that studying this alternative goes against various state and regional transportation plans.

Sally Arnold requested the ITAC to recommend that the RTC take no action on this item. Stated that an interim trail project is not listed on the 2040 Regional Transportation Plan (RTP) nor the Regional Transportation Improvement Plan (RTIP), that it would be more expensive than building the trail as laid out on the Monterey Sanctuary Scenic Trail Masterplan, and that a study of an interim trail should include analysis of track restoration and trail realignment costs.

David Van Brink stated that he does not believe that rail tracks would be replaced once they are railbanked, and that this proposal is morphing into rail prevention on the line.

Jack Brown supported the staff recommendation and noted that studying an interim trail is consistent with CEQA requirements.

Ben Vernazza stated that Segment 12 is costly due to the need to replace bridges to be able to accommodate both rail and trail. He supported railbanking to expedite use of the facility and to improve pedestrian safety in mid-county.

Jeanette Guire, Roaring Camp, stated that removal of rail goes against years of progress made by the RTC. Rail provides important transportation alternatives for the community. Railbanking is short-sighted and would only leave the trail or the highway as transportation alternatives for county residents. Ms. Guire added that a study of an interim trail alternative should include the costs remove the rail, build the trail, remove the trail, rebuild the rail and rebuild the trail in a different location – as that would be the only way for a true comparison between the trail only and rail with trail alternatives. She stated that Roaring Camp does not support the staff recommendation.

Machado moved that the ITAC recommend the RTC look at alternatives, including the interim trail as described on the staff report. Mark Dettle opposed the motion and Machado withdrew his motion.

Mr. Dettle noted that the City of Santa Cruz supports rail with trail, expressed support for including an interim trail analysis to make the environmental analysis more complete, avoid project delays, and promote actions to ensure the continual and expedient delivery of the Coastal Rail Trail.

Dettle/Machado moved for the ITAC to support the staff recommendation to prepare a complete Environmental Impact Report for Segment 12 of the Coastal Rail Trail in order to avoid future delays in the implementation of the rail with trail Monterey Bay Sanctuary Scenic Trail project.

Piet Canin noted that the staff recommendation is for a study and that it does not exclude a rail alternative; Ecology Action supports rail/transit and trail use of the corridor. He stated that it is important to keep delivering segments of the Coastal Rail Trail and to keep working towards multi-use of the corridor with both trail and rail/transit.

Nathan Nguyen supports ensuring that this project has a complete environmental analysis to reduce delivery risks and project delays.

Teresa Buika requested clarification on what would be included in the complete Environmental Impact Report. Mark noted that it would include the interim alternative.

The committee approved the Dettle/Machado motion (8-0) with Machado, Schenk, Dettle, Gallogly, Mozumder, Fontes, Uργο, and Mengistu voting yes. Cheung, Canin, and Buika abstained. Meek and Hierling were not present.

*Claire Gallogly left the meeting and designated Nathan Nguyen as her alternate.
Chair Mozumder moved Item 10 ahead of Item 8.*

10. Capitola Trestle Update & Interim Trail Alternative

Sarah Christensen, RTC, presented 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. She requested that the ITAC review and provide input on the proposed approach and potential interim trail alternative being added to Coastal Rail Trail Projects under development.

Kailash Mozumder stated that the Capitola Public Works Department supports the staff recommendation.

Murray Fontes asked what would happen to the \$50,000 set aside for the study on the Capitola Trestle if the RTC does not approve the staff recommendation. Sarah stated that the funds could potentially be de-programmed and that staff would look to the Commission for additional direction.

Mr. Fontes asked whether the staff recommendation differs from the intent behind the original feasibility study allocation and whether those funds would still be available for such study if the staff recommendation is not approved. Sarah stated that the staff recommendation would be to perform a structural feasibility analysis to determine if the trestle could be retrofitted to accommodate a multiuse trail instead of both rail and trail, as was originally intended. Sarah responded that if the staff recommendation is not approved, that a feasibility study could still happen in the future. If the bridge needs repair or replacement, it would likely have to happen as part of a major capital project and not as a stand-alone project due to limited funding options. Sarah noted that as the Commission is not moving forward with an environmental analysis of rail transit, sound information is needed to assist with implementation of other potential interim uses on the line.

Rob Tidmore state the analysis would be helpful for the County-led implementation of segments 10 and 11 of the Coastal Rail Trail and could lead to significant savings and efficiencies.

Mark Dettle asked whether the staff recommendation would be impacted by the Capitola Measure L. Kailash responded that Capitola Public Works staff investigated the matter and found no conflict.

Public Comments:

Brian Peoples expressed support for the staff recommendation and expressed safety concerns about the current condition of the Capitola Trestle.

Barry Scott stated that bridge replacement should happen but that the replacement should be able to accommodate rail and trail use and that the cost to replace a bridge that can accommodate either trail-only or rail and trail would be similar.

Mark Mesiti-Miller stated that the RTC should not proceed with the study of an interim trail until railbanking issues are resolved, and suggested that the ITAC modify the staff recommendation to include studying feasibility of an interim use of an ultra-light rail on the trestle.

Ben Vernazza noted that the corridor between Capitola and Santa Cruz had been studied to be used as a bus corridor in 1996, and that he supports the staff recommendation and stated that the new improvements on Highway 1 will alleviate congestion.

David Van Brink stated that the Commission originally allocated the \$50,000 to study transit and trail on the trestle and not trail only.

Sally Arnold stated studying an interim trail alternative on the trestle is not consistent with RTC plans and hopes the ITAC recommends the Commission take no action on this matter. She noted that any analysis done should also include rail and trail and account for costs of restoring the trestle to accommodate both.

Ryan Sarnataro supported the interim trail and stated it would be an asset to Capitola.

Machado/Fontes moved that the ITAC recommend the RTC pursue additional engineering analysis on the Capitola Trestle for a potential interim trail on the Santa Cruz Branch Rail Line.

Nathan Nguyen asked if it is the standard practice for the other agencies leading the implementation of different segments of the Coastal Rail Trail to also obtain input from the other ITAC agencies along the various stages of project development and delivery. He also noted that a policy direction has been given by the RTC and Santa Cruz City Council, and he is supportive of full environmental review of segment 12. Rachel Moriconi responded that the ITAC serves as a technical advisor to the RTC. Since the RTC is the lead agency for the segment 12 project and the Capitola Trestle study, staff is seeking advisory input from the committee. Agencies implementing other Coastal Rail Trail segments are not advised by the ITAC.

Murray Fontes requested clarification if the staff recommendation is to study the feasibility of modifying the Capitola Trestle to support a multiuse trail. Sarah Christensen confirmed his statement.

Mark Dettle noted that conducting a safety and structural analysis for interim use of the trestle makes sense and suggested also performing a load analysis.

Guy Preston stated that RTC consultants have looked at whether the bridge could accommodate a lighter vehicle and that study of rail transit on the corridor,

analysis found that the Capitola Trestle must be replaced if it is to be used for more than 10 years for rail, regardless of weight. The short utility span of an interim transit use makes it so that a study on it would not be cost effective. Additionally, the wrought iron and timber structure cannot support cantilevering a trail, which would be needed to accommodate transit and trail without trestle replacement. He also noted that the staff recommendation to analyze passenger rail on the corridor, which would include rail only on the trestle, was not approved by the RTC board.

Nathan Nguyen requested clarification on whether the interim trail alternative includes an analysis of building an interim bridge, also if a replacement trestle would be able to accommodate rail. Guy stated that environmental review and design of TCAA-RNIS preferred alternative would have looked at replacing the bridge completely. The current staff recommendation is to determine what needs to be done to accommodate a multiuse trail on the structure and whether the bridge can be preserved and utilized in the near-future.

Piet Canin requested clarification on whether the analysis would study the potential of using the Capitola Trestle for a bicycle and pedestrian path and also provide a project cost estimate. Guy stated it would only be a feasibility and not a full engineering analysis. If the study shows that a trail is feasible on the existing structure, then additional analyses, including cost and design, performed.

Teresa Buika noted that Mark Mesiti-Miller posted a clarifying comment noting that he requested that the study be for the interim use of the Capitola Trestle for a lightweight rail vehicle such as the TIG/m, which is 10% of the weight of a freight locomotive. Guy stated that the Commission has not directed staff to move forward with rail transit on the corridor and that it is known that the Capitola Trestle would have to be replaced to accommodate rail transit, as such it is unclear what kind of feasibility study would be performed to that end.

The committee approved the Machado/Fontes motion (10-0) with Machado, Schenk, Mozumder, Dettle, Nguyen, Cheung, Fontes, Urgo, Mengistu, and Canin voting yes. Buika abstained. Meek and Hierling were not present.

9. State and Federal Legislative and Funding Updates

Chair Mozumder moved Item 9 to after Item 10.

Rachel Moriconi, RTC, provided a verbal update on state and federal funding sources, including: release of the state budget proposal (May Revise), which includes supplemental funding proposals to the Active Transportation Program (ATP) and other transportation programs; federal infrastructure bill and the reauthorization of the Fixing American's Surface Transportation Act (FAST); federal earmarks; federal Rebuilding American Infrastructure with Sustainable and Equity (RAISE) grant applications due mid-July; and CTC workshops for the next round of competitive Senate Bill 1 grants will start in late-August.

Piet Canin asked if RTC is able to advocate for the proposed \$500 million augmentation for the ATP. Rachel stated that through the Central Coast Coalition, of which RTC is a member, a letter of support was submitted on the State Budget asking to increase funds for ATP by \$2 billion, as well as requesting augmentation to the State Transportation Improvement Program, Highway Safety Improvement Program, the bridge program, and other transportation programs.

- 11. Next meeting.** The next meeting of the ITAC is scheduled for 1:30 p.m. on June 17, 2021 via videoconference (Zoom). ITAC meetings will be canceled if there are no action items to be brought before the committee.

Adjournment: The meeting adjourned at 4:00 p.m.

Minutes prepared by Fernanda Dias Pini, RTC Transportation Planning Tech

Attendees:

408****292

Carey Pico

Brian Peoples

Jessica Evans

Ann Kaplan

Barry Scott

Ben Vernazza

cookconstr@cruzio.com

David Van Brink

Sally Arnold

Jack Brown

Jacques Bertrand

Jeanette Guire

Joni. S.

Karellr

Lawrence Kaplan

Mark Johannessen

Mark Mesiti-Miller

Melissa Hartman

Michael Pisano

Nadene Thorne

Tim Brattan

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CALTRANS ANNOUNCEMENTS

Interagency Technical Advisory Committee (ITAC)

JUNE 15, 2021

Hello ITAC members,

I would like to inform you on progress being made by Caltrans regarding complete streets. Just recently, the CTC approved a \$100 million Complete Streets Reservation Fund for projects statewide. In District 5, a Caltrans CAPM project located in the City of Watsonville received over \$2 million in reservation funding to address several community plan identified needs on State Routes 129 and 152 including high visibility crosswalks, bicycle lane markings, bike parking, transit benches, and many other complete streets concepts. In the City of Santa Cruz, Caltrans completed installation of a new rectangular rapid flashing beacon at Mission St./King St. (see picture) on an ongoing Caltrans construction project. On another Highway 1 project, Caltrans is reviewing complete streets concepts from the City of Santa Cruz ATP as part of the development of a CAPM project on the corridor. Finally, Caltrans is continuing to do its part working towards implementing the SLV Highway 9 Complete Streets Plan by addressing some of the community's highest priorities by way of a pedestrian safety project at the school complex and on a CAPM project within the town of Felton.

If implemented, all of these projects will help achieve progress towards Vision Zero goals, help complete the regional multimodal transportation vision, and achieve many of the State's strategies which include mitigating the effects of climate change through increasing transportation mode choices, and equitably investing in disadvantaged communities. These projects will also complement other local roadway and pedestrian improvement projects funded by SB1 and Measure D, as well as compliment ongoing educational pedestrian safety community training planned by local agencies. Thanks again to all of you for your planning efforts, public outreach, and partnership with Caltrans.

Regards,



Gus Alfaro

PHONE: 805-835-6490

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

EMAIL: gustavo.alfaro@dot.ca.gov



Clean California removes litter, creates jobs, and beautifies the state with public art
(ongoing release)

- Clean California is a \$1.5 billion proposal to address litter collection, community engagement and education statewide to transform unsightly roadsides into spaces of pride for all Californians.
- A third of the funds would directly support cities, counties, tribal areas, and transit agencies to clean local streets and public spaces.
- Key actions of Clean California include the following:
 - **Create Jobs** -- Create jobs and support local artists while cleaning and beautifying local roads through community grants.
 - **Education** – Drive a cultural shift of shared responsibility for roadway cleanliness through litter prevention education campaigns focusing on properly throwing away trash and litter impacts on natural resources, waterways, public safety, and health.

- **Expand litter pick-up** – Significantly reduce trash from state highways and local roads by strengthening trash collection by Caltrans, community service programs and local volunteers. Increase access to waste facilities and provide free monthly disposal sites statewide.
- **Enhance infrastructure** – Implement sustainable beautification projects improving safety and transforming divided highways into spaces unifying communities.
- More information: <https://dot.ca.gov/>

US DOT News – US DOT commits to safety, climate change, equity, and a better economy (released June 11, 2021)

- The U.S. Department of Transportation recently released its *Spring Regulatory Agenda* detailing proposed actions for increasing safety, fighting climate change, advancing equity, and strengthening the economy over the next year and beyond.
- The agenda supports safer technologies such as making automatic emergency braking standard to improve data collection for autonomous vehicles and updating roadway design and operational practices for the first time in a decade.
- Additional changes include the following:
 - Revising the *Manual on Uniform Traffic Control Devices for Streets and Highways*.
 - Establishing rigorous testing standards and a national incident database for autonomous vehicle crashes.
 - Creating a safe, predictable environment for autonomous vehicle evolution.
- The agenda supports keeping workers safe, including the following actions:
 - Protecting rest breaks for flight attendants, and aircraft cockpits with secondary flight-deck barriers.
 - Holding workers at domestic and foreign aircraft repair stations to the same safety standards to increase passenger air safety.
 - Requiring a safe minimum train crew size.
- The agenda revises fuel economy standards to help make the air cleaner and save drivers money at the pump as well as reinstate greenhouse gas performance measures to track climate impacts of transportation plans and enhance pipeline safety to detect and repair leaks.
- For the economy, the agenda supports the following:
 - Purchasing American-made products by US DOT and its grantees.
 - Updating regulations regarding unmanned aerial vehicles and commercial space operations.
 - Ensuring women and minority-owned businesses can compete for federal contracts.

- The proposed agenda will provide opportunities for public review/comment. More information: <https://www.transportation.gov/briefing-room/us-department-transportation-releases-spring-regulatory-agenda>.

OPR News – Input sought on California’s Adaptation Strategy & upcoming Central Coast workshop (released May 24, 2021)

- The Governor’s Office of Planning and Research seeks public input on the impacts of climate change such as wildfire, extreme heat, drought, flooding, and sea-level rise—all a significant threat to California’s communities, environment, and the economy.
- The state is updating California’s *State Adaptation Strategy* to reflect and reinforce regional priorities, draw connections among collective efforts and serve as a useful resource for all Californians.
- Background and updates can be accessed on the 2021 *State Adaptation Strategy* Update web page.
- The final in a series of virtual workshops statewide is scheduled from 4 to 6 p.m. **Monday, June 28, 2021** and is focused on the Central Coast. To register and for more information: [Register](#) and icarp@opr.ca.gov & <https://opr.ca.gov/news/2021/05-24a.html>

NHTSA News – Increased traffic fatalities during pandemic (released June 3, 2021)

- While Americans drove less in 2020 due to the pandemic, early estimates show an estimated 38,680 people died in motor vehicle traffic crashes—the largest projected number of fatalities since 2007 (7.2 percent increase since 2019), according to the National Highway Traffic Safety Administration.
- Main driving behaviors contributing to the increase include impaired driving, speeding and not wearing a seatbelt.
- Vehicle miles traveled decreased about 13.2 percent in 2020 or about 430.2 billion miles.
- Preliminary findings show that traffic fatalities rose in most major categories over 2019:
 - Passenger vehicle occupants (23,395, up 5%)
 - Pedestrians (6,205, flat from 2019)
 - Motorcyclists (5,015, up 9%)
 - Bicyclists (846, up 5%)
- Crash factors and demographics showed the largest increases in 2020 as compared to 2019, including the following:
 - Non-Hispanic Black people (up 23%)

- Occupant ejection (up 20%)
- Unrestrained occupants of passenger vehicles (up 15%)
- Urban interstates (up 15%)
- Urban local/collector roads (up 12%)
- Speeding-related crashes (up 11%)
- Rural local/collector roads (up 11%)
- Nighttime (up 11%)
- Weekend (up 9%)
- Rollover crashes (up 9%)
- Single-vehicle crashes (up 9%) and
- Police-reported alcohol involvement crashes (up 9%)
- Fatalities in 2020 crashes involving a large truck (commercial or non-commercial use) are projected to show a two percent decline.
- Fatalities among older persons (aged 65+) are expected to show a nine percent decline.
- The federal American Jobs Plan would provide an additional \$19 billion to improve road safety for all users, including bicyclists and pedestrians. More information: <https://www.nhtsa.gov/about-nhtsa/briefing-room>

Strategic Growth Council News – State grant advances climate action & benefits disadvantaged communities during pandemic *(released May 27, 2021)*

- Participation in the Strategic Growth Council's Transformative Climate Communities (TCC) Program recently benefitted some of California's most under-served communities by identifying residents' changing needs and responding quickly during the COVID-19 pandemic.
- The TCC program facilitated community engagement plans and leadership opportunities to address local goals on climate action, resiliency and more in Fresno, Ontario, and several Los Angeles areas.
- Among other things, grantees distributed food directly to residents, built new affordable housing units and took actions preventing displacement of vulnerable community members.
- Engaging members of historically disadvantaged and under-served communities in planning and decision-making promotes health, economic opportunity, and climate change resilience.
- In 2016, the California Legislature established the TCC to enable disadvantaged communities (as defined by CalEnviroscreen) to immediately begin reducing pollution, strengthening local economies and improving public health by envisioning, planning, and implementing community-driven suites of projects and plans.
- The program also helps communities build capacity and social infrastructure and pilot new models for community oversight of planning and community development.

- Since 2018, SGC has invested more than \$227 million in TCC implementation grants in eight communities and more than \$3 million in TCC Planning grants in 18 local jurisdictions across California. More information: <https://sgc.ca.gov/news/2021/05-27.html>

FTA News – Major funding proposed for new and expanded public transit nationwide
(released May 28, 2021)

- The Federal Transit Administration is recommending \$2.5 billion nationwide for new and expanded public transit services.
- The funding would advance construction or completion of 25 rail, bus rapid transit and streetcar projects in 12 states, including additional projects for Fiscal Year 2022.
- Funding is provided through FTA's Capital Investment Grants (CIG) Program, which is expected to create hundreds of construction and operations-related jobs as well as help communities expand transportation options improving access and mobility for residents.
- The CIG Program includes funding as defined by the Fixing America's Surface Transportation (FAST) Act: New Starts, Small Starts and Core Capacity.
- In District 5, FTA is recommending funding for Monterey-Salinas Transit's (MST) SURF! project to implement bus rapid transit along a six-mile corridor between the cities of Marina, Sand City and Seaside in Monterey County.
- MST's \$55 million project includes five stations and a dedicated busway along a former rail right-of-way parallel to SR 1.
- MST anticipates seeking \$40 million (73 percent) in federal funding (Small Starts) to complete the project.
- The CIG Program supports transit capital projects that are locally planned, implemented, and operated.
- Successful projects include new and expanded heavy rail, commuter rail, light rail, streetcars, bus rapid transit and ferries as well as corridor-based BRT investments emulating rail features. More information: <https://www.transit.dot.gov/about/news/us-transportation-secretary-buttigieg-recommends-25-billion-new-and-expanded-public>.

PROJECTS UNDER CONSTRUCTION									
	Project	Location Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager (Resident Engineer)	Contractor	Comments
1.	Santa Cruz 1 CAPM and Bridge Rails (1C85U)	In and near Santa Cruz from North Aptos up to Jct. Route 9 PM (10.2 to 17.5)	Pavement Rehabilitation, ADA Curb Ramps, Guardrail/ Barrier rail/Bridge	June 2, 2019 – Winter 2020	\$22 million	SHOPP	Luis Duazo (GG)	Granite Construction Company Watsonville, CA	Work continues to finish striping, upgrade guardrail and complete miscellaneous work such as electrical and curb ramps. Work on schedule to be completed by winter.
2.	Highway 17 Pasatiempo Shoulder Widening (1C670)	South of Pasatiempo overcrossing (PM 0.2/0.5)	Shoulder widening and soil nail wall	Spring 2019- Winter 2020	\$5.7 million	SHOPP	Heidi Borders (BR)	Graniterock Company Watsonville, CA	Work continues to finish the paving, signage and miscellaneous work. Work to be completed by winter.
3..	Pedestrian Signal Upgrades (1G160)	Various Locations: Highways 1, 9, 17, 129, and 152	Install Accessible Pedestrian Signal (APS)	January 2020 – Summer 2020	\$ 1.8 million	SHOPP	Mike Lew (FA)	Crosstown Electrical & Data, Inc	Contract was accepted on July 8 and we are currently in the closeout phase.
4.	Crosswalks and Pedestrian Safety Enhancements (1G760)	Various Locations: Highways 1, 9, 129, and 152 (Note: Project also includes six locations in Monterey County, on Routes 68 and 183)	Electrical/Signs/ Flashing Beacons/ Markings/ Pavements	Fall 2020/ Spring 2021	\$1,000,000	Minor	Mike Lew	PS&E	Construction is underway.

PROJECTS UNDER CONSTRUCTION (Cont'd.)

	Project	Location Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager (Resident Engineer)	Contractor	Comments
5.	Highway 1/ Highway 17 Ramp Safety Improvements (1H060)	From the Fishhook to Pasatiempo overcrossing (PM 16.7)	Construct ramp safety improvements	Contract Awarded	\$5.8 million	SHOPP	Heidi Borders	Teichert	
6.	TMS Detection Repair (1H990)	Various locations throughout District 5 along SRs 1, 17, 68, 156, 101 (PM Various)	Replace failed TMS Detection	Summer 2020/Winter 2021	\$4.9 million	SHOPP SB-1	Brandy Rider (PD)	PS&E/RW	Project in construction.

PROJECTS IN DEVELOPMENT

	Project	Location Post Mile (PM)	Description	Construction Timeline	Estimated Construction Cost	Funding Source	Project Manager	Phase	Comments
7.	Highway 1 Soquel Creek Scour Protection (1H480)	In Capitola at Soquel Creek Bridge (PM 13.3)	Bridge preventative maintenance – Place scour protection	Winter 2022	\$2.2 million	SHOPP	Heidi Borders	PS&E	PA&ED was achieved 4/14/2020. Project to move into PS&E (Design Phase).
8.	Highway 1 Davenport Culvert Replacement (0J200)	Near Davenport and south of Waddell Creek Bridge (PM 31.9/35.7)	Replace culverts	Fall 2021	\$3.6 million	SHOPP SB-1	Heidi Borders	PS&E	The project is in the design, right of way, and permitting phase.
9.	SCr 9 South Drainage and Erosion Control Improvements (1F920)	From SR 1 and 9 to slightly north of Glen Arbor Road (PM 0.0/8.5)	Upgrade drainage systems and stabilize slopes	Spring 2021	\$2 million	SHOPP	Doug Hessing	CON	Contract awarded and approved to Disney Construction Inc, March 4, 2021

PROJECTS IN DEVELOPMENT (Cont'd.)

	Project	Location Post Mile (PM)	Description	Construction Timeline	Estimated Construction Cost	Funding Source	Project Manager	Phase	Comments
10.	Highway 9 PM 1.0 and 4.0 Viaduct (1K120)	Near SCr north of Vernon Street (PM 1/1)	Construct side- hill viaduct restore roadway and facilities, place Water Pollution Control BMPs, erosion control	Fall 2022	\$9.9 million	SHOPP	Doug Hessing	PS&E	Route 9 will require long term closure during construction.
11.	SCr 9 Upper Drainage and Erosion Control Improvements (1G950)	In Boulder Creek from Holiday Lane to just south of Ben Lomond to the SR 236/9 Junction (PM 8.5/25.5)	Upgrade drainage and erosion control	Spring 2023	\$5.4 million	SHOPP	Doug Hessing	PS&E	The environmental document is completed, and the project is transitioning to the Design and Right of Way phase.
12.	Highway 9 San Lorenzo River Bridge and Kings Creek Bridge Replacement (1H470)	Near Boulder Creek, at San Lorenzo River Bridge and at Kings Creek Bridge (PM 13.6/15.5)	Replace bridges	Summer 2022	\$12 million	SHOPP SB-1	Doug Hessing	PS&E	The environmental document is completed, and the project is transitioning to the Design and Right of Way phase.
13.	Highway 9 Hairpin Tieback (1K130)	Near Boulder Creek about 1.1 miles south of the SR 236/9 Junction (PM 19.97)	Soldier Pile Tieback Retaining Wall	Spring 2021	\$2.6 million	SHOPP	Doug Hessing	PS&E	Bids opened April 27, 2021. The construction contract is pending award and approval. Full Closures of route 9 during night work is anticipated.

	Project	Location Post Mile (PM)	Description	Construction Timeline	Estimated Construction Cost	Funding Source	Project Manager	Phase	Comments
14.	Highway 17 Wildlife Habitat Crossing (1G260)	From Laurel Road to just north of Laurel Road (PM 9.442-9.692)	Construct wildlife undercrossing	Summer 2021	\$6.448 million	SHOPP	Aaron Henkel	PS&E/RW	Project has achieved Ready to List and on schedule.
15.	Highway 129/ Lakeview Road Intersection Improvements (1G990)	Near Watsonville, at Lakeview Road (PM 1.4)	Construct roundabout and improve street lighting	Spring 2021	\$4.5 million	SHOPP	Luis Duazo	PS&E/RW	Utility relocations are underway in advance of construction.
16.	Highway 152 Corralitos Creek ADA (05- 1F620)	Near Watsonville, East of Beverly Drive to Holohan / College Road (PM1.9 to R2.0)	Construct Accessible Pathway	Winter 2022/23	\$3.4 million	SHOPP	Jackson Ho	PS&E	Design is currently working toward 60% review plans
17.	Highway 236 Heartwood Hill Wall (1M450)	Near Boulder Creek (PM 5.4)	Restore Embankment with a Retaining Wall	2022/2023	\$1.8 million	SHOPP	Doug Hessing	PS&E	The project is in the Design and Right of Way Phase.
18.	Santa Cruz & San Benito Rumble Strip & Striping Safety Project (1M330)	Various-multi- county locations. In Sta. Cruz, the project includes Highways 1, 9, 17, 129	Update Striping and Install Edgeline and Center Rumble Strips at Various Locations	2023	\$4.7 million	SHOPP Safety Collision Reduction	Brandy Rider (J.W.)	PS&E	Improvements at various highway locations, various postmiles: Rte. 1: Edge Line/Shoulder Rumble Strip, Rte. 9: Update Striping Rte. 17: Edge Line/Shoulder Rumble Strip Rte 129: Edge Line/Shoulder Rumble Strip; Centerline rumble strip, Update Striping

	Project	Location Post Mile (PM)	Description	Construction Timeline	Estimated Construction Cost	Funding Source	Project Manager	Phase	Comments
19.	Felton Safety Improvements (1M400)	On Route 9 in Santa Cruz County between Kirby St. and San Lorenzo Valley High School (PM 6.3/7.2)	Construct Accessible Pedestrian Path	2024/25	\$8 million	SHOPP Safety	Doug Hessing (J.W.)	PA&ED	Survey work and environmental studies are in progress.
20.	Highway 129 Paving, Sign Panels, Lighting, TMS Improvement (1J830)	Near Watsonville for SR129/1 separation to Salsipuedes Creek Bridge (PM 0/0.56)	Pavement Preservation, Lighting, Sign Panel Replacement and TMS Elements improvements	2024/25	\$8 million	SHOPP	Doug Hessing (J.W.)	PA&ED	Complete streets additions are being included. environmental studies and design surveys are in progress.
21.	Highway 1 Roadside Safety (1J960)	0.5 mile north of Larkin Valley Rd. U.C. (San Andreas Rd) to Laguna Rd (North) (8.20/26.00)	Drainage System Restoration; paving at 40 ramps; Install Lighting at Interchanges and Install Count Stations	2024/25	\$15.5 million	SHOPP	Heidi Borders	PA&ED	
22.	Santa Cruz Route 1 CAPM (1M110)	In and near Santa Cruz from .06 miles south of Route 9 Junction to .09 miles north of the Mission St intersection. (PM 17.5/20.2)	Grinding/ paving 2.7 miles of pavement, upgrading up to 89 curb ramps, guard rail upgrade, sign panel upgrade, loop detector replacement.	2026	\$5.8 million	SHOPP	Jackson Ho	PID	Design is working towards electronic review.

23.	Highway 17 Install High Friction Surface Treatment (HFST) (1M730)	In Santa Cruz County near Santa Cruz at various locations from 0.2 miles south of Scotts Valley Overcrossing to 1.6 miles south of Summit Road Separation.	Safety Construction includes HFST between the left/right edges of the travel way and cold plane removal of Open Grade Asphalt Concrete (OGAC) and replacement with Hot Mix Asphalt	2022	\$6.5 million	SHOPP	Heidi Borders	RW	
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ACRONYMS USED IN THIS REPORT:

ADA	Americans with Disabilities Act
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation Air Quality
CMIA	Corridor Mobility Improvement Account
CTC	California Transportation Commission
ED	Environmental Document
EIR	Environmental Impact Report
PA&ED	Project Approval and Environmental Document
PM	Post Mile
PS&E	Plans, Specifications, and Estimates
RW	Right of Way
SB1	Senate Bill 1, the Road Repair and Accountability Act of 2017
SCL	Santa Clara County Line
SHOPP	State Highway Operation and Protection Program
SR	State Route
STIP	State Transportation Improvement Program
TMS	Traffic Management System

TO: Interagency Technical Advisory Committee (ITAC)
FROM: Amy Naranjo, Transportation Planner
RE: Go Santa Cruz County

RECOMMENDATIONS

Staff recommends the Interagency Technical Advisory Committee (ITAC) 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>. These services include traffic conditions with real-time information, dynamic ride matching for carpools and vanpools, multi-modal trip planning, Park & Ride lot information, 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 information on 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 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.

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 how they get to work 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 and Davenport 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 www.gosantacruzcounty.org

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!

TO: Interagency Technical Advisory Committee (ITAC)

FROM: Rachel Moriconi, Senior Transportation Planner

RE: Programming Process for Discretionary Transportation Funds

RECOMMENDATIONS

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

1. Receive an update on development of the 2022 Regional Transportation Improvement Program (RTIP); and
 2. Provide input on draft evaluation criteria Attachment 1.
-

BACKGROUND

As the Regional Transportation Planning Agency (RTPA) for Santa Cruz County, the Santa Cruz County Regional Transportation Commission (RTC) is responsible for programming and/or allocating regional shares of certain state, federal, and regional funds. These include funds available through the State Transportation Improvement Program (STIP), Surface Transportation Block Grant Program/Regional Surface Transportation Program Exchange (STBG/RSTPX), Senate Bill 1 (SB1) formula Local Partnership Program (LPP-f), State Transit Assistance (STA), SB1-transit State of Good Repair (SGR) program, Low Carbon Transit Operations Program (LCTOP), federal Highway Infrastructure Program (HIP), and highway infrastructure funds which were provided through the federal Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA/COVID Relief). Collectively these funds can be used on a wide range of highway, local road, bridge, transit, rail, bicycle, and pedestrian transportation projects and programs that advance regional, state, and federal priorities and performance metrics.

While the RTC programmed a portion of the region's STBG/RSTPX funds on a formula basis to local jurisdictions in 2019 and intended to program the region's share of CRRSAA funds by population formula this spring, in late May 2021 Caltrans informed regions that STBG, CRRSAA, and other funds cannot be sub-allocated to individual jurisdictions or specific transportation modes. According to FHWA corrective actions identified in an April 2021 report on the programming processes of several regional agencies in the state: "Procedures or agreements that distribute sub-allocated STBG funds to individual jurisdictions or modes by pre-determined percentages or formulas are inconsistent with the legislative provisions." FHWA further emphasized that funding

distribution regions should follow a performance-based planning and programming process, as required by 23 CFR 450. Regions are required to evaluate projects based on how well they advance regional, state, and federal performance metrics.

DISCUSSION

Available Funds

In 2021, the RTC will be programming the region's shares of Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) (\$1.27 million), mid-cycle State Transportation Improvement Program COVID-relief (STIP-COVID) (\$1.29 million), any new 2022 STIP formula shares (\$TBD, *Caltrans is expected to release estimates by June 23*), Surface Transportation Block Grant Program/Regional Surface Transportation Program Exchange (STBG/RSTPX) (\$3.5 million), and federal Highway Improvement Program (HIP) (\$0.5 million) funds.

Rather than programming funds for each of these programs individually, especially given the relatively small amount of funding available from some sources, staff intends to program the funds through a consolidated programming process. This provides the flexibility to consider project readiness and size, and focus funds which have more "strings" attached (such as federal and STIP funds) to fewer projects that can more easily navigate those strings. A consolidated process also reduces the amount of staff time spent by project sponsors preparing applications. For prioritized projects that meet regional, state, and/or federal criteria, staff will work with project sponsors and the ITAC to review project delivery schedules and determine the best funding source for programming to each. Staff will work with project sponsors to coordinate and expedite use of funds, possibly allowing some agencies to use more funds in early years, with projects that require more lead time utilizing funds in later years.

Eligible Applicants

Cities, the County of Santa Cruz, SCCRTC, Caltrans, Santa Cruz Metropolitan Transit District (METRO), University of California at Santa Cruz (UCSC) and other governmental agencies with a master agreement with Caltrans are eligible recipients of these funds. Non-governmental entities interested in applying for funds will be required to have a public agency sponsor responsible for ensuring state and federal accounting and implementation requirements are met.

Evaluation Criteria

States, regions, and transit agencies are required to consider regional, state, and federal performance metrics, criteria, and guidelines when selecting projects to receive funds, show that investment decisions "make progress towards achieving the performance targets". A performance-based approach to transportation planning and programming aims to ensure the most efficient investment of transportation funds, support improved decision-making and increase accountability and transparency. Existing national measures (MAP-21 and FAST Act) are focused on safety, infrastructure condition/transportation asset management, system reliability, freight movement and

economic vitality, congestion reduction, air quality and environmental sustainability. Strategic programming can also help agencies leverage other funds to meet the targets and make it safer and easier for people to access key destinations throughout Santa Cruz County. **Staff recommends that the ITAC provide input on evaluation criteria (Attachment 1).** Some agencies weight the criteria, but given the range of transportation needs in Santa Cruz County, it is possible that some projects may only advance one or two of the measures.

Tentative Schedule

- Summer 2021 - Issue call for projects
- August 4, 2021 - Application workshop
- September 1, 2021 – Project Programming Requests/Applications due
- September 2021 - Evaluation of projects
- October 2021 - Review of projects by the RTC's advisory committees
- November or December 2021 - Public hearing and RTC approval of projects.
- Starting December 2021 – non-STIP funds available for use
- December 15, 2021 – RTC's proposal for STIP funds due to the CTC
- March 2022 – CTC adoption of the 2022 STIP
- Starting as early as March 2022 – STIP-COVID funds may be available for allocation by CTC, with availability of other STIP funds based on the year programmed by the CTC in the 2022 STIP

Approved projects are programmed in the RTC's *Regional Transportation Improvement Program* (RTIP) and/or RTC budget. If projects are considered regionally significant, will impact air quality conformity, or receive federal funds, they are also amended into the *Federal/Metropolitan Transportation Improvement Program* (MTIP) (prepared by the Association of Monterey Bay Area Governments (AMBAG)). Projects approved by the RTC for State Transportation Improvement Program (STIP) funds are subject to concurrence from the California Transportation Commission (CTC).

SUMMARY

The RTC is responsible for selecting projects to receive certain state, federal, and regional funds. Staff recommends that the ITAC provide input on the proposed process and evaluation criteria for programming regional shares of COVID Relief, Surface Transportation Block Grant Program (STBG)/Regional Surface Transportation Program Exchange (RSTPX), State Transportation Improvement Program (STIP), and Highway Infrastructure Program (HIP) funds in 2021.

Attachments:

1. Draft Evaluation Criteria

**Draft Evaluation Criteria for
2022 Regional Transportation Improvement Program (RTIP)**

State and federal regulations require state departments of transportation (Caltrans), regions (RTC and AMBAG), and transit agencies to establish and advance projects that meet performance targets. A performance-based approach to transportation planning and programming aims to ensure the most efficient investment of transportation funds, support improved decision-making and increase accountability and transparency. The following summarizes federal, state, and regional measures and targets. These include measures and targets identified in the *Regional Transportation Plan (RTP)*, *Metropolitan Transportation Plan (MTP)*, *California Transportation Asset Management Plan (TAMP)*, federal MAP-21 and FAST Act, State Transportation Improvement Program (STIP) Guidelines, and other state and local plans. Some projects might address only one or two of these, and are not required to address all of them.

Performance measures, goals, and/or targets and examples of type of information that could be used to demonstrate how a project is addressing each is listed below.

1. **Safety:** Reduce transportation related fatalities and injuries and maximize safety for all transportation modes (reduce collisions; eliminate perceived safety issues; eliminate hazards;)
 - History of collisions in area and description of how proposed safety measure will reduce collisions or address potential hazards
 - Reduce the potential for conflict between bicyclists, pedestrians and vehicles
 - Demonstrated countermeasure to reduce collisions, especially fatalities or injuries
 - Eliminate perceived safety issues
 - Fill gaps in bicycle or pedestrian network in an area
 - Reduce speeding
 - Reduce major mechanical failures for transit vehicles
 - Improve safety, especially for youth, vulnerable users, and transportation disadvantaged (low income, seniors, disabled, minorities)
 - Improve access to/for emergency services
2. **System Preservation/Infrastructure Condition:** Maintain and improve the condition of existing transportation facilities and assets.
 - Transportation infrastructure, roadway pavement, bridges, sidewalks, bicycle facilities, transit vehicles and facilities, etc. maintained
 - Increase percentage of facilities in good condition
 - Reduce percentage of facilities in poor condition

- Reduce percentage of transit vehicles that have met or exceeded their useful life benchmark
 - Extend useful life of a transportation facility or program
 - Maintain facilities in a state of good repair
 - Sustainable pavement practices
3. **System Performance:** Improve the efficiency of the surface transportation system; improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, support regional economic development; reduce congestion; enhance the performance of the transportation system while protecting and enhancing the natural environment.
- Reduce emissions, reduce number of miles driven (vehicle miles traveled), air pollution, greenhouse gas emissions, and/or fuel consumption
 - Improve reliability: reduce variability in travel times, especially during peak travel periods day-to-day
 - Reduce hours of peak-hour delay
 - Reduce delay
 - Reduce percent of single-occupancy vehicle travel
 - Increase the percentage of trips made using active transportation options, including bicycling, walking, transit or carpool
4. **Access for all:** Expand multi-modal travel options/choices, especially to and within key destinations for all users
- Increase walking (add new sidewalks, crosswalks, minimize obstacles)
 - Increase bicycling (add bicycle lanes/paths, fill gaps in network, add bicycle box at intersection)
 - Increase public transit access or quality of transit rider experience
 - Fills gap in complete streets network/increase network connectivity by closing gaps in the bike, sidewalk, and transit networks
 - Address needs of people with limited mobility
5. **Health and Equity:** Enhance healthy, safe access to key destinations for transportation-disadvantaged populations.
- Improve public health: Target health issues such as obesity, physical inactivity, asthma or other health issues
 - Reduce disparities in safety and access for people who are transportation disadvantaged due to age, income, disability, language or minority status
 - Information showing project serves transportation disadvantaged populations: project location, destinations served, demographic information

Additional Considerations:

- A. **RTP Consistency:** If projects are included in the 2040 or Draft 2045 Regional Transportation Plan (RTP) Project List, which implements the SB375-mandated Sustainable Communities Strategy (SCS)
- RTP project number
- B. **Consistency with the Complete Streets** guidelines and policies, including the [Monterey Bay Area Completes Streets Guidebook](#)
- Consideration of possible complete streets components appropriate for different street types
 - Integration of complete streets elements into road projects
- C. **Consistency with other plans**
- Active Transportation Plan, Complete Streets Plan, Bike Plans
 - Transit asset management, Public Transportation Agency Safety Plan (PTASP) and other transit plans
 - General Plans
 - Capital Improvement Programs
 - Unmet Transit Needs
 - Vision Zero/zero traffic fatalities plans
 - Unified Corridor Investment Study (UCS)
- D. **Public engagement:** Provide early and ongoing opportunities for meaningful public participation for all users
- Information on how the project was identified a priority
 - Outreach that has already occurred
 - Outreach will occur during project planning and/or implementation (e.g., outreach to stakeholder groups, advisory committees, other jurisdictions/agencies, transit, environmental groups, seniors, etc.; surveys, open houses)
 - Participation from diverse members of the public in project planning
- E. **Funding:**
- Demonstrate project would be fully funded and identify other funding that has been secured
 - Identify funding available if unanticipated cost increases
- F. **Deliverability:**
- Project schedule, matches available funding years
 - Potential risks to project schedules
 - Percent chance of delay/confidence in schedule
 - Ability of agency to complete project
 - Performance on past grants

- Full funding, financing; ability of project sponsor to cover anticipated cost increases
- Secured matching funds
- Timing of other projects (ability to consolidate/piggy back, even if one project might otherwise be constructed several years later) - Ex. timed utility upgrades, new development, etc.

G. **Scale of Benefits:** Number of people benefiting from project. Number of anticipated users of a facility, service or program (e.g., number of cars, transit riders, bicyclists and/or pedestrians). Data to support these estimates may include:

- Current use of facilities/services (e.g., traffic volumes, transit ridership, bicycle and pedestrian counts if available, etc.)
- Work plan for a program and targeted number of people to use program
- Destinations served by a project (e.g., employment centers, transit center, retail/commercial area, visitor destination)
- Modeling information for future use, if available

H. **Potential Risks:** Minimize risk to project implementation.

- Risks associated with current and future environmental conditions such as climate change, extreme weather, and seismic activity
- Financial risks: such as budget uncertainty
- Operational risks: such as asset failure
- Strategic risks: such as organizational compliance
- Political risks: potential for public opposition
- Risk mitigation for each, planned mitigation actions (e.g., for schedule, funding, right-of-way issues, etc.)

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TO: Interagency Technical Advisory Committee (ITAC)
FROM: Rachel Moriconi, Transportation Planner
RE: Federal and State Legislative Updates

RECOMMENDATIONS

This item is for information only.

BACKGROUND

Through its Legislative Program, the RTC monitors and provides input to state and federal agencies and representatives on legislative and administrative actions that could impact transportation funding or implementation of the [Regional Transportation Plan](#) (RTP), Measure D, Transportation Improvement Programs (TIP), and transportation projects in Santa Cruz County. RTC staff also works with local jurisdictions, the Central Coast Coalition (regional transportation agencies covering Monterey, San Benito, Santa Barbara, San Luis Obispo, and Santa Cruz Counties), California Association of Councils of Governments (CALCOG), the Self Help Counties Coalition, Rural Counties Task Force, the California Regional Transportation Planning Agencies (RTPA) group, and other transportation entities to advocate for legislative and administrative actions which support transportation projects and planning efforts in Santa Cruz County. Staff periodically provides updates on major state and federal legislative and administrative proposals.

DISCUSSION

State Budget

The Legislature passed its budget by the June 15, 2021 constitutional deadline—but it lacks specifics, including on transportation, and it is not expected to be the final budget that the Governor will sign. That said, the budget approved by the Legislature includes several items affecting transportation programs, with trailer bills later this summer expected to provide more specifics:

- ZEV Infrastructure: \$3.9 billion over three years to help accelerate the adoption of zero emission vehicles.
- Active Transportation Program (ATP): a \$500 million one-time augmentation from the General Fund surplus, consistent with the Governor's proposal. This is far short of the \$2 billion requested by the

California Transportation Commission (CTC) and others. CTC staff is expected to present its recommended framework for the 2021 Active Transportation Program Augmentation at its June 23 meeting.

- State and Local Climate Adaptation Program: a \$400 million one-time augmentation from the General Fund surplus for a new competitive program to fund climate resiliency projects for Caltrans and regional and local agencies. The Governor did not propose this program.
- Transit and Intercity Rail Capital Program: \$2.5 billion one-time from the General Fund surplus, including \$1 billion in general for transit and rail projects, \$1 billion specifically for 2028 Olympics projects, and \$500 million specifically for grade separation projects. The California State Transportation Agency (CalSTA) would be responsible for selecting projects for the program, with allocation by the CTC.
- Sustainable Communities Strategy (SCS) Block Grant (aka REAP 2.0 or "Alternative Housing Production Approaches"): \$750 million anticipated to fund infill housing and other actions that reduce vehicle miles traveled (VMT) to "give Californians the opportunity to get around without having to rely on a car." The Governor's May Revise proposal included \$500 million. Transportation projects might include things like infill infrastructure in low VMT areas, electric carshare, shared mobility services along transit corridors, transit fare integration, electric and enhanced bus service, active transportation projects.
- Clean California Initiative: \$418 million for litter abatement. This is significantly less than the Governor's proposed \$1.5 billion in one-time General Funds. The Legislature deferred action on the \$874 million for beautification projects and rejected the \$75 million for arts grants.
- Defers action on the Governor's proposal for \$407 million for zero-emission rail and transit equipment and infrastructure for later consideration.
- Highway, Road, and Transit Funding: \$1.1 billion in funding for the State Highway Operation and Protection Program (SHOPP) from past and future transportation account interest earnings. \$968 million in federal COVID relief funds for SHOPP, ITIP and transportation projects selected by regions (STIP-COVID and CRRSAA). The CTC adopted guidelines for these funds in March.
- Local Streets and Roads Maintenance of Effort. The budget also includes statutory language to adjust the Local Streets and Roads "maintenance of effort" requirement through fiscal year 2022-23 in recognition of the effects that the COVID-19 pandemic has had on city and county budgets.

State Bills

Both the California Senate and Assembly have finished consideration of bills introduced in the house of origin in 2021. Policy committees now have begun hearings to consider bills passed by the other house. The deadline for policy committees to hear these bills is July 14, 2021. The Legislature will then

recess from July 16 to August 16, 2021. A few of the state bills staff has been tracking include:

- **Speed limits** (AB 43): This bill would make it easier for cities, counties, and Caltrans to lower speed limits below the 85th percentile in business districts, near senior centers, schools, and certain other areas. *The Senate Transportation Committee is anticipated to consider the bill July 13.*
- **Road Maintenance and Rehabilitation Account (RMRA) Interest** (AB 604): Continuously appropriate interest earnings derived from revenues deposited in the Senate Bill 1 Road Maintenance and Rehabilitation Account (RMRA) to Caltrans for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program (SHOPP). Under current state law, these funds are not explicitly assigned to a specific program.
- **RMRA jointly funded local projects** (SB 640): Authorize cities and counties to propose projects to be jointly funded by apportionments of Road Maintenance and Rehabilitation Account funds.
- **Resiliency through Adaptation, Economic Vitality, and Equity** (AB 1384): Requires the Strategic Growth Council to develop a strategic resiliency framework that identifies actions (funding, policy) to prepare for the climate change impacts.
- **Shared mobility devices** (AB 371). Requires a shared mobility service provider to affix to each shared mobility device a tactile sign containing raised characters and accompanying Braille, as specified, to identify the device for the purpose of reporting illegal or negligent activity.
- **E-bikes Incentives** ([AB 117](#)): Adds incentives for purchasing e-bikes as a project eligible for funding under the Air Resource Board's Air Quality Improvement Program (AQIP).
- **Jaywalking** (AB 1238): Repeals provisions of law prohibiting pedestrians from entering a roadway and specifies that pedestrians shall not be subject to a fine or criminal penalty for crossing or entering a roadway when no cars are present.
- **Making Safe/Slow Streets Permanent** (AB 773): Allows local jurisdictions to close portions of streets to vehicles and designate streets as slow streets.
- **Parking Requirements Near Transit** (AB 1401): Prohibit local jurisdictions from enforcing minimum automobile parking requirements for residential, commercial and other developments if the parcel is located within one-half mile walking distance of high-quality transit corridors (corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours) and major transit stops (rail, ferry or BRT stations, or intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods..

- **Sustainable Communities Strategies and Developing Bicycle Highways (AB 1147).** Requires each Metropolitan Planning Organization (MPO) submit a 2035 target action plan by July 1, 2023 to identify barriers in meeting regional greenhouse gas (GHG) emissions reduction targets and establishes the Sustainable Communities Strategy (SCS) Block Grant Program.

Federal Reauthorization

Earlier this month, the House Transportation & Infrastructure Committee (T&I) approved a five-year, \$547 billion "INVEST in America Act" (HR 3684) reauthorization of federal highway, transit, rail, and safety programs on June 10, following a marathon markup session. House leadership tentatively scheduled a floor vote on this bill for the week of June 28. While it is unlikely to become law as written, overall, the bill would extend the structure of the current law (the 2015 FAST Act) and authorize a total of \$547 billion for federal surface transportation programs over 5 years, a 79% increase over the FAST Act, divided as follows:

- Highways and highway safety: \$343 billion (+51%)
- Transit: \$109 billion (+78%)
- Intercity passenger and freight rail: \$95 billion (+850%)

The bill would also provide additional funding as follows:

- \$5.7 billion for member-designated projects, formerly known as "earmarks,"
 - Boulder Creek Complete Streets Improvements Project: \$1,500,000 (Eshoo)
 - Scotts Creek Coastal Resiliency Project, PE: \$3,500,000 (Eshoo)
 - Santa Cruz METRO Paratransit Vans Replacement Project: \$505,750 (Eshoo)
 - Santa Cruz METRO Bus Replacements: \$1,840,000 million (Panetta)
- \$1 billion to bring transit stations into ADA compliance,
- \$244 million for highway safety programs, and
- \$209 million for motor carrier safety programs.

The INVEST Act does not include a funding mechanism for the bill, as the Highway Trust Fund (HTF), where federal gasoline taxes are deposited to pay for most transportation programs, is the jurisdiction of the House Ways and Means Committee. That panel will have to find approximately \$150 billion in additional revenue over what is currently coming into the HTF to fund the T&I bill. It has been estimated that this could be achieved with a 20 cent per gallon increase in the 18.3 cent per gallon federal gasoline tax, but any increase in the gasoline tax is almost certainly a nonstarter.

The T&I Committee has posted the entire 1,383-page text of the bill (with the earmarks list beginning on page 47): <https://bit.ly/3xdKzIs>. Also

available is a 54-page section-by section summary of the bill at: <https://bit.ly/3cwZ0Qe> and a two-page fact sheet at: <https://bit.ly/2Tjgf0k>.

In the Senate, the Environment and Public Works Committee's highway bill approved May 26, 2021 (<https://bit.ly/3xer1DM>) and Commerce Committee's June 10 rail proposal (<https://bit.ly/3iu7viJ>) for FAST Act reauthorization would fund programs under their jurisdiction at levels that are higher than current law but well below the House T&I bill. Many steps, negotiations, and votes are still needed before a new long term transportation act becomes law.

SUMMARY

This report highlights some recent state and federal legislative activities.

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