



Santa Cruz County
Regional Transportation Commission

AGENDA

Thursday, December 02, 2021
9:00 a.m.

REMOTE MEETING

Community TV Zoom

Web: <https://us02web.zoom.us/j/81189268995>

Dial-in: +1 669 900 6833

Webinar ID: 811 8926 8995

Accessibility: See last page for details.

En Español: Para servicios de traducción al español, dirijase a la última página.

Agendas Online: Click below to receive notification via e-mail.

sccrtc.org/about/esubscriptions/

COMMISSION MEMBERSHIP

Caltrans (ex-officio)	Tim Gubbins
City of Capitola	Jacques Bertrand
City of Santa Cruz	Sandy Brown
City of Scotts Valley	Randy Johnson
City of Watsonville	Eduardo Montesino
County of Santa Cruz	Greg Caput
County of Santa Cruz	Ryan Coonerty
County of Santa Cruz	Zach Friend
County of Santa Cruz	Manu Koenig
County of Santa Cruz	Bruce McPherson
Santa Cruz Metropolitan Transit District	Kristen Petersen
Santa Cruz Metropolitan Transit District	Alta Northcutt
Santa Cruz Metropolitan Transit District	Mike Rotkin

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

1. Roll call
2. Oral communications

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

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

3. Additions or deletions to consent and regular agendas

CONSENT AGENDA

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

MINUTES

4. Approve draft minutes of the November 04, 2021 Regional Transportation Commission meeting
5. Accept draft minutes of the November 08, 2021 Bicycle Advisory Committee special meeting
6. Accept draft minutes of the November 16, 2021 Elderly & Disabled Transportation Advisory Committee special meeting
7. Accept draft minutes of the November 18, 2021 Interagency Technical Advisory Committee meeting

POLICY ITEMS

No consent items

PROJECTS and PLANNING ITEMS

8. Approve authorizing the Executive Director to amend the Professional Services Agreement with Harris & Associates (TP2064-01) for Environmental Permitting and Analysis on the Santa Cruz Branch Rail Corridor (Resolution)
9. Approve the draft Santa Cruz County Regional Transportation Commission 2021 Title VI Civil Rights Program & Language Assistance Plan (Resolution)

BUDGET AND EXPENDITURES ITEMS

10. Accept status report on Transportation Development Act (TDA) revenues.
11. Accept status report on Measure D revenues.

ADMINISTRATION ITEMS

12. Adopt Assembly Bill 361 Findings for Virtual and Hybrid Meetings

INFORMATION/OTHER ITEMS

13. Accept monthly meeting schedule.
14. Accept correspondence log.
15. Accept letters from RTC committees and staff to other agencies.
 - a. November 10, 2021 Letter to the Federal Transit Administration
RE: Support for FTA 5339b Grant Application
16. Accept information items. - *none*

REGULAR AGENDA

17. Commissioner reports – oral reports
18. Selection of Chair and Vice-Chair – oral report
(*Sandy Brown, Commission Chair*)
19. **Director's Report** – oral report
(*Guy Preston, Executive Director*)

20. Caltrans report
 - a. Santa Cruz County project updates
21. Release of Draft 2045 Regional Transportation Plan (RTP)
(Amy Naranjo, Transportation Planner)
 - a. Staff report
 - b. 2045 Santa Cruz County Regional Transportation Plan Executive Summary. *Download entire Draft at <https://sccrtc.org/2045rtp>*
22. PUBLIC HEARING 10:30 a.m.: Adoption of the *2021 Consolidated Grants and Regional Transportation Improvement Program (RTIP)*
(Rachel Moriconi, Sr. Transportation Planner)
 - a. Staff report
 - b. Resolution
 - c. Summary of Applications Received and Projects Recommended for Funding *(Applications are online at: <https://sccrtc.org/funding-planning/project-funding/2021-2022-rtip/>)*
 - d. Amendments to previously approved projects
 - e. Written Comments Received *(any comments received by 9:00 a.m. on December 1 will be posted online prior to the meeting)*
23. Review of items to be discussed in closed session

CLOSED SESSION

24. Conference with Legal Counsel – Anticipated Litigation
(Pursuant to Government Code Section 54956.9(d)(4))

Initiation of Litigation: One Case

OPEN SESSION

25. Report on closed session
26. Next meetings

The next RTC meeting will be held at the County Board of Supervisors Chambers located at 701 Ocean St., #500A, Santa Cruz, CA and via Zoom teleconference, and is scheduled for Thursday, January 13, 2022 at 9:00 a.m.

The next Transportation Policy Workshop meeting is scheduled for Thursday, December 16, 2021 at 9:00 a.m. at a location TBD.

HOW TO REACH US

Santa Cruz County Regional Transportation Commission
1101 Pacific Avenue, Suite 250 Santa Cruz, CA 95060
phone: (831) 460-3200 / email: info@sccrtc.org

LIVE BROADCASTS

Note: Due to technical difficulties with broadcasting equipment, Community Television of Santa Cruz will be unable to broadcast the December RTC meeting live. The meeting will be recorded and can be viewed at a later time at www.communitytv.org. For questions, call (831) 425-8848.

AGENDA PACKETS

Complete agenda packets and all documents relating to items on the open session are posted online at <https://sccrtc.org> at least 72 hours prior to the meeting. Sign up for E-News updates at sccrtc.org/about/esubscriptions/

COMMENTS FROM THE PUBLIC

Items on the agenda: Written comments received by 9:00 a.m. on Wednesday before the meeting will be posted to the RTC website by 2:00 p.m. that same afternoon to allow time for Commissioner review. The opportunity to make oral comments will be offered prior to the discussion period of each item.

Items not on the agenda: Written comments on topics within **the RTC's** jurisdiction, but not on the agenda, that are received during the monthly correspondence period will be posted to a public document. The correspondence period cut-off is 12:00 p.m. on the second Monday prior to the RTC meeting. A link to that document is provided in the **Correspondence Log of that month's meeting**. **The opportunity to make oral comments** to the Commission on such topics is offered during Oral Communications.

COVID-19 REMOTE MEETING UPDATE

On September 16, 2021, Governor Newsom signed AB 361 into law, which allows the RTC to hold virtual and/or hybrid meetings so long as the RTC makes findings that the state of emergency continues to directly impact its ability to meet safely in person. Effective January 2021, the Commission plans to hold hybrid meetings unless a suitable physical meeting space cannot be secured. Capacity at the physical meeting space is very limited, allowing up to 5 Commissioners and some members of the public to attend in person. All attendees are required to wear a mask. All other participants are requested to log in via Zoom. Information needed to log in is listed on the first page of **the meeting's agenda**. Download the Zoom app: <https://zoom.us/download>.

ACCESSIBILITY

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.

SERVICIOS DE TRADUCCIÓN/ TRANSLATION SERVICES

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

TITLE VI NOTICE TO BENEFICIARIES

The RTC operates its programs and services without regard to race, color and national origin in accordance with Title VI of the Civil Rights Act. Any person believing to have been aggrieved by the RTC under Title VI may file a complaint by contacting the RTC at (831) 460-3200 or 1101 Pacific Avenue, Suite 250, Santa Cruz, CA 95060 or online at www.sccrtc.org. A complaint may also be filed directly with the Federal Transit Administration to the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.

AVISO A BENEFICIARIOS SOBRE EL TITULO VI

La RTC conduce sus programas y otorga sus servicios sin considerar raza, color u origen nacional de acuerdo al Título VI del Acta Sobre los Derechos Civiles. Cualquier persona que cree haber sido ofendida por la RTC bajo el Título VI puede entregar queja con la RTC comunicándose al (831) 460-3200 o 1101 Pacific Avenue, Suite 250, Santa Cruz, CA 95060 o en línea al www.sccrtc.org. También se puede quejar directamente con la Administración Federal de Transporte en la Oficina de Derechos Civiles, Atención: Coordinador del Programa Título VI, East Building, 5th Floor-TCR, 1200 New Jersey Avenue, SE, Washington, DC 20590.



Draft MINUTES

Thursday, November 04, 2021
9:00 a.m.

NOTE: Teleconference
Community TV Zoom

Web: <https://us02web.zoom.us/j/85655865732>
Dial-in: +1 669 900 6833
Webinar ID: 856 5586 5732

1. Roll call.

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

Members present:

Sandy Brown	Alta Northcutt
Kristen Petersen	Andy Schiffrin (Alt)
Randy Johnson	Robert Quinn (Alt)
Greg Caput	Lowell Hurst (Alt)
Manu Koenig	Larry Pageler (Alt)
Bruce McPherson	Eduardo Montesino
Jacques Bertrand	Felipe Hernandez (Alt)
Mike Rotkin	Scott Eades (Caltrans Ex-Officio)

Staff present:

Guy Preston	Tracy New
Luis Mendez	Amy Naranjo
Yesenia Parra	Ginger Dykaar
Shannon Munz	Cindy Convisser
Krista Corwin	Steven Mattas (RTC Counsel)
Sarah Christensen	

2. Oral communications.

Received public comment from:

Judy Gittlesohn
Kaki Rusmore
Carey Pico
Lani Faulkner
Mark Johannessen
Saladin Sale
David Van Brink
Katie Freeman
Myles Corcoran
Sally Arnold
Jack Brown
Michael Wool
Sean
Jessica Evans
Michael Saint
Tina Andreatta
Ryan Sarnataro
Barry Scott
Lawrence Kaplan
Ann Kaplan
Rebecca Downing

3. Additions or deletions to consent and regular agendas.

Handouts for items 16 and 19 were posted to the website.

CONSENT AGENDA

RTC Counsel Steve Mattas and Executive Director Guy Preston responded to questions from a Commissioner about agenda item 10.

Received public comment from:

Brian Peoples

Commissioner Rotkin made a motion and Commissioner Alternate Schiffrin seconded the motion to approve the consent agenda and the motion passed with Commissioners Bertrand, Brown, Johnson, Montesino, Caput, Koenig, McPherson, Petersen, Northcutt, Rotkin, and Commissioner Alternates Schiffrin and Quinn voting **"aye."**

MINUTES

4. Accepted draft minutes of the September 23, 2021 Interagency Technical Advisory Committee meeting
5. Approved draft minutes of the October 07, 2021 Regional Transportation Commission meeting
6. Accepted draft minutes of the October 12, 2021 Elderly & Disabled Transportation Advisory Committee meeting

POLICY ITEMS

No consent items.

PROJECTS and PLANNING ITEMS

7. Approved authorizing the Executive Director to amend the Professional Services Agreement with Mark Thomas Company (TP1938) for design support during construction (DSDC) (Resolution 24-22)

BUDGET AND EXPENDITURES ITEMS

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

ADMINISTRATION ITEMS

10. Approved authorizing the Executive Director to mandate full COVID-19 Vaccination or a weekly negative COVID-19 test for all current and future RTC staff members (Resolution 25-22)

INFORMATION/OTHER ITEMS

11. Accepted monthly meeting schedule.
12. Accepted correspondence log.
13. Accepted letters from RTC committees and staff to other agencies.
 - a. October 15, 2021 Letter to Nathan Nguyen, P.E. RE: Notice of Preparation of an EIR for Rail Trail Segments 8 & 9
 - b. October 15, 2021 Letter to Chris Schmidt, Division Chief RE: Support for AMBAG-Freight Study for Caltrans Strategic Partnerships Planning Grant
 - c. October 20, 2021 Letter to Murray Fontes RE: Watsonville Active Transportation Plan

14. Accepted information items. - *none*

REGULAR AGENDA

15. Commissioner reports

Commissioner Petersen delivered comments of support for RTC Commissioner Mike Rotkin in response to emails and a letter to the editor suggesting that he be removed from the RTC for his support of the recent rail vehicle demonstration. Commissioner Peterson communicated that Commissioner Rotkin is a thoughtful decision maker and expressed a hope for the Commission and all stakeholders to find common ground in order to move forward. Commissioner Rotkin and Chair Brown expressed appreciation for the comments and Chair Brown emphasized a desire to work together for the good of the public despite disagreements.

16. **Director's** Report

Executive Director Guy Preston welcomed Commissioner Alta Northcutt, recently appointed to the Santa Cruz Metropolitan Transit District (METRO) Board by the City of Watsonville and appointed to the RTC by the METRO Board.

Director Preston updated the Commission on its official relocation, plans for hybrid meetings, and staffing changes. Transportation Planning Technician Fernanda Pini is departing the RTC and the vacant Administrative Assistant III position has been filled by Cindy Convisser.

The Executive Director also delivered updates on the expansion of the GO Santa Cruz County program and responded to a question from a Commissioner regarding visiting the new office.

17. Caltrans report

Caltrans District 5 Deputy Director Scott Eades reported that construction of the Highway 17 Wildlife Crossing Project has been delayed until February 1, 2022. The California Transportation Commission recently allocated \$960 million, including State Highway Operation and Protection Program (SHOPP) funds to replace culverts on Highway 1 in Davenport north of Swanson Road and south of Waddell Creek. Construction scheduled to begin in February. An application workshop for the Clean California local grant program will be held on Thursday, November 18.

Executive Director Guy Preston responded to a question from a Commissioner regarding eligibility and plans to apply for a Clean California grant.

18. Assembly Bill 361 Findings for Virtual and Hybrid Meetings

Deputy Director Luis Mendez delivered the staff report. Commissioner McPherson reported recent correspondence between the County Board of Supervisors and the California Public Utilities Commission concerning PG&E power shut offs. Director Mendez and Administrative Services Officer Yesenia Parra **responded to a Commissioner's question regarding impacts to the RTC's ability to hold meetings during power shut offs.**

Received public comment from:

Lani Faulkner
Gina Cole
Kyle Kelley
Jack Brown
Jessica Evans

Commissioners discussed: importance of the capacity of the RTC to meet both in-person and virtually at this time; success of remote meetings so far; unlikelihood of interruption to meetings; coming of flu season; protocols for hybrid meetings well established by the County Board of Supervisors; remote capabilities expand participation and maximize accessibility; hybrid meetings require higher level of coordination and logistics.

Commissioner Montesino departed the meeting and Commissioner Alternate Hurst replaced him.

Commissioner Alternate Schiffrin made a motion and Commissioner Alternate Hernandez seconded the motion to find that:

1. The RTC has reconsidered the circumstances of the current COVID-19 state of emergency; and
2. The state of emergency continues to directly impact the ability of the members of the RTC, its committees, its staff and the public to meet safely in person; and
3. State or local officials continue to impose and recommend measures to promote social distancing

And to direct staff to move forward with holding hybrid meetings as soon as possible. The motion passed unanimously with Commissioners Bertrand, Brown, Johnson, Koenig, McPherson, Petersen, Northcutt, Rotkin, and Commissioner Alternates Hurst, Hernandez, Schiffrin, and Quinn voting "aye."

Deputy Director Mendez communicated staff's intention to place an AB 361 Findings item on the consent agenda at subsequent meetings as indicated by

the law. In response to a question as to whether a staff member may be designated to make the findings in lieu of the legislative body doing so every 30 days, RTC Counsel Steve Mattas will report back to the Commission.

19. Unsolicited Rail Proposal – TIG/m and Roaring Camp

Executive Director Guy Preston delivered the staff report and responded to Commissioner questions regarding the agreement between Progressive Rail and Roaring Camp and the feasibility of certain track upgrades. Mr. Preston **also responded to a Commissioner’s question regarding preservation of the freight capacity of the rail line.**

Commissioners discussed: appreciation for the proposal and RTC staff for the recommendations on public-private partnerships not being viable at this time; preservation of freight service in Watsonville and excursion passenger rail; lack of local funds for estimated maintenance and capital costs; honor Measure D commitments; enjoyment of TIG/m demonstration; invest to bring equity to Watsonville; **agreement with staff’s recommendation to take no action on this proposal**; importance of open and fair Request-for-Proposals (RFP) process; proposals envision a future for transit on the corridor; hope for increased freight service to pre-pandemic levels; continue to seek funding for passenger rail in the future; concern for commercial service in Watsonville **in light of Progressive’s correspondence**; **rail line provides jobs & commerce**; proposers did not do their homework on SCBRL constraints and potential; provided opportunity for public to assess the issue; demo vehicle and views beautiful; highlighted condition of the track; noise & traffic impacts; narrowness of ROW between Capitola and Santa Cruz; despite demo location, proposal excluded Watsonville; lack of operating experience; limits/opportunities of the METRO transit system; current condition of the tracks limited speed of the vehicle; similar to entertainment experience; does not address equity problem; gratitude to staff for thoughtful report; in the interest of time, criteria must be defined before entertaining further proposals; funding assessment premature before an analysis of the federal infrastructure bill; 14-year estimate is due to the scale of the rail project; state grants are competitive.

Received public comment from:

Trink Praxel
Mark Mesiti-Miller
Mark Johannessen, TIG/m
Judy Gittelsohn
Kyle Kelley
Jessica Evans, Friends of the Rail and Trail
Lani Faulkner
Bob Berlage, Big Creek Lumber Company
Jean Brocklebank

Jack Brown
Tina Andreatta
Barry Scott
Sally Arnold
David Van Brink
Brad Wilson, Agron Bioenergy, Watsonville
Sean

The meeting adjourned at 12:28 p.m.

20. Next meetings

The next RTC meeting is scheduled for Thursday, December 02, 2021 at 9:00 a.m. It will be a hybrid with in-person participation at the Santa Cruz County Board Chambers, 701 Ocean Ave. 5th floor, Santa Cruz and virtual participation via Zoom.

The next Transportation Policy Workshop meeting is scheduled for Thursday, November 18, 2021 at 9:00 a.m. at a location TBD

Respectfully Submitted,

Yesenia Parra
Administrative Services Officer

Attendees:

310-***-9902
408-***-6957
408-***-1292
831-***-6710

Ann L Kaplan
Barry Scott
Bill Philipps
Bob Berlage
Brad
Brad Read
Brian
Brian (Trail Now)
Bud Colligan
Carey Pico
Christina Watson
David
David <3 public transit
David Dean
Doug Huskey

Ellen Martinez
Equity and Environment for Rail and Trail
Gina Cole
Gustavo Alfaro
Heather Adamson, AMBAG
Jack Brown - YES Greenway!
Jacob Wysocki
James Turk
Jayna Frank
Jbm
Jean Brocklebank & Michael Lewis
Jeanette Guire RC RR
Jessica Evans for Rail Transit
Joe – Trail Now
Johanna Lighthill
Judy Gittelsohn
Julia Wahnsiedler, TIG/m
Kaki Rusmore

Katie Freeman
Kay
Kyle Kelley
Lawrence Kaplan
Mark Johannessen
Mark-Mesiti-Miller
Martin Villa
Matt Machado
Melissa Hartman
Michael Pisano
Michael Saint
Michael Wool
Murray Fontes
Myles Corcoran
Nadene Thorne
Nancy Yellin
Paula Bradley
Peter Albert
Peter Haworth
Polly Chellew
Rebecca Downing
Rebecca Rockom
Rich Didday
Robert Arko
Ryan Sarnataro
Saladin Sale – Rail & Trail
Sally Arnold for Rail and Trail
Sean
Shane Mckeithen
Stephanie Wells
Steve Wiesner
Steven Schieffer
Tim Brattan
Tina Andreatta
Todd and Susan Guild
Trink Praxel



**Santa Cruz County Regional
Transportation Commission's**

BICYCLE ADVISORY COMMITTEE

MEETING
DRAFT MINUTES

Monday, November 8, 2021
6:00 pm to 8:30 pm

Teleconference

This meeting was 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, the Governor's Executive Order N-29-20, and AB361, which allow local board and committee members and the public to participate and conduct meetings by teleconference, videoconference, or both. [View full executive order.](#) [View AB 361.](#)

1. Call to Order: Chair Amelia Conlen called the meeting to order at 6:00 pm.
2. Introductions

Members Present:

Corrina McFarlane, District 1 (Alt.)
Kathleen Bortolussi, District 2
John Hunt, District 2 (Alt.)
Peter Scott, District 3
Sally Arnold, District 3 (Alt.)
Anna Kammer, District 4
Rick Hyman, District 5
Theresia Rogerson, District 5 (Alt.)
Paula Bradley, City of Capitola
Matt Farrell, City of Santa Cruz (late)
Murray Fontes, City of Watsonville
Amelia Conlen, Bike-to-Work, Chair
Leo Jed, CTSC
Arnold Shir, CTSC (Alt.)

Unexcused Absences:

Excused Absences:

Scott Roseman, District 1
Liz Hernandez, District 4 (Alt.)
Michael Moore, City of Capitola (Alt.)
Grace Voss, City of Santa Cruz (Alt.)
Richard Masoner, City of Scotts Valley
Drew Rogers, City of Watsonville (Alt.)
Matt Miller, Bike-to-Work (Alt.)

Vacancies:

City of Scotts Valley – Alternate

Staff:

Tommy Travers, Transportation Planner
Rachel Moriconi, Sr. Transportation Planner
Amanda Marino, Transportation Planner
Sarah Christensen, Sr. Transportation Engineer

Guests:

Nathan Nguyen, City of Santa Cruz
Matt Machado, County of Santa Cruz
Steve Wiesner, County of Santa Cruz
Piet Canin, Bike-to-Work/Ecology Action
Bivett Brackett, Lime
Robert Johnson, member of the public

3. Staff announcements – Staff stated that the RTC took no action on the item at the November 4 meeting pertaining to the proposal for rail service
4. Oral communications – Peter Scott announced that he participated in the recent demonstration streetcar event and took a video of the corridor between Cliff Drive in Capitola and Beach Street in Santa Cruz
5. Additions or deletions to consent and regular agendas – digital handouts pertaining to the meeting are posted on the Committee webpage

CONSENT AGENDA

A motion (Bortolussi/Farrell) was made to approve the consent agenda. The motion passed unanimously with members McFarlane, Bortolussi, Scott, Kammer, Hyman, Bradley, Farrell, Fontes, Conlen, and Jed voting in favor.

6. Approved draft minutes of the August 9, 2021 Bicycle Advisory Committee meeting
7. Accepted summary of hazard reports. Members of the Committee commented that repaving projects should always go to the very edge so that shoulders or parking areas where bicyclists often travel will not be uneven and possibly hazardous, and that the shoulder pavement at 49 Buena Vista Drive should be extended so as not to end abruptly.
8. Accepted Committee roster November 2021
9. Approved 2022 Committee calendar of meetings
10. Recommended approval of the Draft 2021 Title VI Civil Rights Program and Language Assistance Plan. Members of the Committee requested that the RTC better publicize Committee meetings and also the outcome of meetings such as an annual report.
11. Accepted letter from Committee to Santa Cruz in support of grant application for Active Transportation Plan. Members of the Committee expressed a desire that the city of Santa Cruz pursue a Vision Zero Action Plan separate from the Active Transportation Plan and the Local Roadway Safety Plan.
12. Accepted response letters from RTC and Caltrans District 5 to Committee regarding Highway 9/Graham Hill Rd intersection

Member Peter Scott left the meeting.

REGULAR AGENDA

13. Regional Transportation Improvement Plan (RTIP) – Rachel Moriconi, Sr. Transportation Planner, presented preliminary staff recommendations and sought Committee recommendations on projects to receive regional shares of funds expected from several state and federal transportation funding sources. The RTC received 19 applications from local project sponsors. RTC staff evaluated the applications based on the goals and targets of the RTC's long-range Regional Transportation Plan for the county and based on state and federal program

requirements. If additional funds are available from the new federal infrastructure bill, they may be programmed in a separate process in 2022.

Committee members expressed support for Watsonville's "Complete Streets Downtown" project, the Holohan Road resurfacing with green paint, and METRO, Lift Line and Highway 1 projects that serve Watsonville residents. Members noted that the Soquel Drive separated and buffered bike lanes are a high priority, requested that repaving of Porter Street/Soquel-San Jose Road cover the entire width of current pavement, requested to add new bike lanes on Porter St where missing between Soquel Drive and Paper Mill Road, suggested buffered bicycle lanes be added to the 41st Ave resurfacing project, and expressed concerns about deferred maintenance on county roads.

Matt Machado commented that the RTC staff recommendations are insufficient for the County to complete its proposed projects. He stated that unincorporated County roads are in poorer condition than other roads, make up a much larger portion of the number of road miles countywide, and half of the countywide population lives in unincorporated areas. He suggested that \$0 be programmed to public transit and the Highway 1 project, that funds for planning, programming, and monitoring (PPM) be reduced to \$145,000, and that an additional \$2.5 million be programmed to County pavement projects, **suggesting** there are other sources of money for transit and Highway 1. Steve Wiesner stated that green treatments may be possible to add to some sections of County resurfacing projects. Piet Canin commented that the "Santa Cruz County Bike Challenge" program serves 2,000 users and requested funding as he believes it contributes to multiple goals of the RTP and grant sources.

A motion was made (Hyman/Bortolussi) to support the staff recommendations as described in the agenda packet, with changes to add \$156,000 for the Bicycle Challenge, make funding for 41st Ave contingent on making intersections more bicycle friendly, and increase funds to San Andreas Road and Soquel-San Jose resurfacing projects.

A substitute motion very similar to Rick Hyman's was made (Farrell/Bortolussi) to recommend to the RTC the staff recommendations as described in the agenda packet, with the following changes:

- Condition the recommendation for "41st Ave Intersection and Roadway Rehabilitation Project" upon making the 41st/Capitola Rd and the 41st/Clares St intersections much more bike-friendly; and
- Increase funding for "Santa Cruz County Bike Challenge," "San Andreas Road Resurfacing Project," and "Soquel San Jose Rd/Porter St – Road Resurfacing & Multimodal Improvements" up to a total not to exceed the difference between the approximately \$11.3 million in funds available and the \$10.7 million in the staff recommendations.

The motion passed (7-3) with members Arnold, Kammer, Hyman, Bradley, Farrell, Conlen, and Jed voting in favor and McFarlane, Bortolussi, and Fontes voting against.

14. Draft Santa Cruz County Active Transportation Plan – Amelia Conlen, Ecology Action staff, presented an introduction to the process for updating the Active Transportation Plan for the unincorporated County, including a summary of public outreach performed. The project team devoted extra resources to residents of rural areas rather than the urbanized residents. She presented the draft infrastructure recommendations, based on objective scoring criteria and public comments. The draft

plan will include the recommendations from the recent San Lorenzo Valley Complete Streets Corridor Plan and the Complete Streets to Schools Plan. She reviewed the various types of improvements proposed for numerous roads depending on traffic volumes and speeds and constraints. Members of the Committee commented that maintenance of the full width of pavement of rural roads is important, that traffic calming to slow motor vehicles is important, that the County should use existing law to lower speed limits (AB 43), that bike lanes are needed soon on Porter Street north of Soquel Drive, that sharrows need to be accompanied by education and by very clear signage so that motor vehicle drivers know that bicyclists have the right to travel in the lane, that all one-way traffic diverters/chokers include signage that bikes are exempt, and that the Green Valley Road multiuse path is a priority for the community.

15. Watsonville code change regarding bicycling on sidewalks – Murray Fontes, City of Watsonville staff, presented the proposal by the Watsonville Vision Zero Task Force to revise the municipal code to no longer ban bicycle riding on sidewalks but include certain restrictions including allowing the city to post signage banning bicycles and other devices in certain locations such as downtown. Members of the Committee commented that such a code change can be important to address discriminatory policing and to allow refuge where bicyclists have no safe option to ride on the street, and that prohibitions with clear signage may be appropriate in places such as downtown.
16. Soquel Drive bicycle improvement project – Ad-hoc subcommittee members provided an oral update about a bike ride taken by two members of the subcommittee with County staff on Soquel Drive and about the meeting held between the subcommittee and County engineers and project design consultants. Subcommittee members noted that the project currently intends to implement separated bike lanes on about 30% of the project area between La Fonda Drive and State Park Drive, and that one location where additional separated bike lanes can be added inexpensively is adjacent to Cabrillo College. Most of the proposals by the subcommittee to implement more separated bike lanes by reducing motor vehicle lane widths were rejected by County engineers. The amount of the total Soquel Drive project cost being spent for bicyclists is extremely minor. Members of the Committee requested that the subcommittee consider having another meeting with the County or send a written letter reiterating a need for increasing the amount of separated bike lanes.

A motion (Farrell/Arnold) was made to write a letter to the County reiterating the subcommittee's recommendations to maximize bike facilities on Soquel Drive. The motion passed unanimously with McFarlane, Bortolussi, Arnold, Kammer, Hyman, Farrell, Fontes, Conlen, and Jed voting in favor.

17. Updates related to Committee functions – Rick Hyman requested that the Committee get an opportunity to provide early design input on Segment 8 of the Coastal Rail Trail along Beach Street. Arnold Shir announced that the Community Traffic Safety Coalition (CTSC) is updating its Vision Zero Work Plan, including a different approach using a "safe systems" policy, is applying for Bike-Friendly and Walkable Community applications for Watsonville, is planning a World Day of Remembrance event commemorating victims of crashes involving cars, will meet with a Scotts Valley neighborhood group regarding Vision Zero, plans to meet with the new Santa Cruz city manager, and has met with County Department of Public Works and the Board of Supervisors.

18. Adjourn – 8:35 pm

NEXT MEETING: The next Bicycle Committee meeting is scheduled for December 13, 2021 from 6:00pm to 8:30pm. The meeting will be held via teleconference.

Minutes respectfully prepared and submitted by:
Tommy Travers, Transportation Planner



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

Draft MI NUTES

1:30pm - 3:30pm

Tuesday, November 16, 2021

NOTE: Meeting was held as teleconference

1. Roll call

The meeting was called to order at 1:41 p.m.

Members present:

Patty Talbot, Social Services Provider — Seniors
Lisa Berkowitz, CTSA (Community Bridges)
Jesus Bojorquez, CTSA (Lift Line)
Michael Pisano, Potential transit User (60+)
Caroline Lamb, Potential Transit User (Disabled)
Janet Edwards, 1st District
Daniel Zaragoza, SCMTD (Metro)
Veronica Elsea, 3rd District
Phil Kipnis, 1st District

Unexcused absences:

Alex Weske, Social Service Provider – Disabled
Paul Elerick, 2nd District

RTC staff present:

Amanda Marino, Transportation Planner
Rachel Moriconi, Senior Transportation Planner
Sarah Christensen, Principal Engineer

Others present:

Douglas Underhill, Chief Financial Officer, Community Bridges
Raymon Cancino, Chief Executive Officer, Community Bridges
Piet Canin, Strategic Development Director, Ecology Action
Amelia Conlen, Planner, Ecology Action
Asha Wanderman, Community Bridges

2. Introductions

3. Oral communications

Chair Veronica Elsea made a comment on her positive experience attending the Coast Futura TIG/m passenger rail demonstration. Ms. Elsea also informed the committee of redistricting preliminary list that will impact the Santa Cruz County District

4. Additions or deletions to consent and regular agendas - none

CONSENT AGENDA

5. Approved minutes from October 12, 2021

A motion (Pisano/Edwards) was made to approve the minutes with changes to the attendance listing Michael Pisano as present. The motion passed with members Patty Talbot, Jesus Bojorquez, Michael Pisano, Caroline Lamb, Janet Edwards, Daniel Zaragoza, Veronica Elsea, Phil Kipnis, voting in favor. Lisa Berkowitz was not present for the vote.

6. Received RTC Meeting Highlights

7. Received Information Items

- a. Letter from E&D TAC to RTC Staff for Selecting District Representatives on RTC Advisory Bodies.

A motion (Edwards/ Ireland) was made to approve Items 6 and 7 on the consent agenda. The motion passed with members Patty Talbot, Jesus Bojorquez, Michael Pisano, Caroline Lamb, Janet Edwards, Daniel Zaragoza, Veronica Elsea, Phil Kipnis, voting in favor. Lisa Berkowitz was not present for the vote.

REGULAR AGENDA

8. Received Program Updates

- a. Volunteer Center - No update.
- b. Community Bridges - No verbal update.
TDA 4th Quarter & Annual Summary Report FY 2020-21 included in the packet.
- c. Santa Cruz Metro

d. SCCRTC

Amanda Marino, Transportation Planner, announced that the RTC will be conducting its first hybrid meeting on December 2nd, 2021. The committee was informed of the relocation of the RTC office which is now at 1101 Pacific Avenue, Suite 250, Santa Cruz, CA 95060. The RTC is setting up the new office to conduct future hybrid meetings for the advisory committees. The committee was additionally informed of the next Budget and Administration Personnel Committee meeting scheduled for February 10th.

e. Pedestrian Ad-Hoc Subcommittee

- i. Pedestrian Hazard Report
- ii. Letter to the City of Santa Cruz Public Works Department

Chair Veronica Elsea provided a report of the current work that the Pedestrian Ad-hoc Subcommittee is conducting including reviewing the pedestrian hazard reports and the findings from the appointed liaisons in each jurisdiction through out Santa Cruz County.

9. 2021 Consolidated Grants and Regional Transportation Improvement Program Preliminary Recommendations

Rachel Moriconi, Senior Transportation Planner, provided the preliminary recommendations for programming approximately \$11 million in funds from various state and federal funding programs to projects in Santa Cruz County. The committee provided input on projects that are proposed to receive these funds. Committee members expressed interest in projects that improve accessibility, connectivity, and safety of pedestrians.

A motion (Kipnis, Edwards) was made to approve the staff recommendation with conditions that the 41st Ave Intersection and Roadway Rehabilitation Project include accessible features at intersections for all pedestrians, increased pedestrian lighting on 41st and Soquel, especially at freeway interchanges, and include pedestrian lighting in the Granite Creek Rd. Overcrossing project. The motion passed unanimously (9-0) with all members in attendance voting "yes" by roll call vote.

10. Santa Cruz County Active Transportation Plan – Draft Recommendations

Amelia Conlen, Planner for Ecology Action, presented the draft infrastructure recommendations of the County Active Transportation Plan including corridor recommendations and Sidewalk/Intersection/Spot treatment recommendations. Committee members provided input that included to ensure all pedestrian pathways are ADA accessible, and the need to maintain pedestrian accessibility to transit and parking facilities

when Class 4 Separated Bikeways are constructed. Additionally, the committee discussed the need for traffic calming features to maintain clear pedestrian access, increased crosswalk visibility, and the possibility to provide bike lockers at shopping centers.

No action taken.

Meeting adjourned at approximately 3:45 pm.

The next E&D TAC meeting is scheduled for Tuesday, February 8, 2021 at 1:30 p.m. NOTE: Teleconference may be necessary due to COVID-19.

Respectfully submitted, Amanda Marino, Staff



DRAFT MINUTES

Thursday, November 18, 2021 1:30 p.m.
Teleconference

Due to precautions associated with COVID-19 (coronavirus), the meeting was held by videoconference, consistent with state laws and orders allowing legislative bodies to hold Brown Act meetings via teleconference.

ITAC Members Present

Kailash Mozumder (Chair)	Capitola Public Works and Planning Proxy
Josh Spangrud	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
Steve Wiesner	County of Santa Cruz Public Works
Anais Schenk	County of Santa Cruz Planning
Paul Hierling	Association of Monterey Bay Area Governments
Malinda Gallaher	Caltrans District 5
John Urgo	Santa Cruz Metropolitan Transit District
Wondimu Mengistu	Santa Cruz Metropolitan Transit District
Piet Canin	Ecology Action-Transportation
Teresa Buika (Vice Chair)	University of California at Santa Cruz (UCSC)
Alan Romero (Ex-Officio)	Monterey Bay Air Resources District (MBARD)

RTC Staff Present

Rachel Moriconi, Guy Preston, Sarah Christensen

Others Present

Mark Dettle, Santa Cruz City Public Works; Casey Carlson, Russell Chen, Matt Machado, and Rob Tidmore, County of Santa Cruz Public Works; Oxo Slayer, UCSC Alternate
Members of Public: Michael Pisano, Joni

1. Call to Order: Chair Kailash Mozumder called the meeting to order at 1:32 p.m.
2. Introductions: Introductions were made. All attendees participated by teleconference.
3. Oral Communications: None.

4. Additions, deletions, or changes to consent and regular agendas:
Chair Mozumder moved Item 9 ahead of Item 8.

CONSENT AGENDA

5. Approved Minutes of the September 23, 2021 ITAC meeting
6. Received RTC Meeting Highlights
7. Received Notice of SCCRTC online system for utility and right-of-entry on the rail corridor

The Committee approved a motion (Fontes/Gallogly) approving the consent agenda (15-0), with Wiesner, Mozumder (public works and planning proxy), Spangrud, Cheung, Gallogly, Fontes, Schenk, Meek, Urgo, Mengistu, Gallaher, Buika, Canin, and Hierling voting yes by roll call vote.

REGULAR AGENDA

9. 2021 Consolidated Grant Program – Preliminary Recommendations

Rachel Moriconi, RTC, presented preliminary recommendations for programming \$10.7 million in State Transportation Improvement Program (STIP), Surface Transportation Block Grant Program/ Regional Surface Transportation Program Exchange (STBG/RSTPX), Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA), and federal Highway Infrastructure Program (HIP) funds and solicited input from the committee. For projects recommended for partial funding, Ms. Moriconi reported that implementing agencies have indicated that they would be able to reduce the scope of their projects and/or would utilize other funds to implement projects. She noted that the preliminary recommendation leaves \$500,000 available for programming to priorities identified by committees or the RTC board.

Matt Machado recommended \$0 be programmed to METRO, Lift Line, and Highway 1 projects and reduced funding for planning, programming, and monitoring (PPM) and that those funds instead be programmed to County resurfacing projects. Several members expressed support for the staff recommendation, recognizing funding is insufficient to fund all of the projects and the range of projects that are eligible for funding.

Steve Wiesner made a motion that the ITAC recommend the RTC program \$500,000 currently unallocated to Alba Road resurfacing, prior to considering the staff recommendation. The motion failed due to lack of a second.

Murray Fontes/Claire Gallogly made a motion to support the staff recommendation. Piet Canin requested a friendly amendment to split the

\$500,000 balance between the Bike Challenge, San Andreas Road and Old San Jose-Soquel Drive resurfacing, consistent with the Bicycle Committee's recommendation. The amendment was not accepted by Fontes/Gallogly. Steve Wiesner requested a friendly amendment to program \$500,000 currently unallocated to Alba Road resurfacing, which was accepted by Fontes/Gallogly as part of the motion.

The committee unanimously approved a motion (Fontes/Gallogly) recommending the RTC program funds to projects identified in the preliminary staff recommendation, plus \$500,000 for Alba Road resurfacing (12-0), with Wiesner, Mozumder (2), Cheung, Gallogly, Fontes, Schenk, Meek, Urgo, Mengistu, Buika, and Spangrud voting yes by roll call vote. Members Gallaher, Canin, and Hierling abstained.

Guy Preston appreciated the committee for its input and unanimous recommendation, he noted that funding needs continue to exceed available funding, as demonstrated in the draft Regional Transportation Plan (RTP), and he encouraged agencies to leverage other sources.

2:40pm Members Mengistu and Urgo left the meeting.

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

Representatives from ITAC member agencies provided updates on projects, programs, studies and planning efforts.

Santa Cruz Public Works & Planning – Josh Spangrud reported that construction has restarted on the Highway 1/9 project. Construction will be starting for the San Lorenzo River levy path lighting project (Water St to Highway 1) and the West Cliff Drive storm damage repair project at Chico. Plans and specs are complete for the Chestnut Street project. Claire Gallogly reported the regional bikeshare program vendor is expected to be selected and to start in Spring/Summer 2022. Mark Dettle announced that Nathan Nguyen is the new Assistant Director and City Engineer.

Watsonville Public Works – Murray Fontes reported that construction on Airport Blvd. is expected to be completed by the end of the year. He noted that the city also applied for a Caltrans planning grant for a citywide Active Transportation Plan. He reported that completion of construction of pedestrian facilities on Lincoln St near Watsonville High School is delayed due to supply chain issues/delivery of materials, such as lights. Watsonville anticipates applying for Cycle 6 Active Transportation Program (ATP) funds the Lee Road trail project.

Watsonville Community Development – Justin Meeks reported they have been identifying bike share parking locations. City staff has been meeting with Caltrans to identify changes that could be made on SR152/Main St.

UCSC – Teresa Buika expressed excitement on progress on the bike share program. She noted traffic, parking numbers, and transit ridership is down and classes with over 150 students meeting online.

County of Santa Cruz Public Works – Steve Wiesner reported the Soquel Drive Buffered Bike Lanes and Congestion Mitigation Project is at about 65% design, with public meetings expected in January. Construction continues on the Soquel Adaptive Signal Project in Soquel Village. He noted the County is also awaiting delivery of materials, such as RRFBs, for several crosswalks. Half of 2016/17 storm damage repairs have been completed, but there are still over 90 locations left, with several locations in San Lorenzo Valley (SLV) under construction. Fire recovery – including new guardrails – is ongoing. Started construction of a new sidewalk and crosswalk near Rio Del Mar Elementary School. The County is gearing up to implement its 2022 Measure D program, including Buena Vista Dr. The County anticipates applying for an Active Transportation Program (ATP) grant for Green Valley and Holohan Road. Rob Tidmore reported that the County is soliciting input on the Notice of Preparation of an environmental impact report for Segments 10/11 of the Rail Trail.

County of Santa Cruz Planning: Anais Schenk reported that the Sustainable General Plan update is scheduled to be released in early 2022, which includes code updates. The County Active Transportation Plan technical advisory committee will meet in October, with a draft project list and plan under development which takes into consideration considerable input from the community. The County is also working with AMBAG on the Regional Housing Needs Assessment (RHNA) and housing element, taking into consideration infrastructure needs associated with new housing.

Capitola – Kailash Mozumder reported that the 41st Avenue adaptive signal project is under construction.

Caltrans District 5 – Malinda Gallaher noted updates on Caltrans construction projects were included in the packet. Local assistance is working on the Clean California Program. Local Assistance is also going to be rolling out trainings and other tools to help agencies implementing projects.

Ecology Action - Piet Canin reported they are working with the County to solicit input on the draft Santa Cruz County Active Transportation Plan. The October Bike Challenge wrapped up and Ecology Action is working with the City of Santa Cruz on its downtown e-bike rebate program. He noted

Central Coast Community Energy and MBARD also have electric bike rebate programs. He also reported that they completed a micromobility study for Watsonville funded by the CA Air Resources Board.

MBARD – Alan Romero congratulated Capitola and the County for their adaptive signal projects. He reported more funding is available for infrastructure projects, electric vehicle projects, including light/medium-duty vehicles and city refuge vehicles. He also announced he is retiring at the end of December.

2:50pm Members Schenk and Romero left the meeting.

10. Draft 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS)

Paul Hierling, AMBAG provided a summary of the draft 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). He noted the draft MTP/SCS and Environmental Impact Report (EIR) is being released for public review, with several public hearings and workshops to be held in January. ITAC members were encouraged to review the project lists, financial assumptions, and environmental document and to share information on implementation strategies.

3:00pm Members Fontes and Meek left the meeting.

11. Updates on Funding Opportunities

Rachel Moriconi noted Active Transportation Program (ATP) call for projects is anticipated in March, with applications due in June. She urged agencies to apply for state and federal grants, utilize their Measure D funds to implement projects and leverage grants. She also reminded agencies that FY20/21 expenditure reports for SB1 Local Street and Road and Measure D funds are due in December. She noted that staff is still awaiting details on any formula federal funds which may be available for programming from the Infrastructure Investment and Jobs Act (IIJA).

12. Next meeting. The next meeting of the ITAC is scheduled for December 16, 2021. Meetings will be canceled if there are no action items to be considered by the committee.

Adjournment: The meeting adjourned at 3:10 p.m.

Minutes prepared by Rachel Moriconi, Sr. Transportation Planner

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TO: Santa Cruz County Regional Transportation Commission
FROM: Grace Blakeslee, Senior Transportation Planner
RE: Santa Cruz Branch Rail Corridor – Amendment to the Professional Services Agreement with Harris & Associates (TP2064-01) for Environmental Permitting and Analysis

RECOMMENDATIONS

Regional Transportation Commission staff recommends that the Regional Transportation Commission (RTC) adopt a resolution ([Attachment 1](#)) authorizing the Executive Director to amend the contract with Harris & Associates (TP2064-01) to update the scope, schedule and cost estimates ([Attachment 1](#): Exhibit A) and to increase the contract compensation by \$150,000 for a total not to exceed amount of \$756,198 for environmental permitting, analysis of maintenance activities along the Santa Cruz Branch Rail Line corridor.

BACKGROUND

As owner of the 32-mile Santa Cruz Branch Rail Line (SCBRL), the Regional Transportation Commission (RTC) is responsible for maintenance of the SCBRL right-of-way outside of the freight easement. The Administration and Coordination and Licensing (ACL) agreement with St. Paul and Pacific Rail Road (SPPR) also requires RTC to complete initial repairs within the freight easement, which includes storm damage. To perform the repair and maintenance work, environmental analysis and, in some locations, permitting is required.

In November 2019, RTC contracted with Harris & Associates to conduct environmental analysis and permitting for storm damage repair sites 5 & 6, bridge repairs, and to prepare a multi-year maintenance permit. An approved multi-year maintenance permit would allow the RTC to repair bridges, culverts, and other infrastructure in an expedited manner rather than having to obtain project-specific permits for each repair.

DISCUSSION

The need for environmental analysis of storm damage repair site 4 and to advance environmental analysis for some maintenance projects prior to completion of a multi-year maintenance permit was identified subsequent to

Environmental Permitting Contract Amendment

RTC entering into the contract with Harris & Associates. Also, additional information gathered through field reconnaissance and changes to environmental regulations informed the need for further environmental analysis of some sites. Completing environmental analysis for maintenance efforts in advance of the multi-year programmatic permit and adding environmental analysis of storm damage Site 4 required analysis, construction surveys and monitoring that was not originally anticipated. To maintain the schedule of maintenance efforts and repairs in 2020 and 2021, staff adjusted the scope of work and reallocated funding between tasks to ensure all priority maintenance could be completed, if feasible, based on the environmental conditions at each site.

As a result of the unanticipated work for storm damage repair site 4 and maintenance repairs completed in advance of the multi-year permit approval, additional funding is needed to complete tasks for the multi-year maintenance permit. This work includes refining the list of project activities, completing a detailed project description for permitting purposes, delineating locations of sensitive habitats at sites that were identified as requiring permits, and additional resource agency coordination.

The amended scope of services and schedule are included as Attachment 1: Exhibit A1-3. Tasks that were not anticipated in the original scope of work and refinements to the scope of work for work that still needs to be completed are underlined.

Staff recommends that the Regional Transportation Commission (RTC) adopt a resolution (Attachment 1) authorizing the Executive Director to amend the contract with Harris & Associates (TP2064-01) to update the scope, schedule and cost estimates (Attachment 1: Exhibit A) and to increase the contract compensation by \$150,000 for a total not to exceed amount of \$756,198 for environmental permitting, analysis of maintenance activities along the Santa Cruz Branch Rail Line corridor.

FISCAL IMPACT

There are no new fiscal impacts due to this proposed amendment. Environmental permitting for storm damage repair sites is funded through Measure D Rail Corridor funds. Environmental permitting for maintenance activities is funded through Measure D Active Transportation funds for Corridor Encroachment & Maintenance. The funding needed to complete environmental permitting tasks identified in the amendment to the contract with Harris & Associates for environmental analysis and permitting was included in the amendment to the RTC's FY21/22 budget and Measure D 5-

Environmental Permitting Contract Amendment

Year Plan approved at the October 7, 20201 RTC meeting. Staff will seek reimbursement from the Federal Emergency Management Agency (FEMA) and the California Office of Emergency Services (CalOES) for costs associated with 2017 storm damage repair sites.

SUMMARY

Maintenance and repairs along the Santa Cruz Branch Rail Line corridor requires environmental analysis and, in some locations, permitting. In November 2019, RTC contracted with Harris & Associates to conduct environmental analysis and permitting for projects Storm Damage Sites 5 & 6 and to prepare a multi-year maintenance permit for the Santa Cruz Branch Rail Line. An amendment to the contract with Harris & Associates is needed to complete work for the multi-year maintenance permit.

ATTACHMENTS:

1. Resolution for Environmental Services Contract Amendment
 - a. Exhibit A: Draft Contract Amendment
 - b. Exhibit A1-3: Scope of Services and Schedule

RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of December 2, 2021
on the motion of Commissioner
duly seconded by Commissioner

A RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO AMEND
CONTRACT #2064-01 WITH HARRIS & ASSOCIATES
FOR ENVIRONMENTAL PERMITTING SERVICES

WHEREAS, the Regional Transportation Commission (RTC) purchased the Santa Cruz Branch Rail Line (Branch Line) in October 2012;

WHEREAS, in early 2017, the Branch Line suffered damages due to historic rain storms that hit Santa Cruz County and other parts of the state;

WHEREAS, the heavy rain storms of 2017 were declared state and national disasters and the RTC submitted a Request for Public Assistance to the Federal Emergency Management Agency (FEMA);

WHEREAS, in July 2018, the RTC entered into an Administration, Coordination and Licensing (ACL) Agreement with St. Paul and Pacific Railroad (SPPR) a company of Progressive Rail which designates SPPR as the new railroad operator;

WHEREAS, SPPR owns a freight easement extending ten feet from the centerline of railroad tracks on the Branch Line;

WHEREAS, Section 5 of the ACL agreement with SPPR requires that the Regional Transportation Commission (RTC) fund and complete initial repairs to the freight easement property;

WHEREAS, initial repairs include repair of storm damage, maintenance of drainage facilities (such as culverts and drainage ditches), bridge repairs, at-grade roadway crossing maintenance, track and ballast repairs, and vegetation control;

WHEREAS, the rail right-of-way extends beyond the limits of the freight easement, RTC will also have maintenance work to preserve the rail right-of-way, beyond those boundaries;

WHEREAS, preservation and maintenance of the Santa Cruz Branch Rail Line is needed to support future transportation uses of the Santa Cruz Branch Rail Line corridor, including a multi-use trail next to the rail line and freight and excursion rail services;

WHEREAS, environmental permitting is required to undertake work associated with

Storm Damage Site 5 & 6 repairs, bridge repairs and maintenance activities;

WHEREAS, RTC entered into a contract with Harris and Associates in November 2019 to conduct environmental analysis and permitting for Storm Damage Site 5 & 6 repairs, bridge repairs and maintenance activities;

WHEREAS, the need for environmental analysis of storm damage repair site 4 and to advance environmental analysis for some maintenance projects prior to completion of a multi-year maintenance permit was identified subsequent to RTC entering into the contract with Harris & Associates;

WHEREAS, as a result of the unanticipated work for storm damage repair site 4 and maintenance repairs completed in advance of the multi-year permit approval, additional funding is needed to complete tasks for the multi-year maintenance permit;

WHEREAS, the draft contract amendment includes an amended scope, schedule and cost estimate as Exhibit A;

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

1. The Executive Director is authorized to amend the contract with Harris & Associates (TP2064-01) to update the scope, schedule and cost estimates (Attachment 1: Exhibit A) and to increase the contract compensation by \$150,000 for a total not to exceed amount of \$756,198 for environmental permitting, analysis of maintenance activities along the Santa Cruz Branch Rail Line corridor, subject to final approval as to form by legal counsel.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

ATTEST:

Sandy Brown, Chair

Guy Preston, Secretary

Distribution: RTC Fiscal, RTC and Consultant Project Managers

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SCOPE OF WORK FOR THE SANTA CRUZ BRANCH RAIL LINE MAINTENANCE AND REPAIR PROJECT

Task 1. Project Management

Communication and Coordination. Harris project management focuses on clear communication and coordination between all team members, which is critical for moving forward efficiently and effectively through the project process. Throughout implementation of the RTC Santa Cruz Branch Rail Line (SCBRL) project/s and maintenance program, the Harris management team will provide all meeting and conference call notes, as well as decisions and side conversations as appropriate, to the Project team and relevant players to ensure that everyone has a common understanding of project progress and next steps.

In addition, Harris will conduct bi-weekly conference calls (and more, as needed); attend all required project meetings, including those with regulatory agencies; and will prepare an accompanying list of action items that will be emailed to the team prior to and following each call and/or meeting. Because of the complexity and concurrent timeline of the ~~three~~ two projects (Project 1. Maintenance and Repair along the rail line and Project 2. Site 4, 5 and 6 Storm Repairs), more frequent communication ensures that the project remains on schedule and within the defined budgets. Identified project changes can be addressed promptly and efficiently so that all of the projects continue to move forward.

Communication and coordination also involves discussion regarding regulatory requirements and their application to maintenance activities on the Santa Cruz Branch Rail Line; options for permitting maintenance activities and for advancing maintenance and repair sub-projects (under Project 1); and scheduling and providing oversight of biological survey and monitoring for sub-projects.

Budget and Schedule Control. Harris uses Deltek Vision to track project budgets and prepare monthly invoices and progress reports. We will track the ~~three~~ two project schedules by using the Critical Path Method (CPM) schedule updates and submitting tracking logs to inform the RTC on the project status. In order to capture the efficiency of the overlapping permitting needs of the ~~three~~ two projects, it is critical that the schedule is kept up to date, allowing the team to capture all opportunities to combine efforts, minimizing timelines and costs across the ~~three~~ two projects.

Task 1 Deliverables:

- Monthly invoices and progress reports that include updates on the ~~three~~ two project schedules, including CPM schedule updates and a tracking log for each project

Task 1 Assumptions:

- Harris assumes two (2) conference calls per month (biweekly) will be sufficient to keep the project team adequately informed on project activities. If additional time is required, the scope can be modified to support more frequent communication.
- Task 1 does not include presentations or attendance at public or other special meetings (e.g., board meetings).

Task 2. Resource Identification and Data Collection

TASK 2.1 - REVIEW OF BACKGROUND DATA AND EXISTING INFORMATION/RECONNAISSANCE SURVEYS

The Harris Team, including EcoSystems West, will review background and existing information to inform and refine the strategy for

- Project 1 - Implementing a series of maintenance activities, including bridge maintenance, throughout the Santa Cruz Branch Rail Line and
- Project 2 - Repairing storm damage to Sites 4, 5 and 6, as previously identified by the RTC

~~Project 3—Implementing a series of bridge repair and rehabilitation projects along the Santa Cruz Branch Rail Line (combined with Project 1).~~

The relationships between the maintenance actions needed along the entire Branch Rail Line and the subset of other projects (Sites 5 and 6 and the bridge replacement and rehabilitation projects) along the line may provide opportunities to streamline the maintenance program and project designs, technical reports permitting, and mitigation requirements. Any streamlining that can be identified early in the process can be used to

reduce effort, saving time and money. Initially the Harris team will review all relevant existing documents and data sources for ~~all three~~ two projects.

This includes documents provided by the RTC and other local agencies, information readily available from online sources, documents in the Harris Team's libraries, and discussions with RTC staff. Existing data sources that will be reviewed include queries of state and federal databases (e.g., CDFW's California Natural Diversity Database, USFWS's Information for Planning and Consultation, CNPS's Rare Plant Inventory) for special status species and their habitats, including critical habitat; flood maps, parcel maps, and prime farmland maps; existing documents such as biological assessments and other technical documents that have been prepared for the Santa Cruz Branch Rail Line; and the Cortese list for hazardous materials.

The project team will undertake a reconnaissance level field survey of the areas along the Santa Cruz Branch Rail Line that have been identified for maintenance, repairs and/or rehabilitation actions, to ground truth our initial understanding of the projects. This information will be used, along with the information gained through review of existing documents, to prepare a detailed project description for each project and identify opportunities and constraints, as described in the tasks below.

All resources identified through literature and database review and field reconnaissance will be documented and mapped using Global Positioning System (GPS) units and georeferenced photos. We will generate GIS shapefiles/layers to develop resource maps and provide the GIS shapefiles to the RTC as requested.

Following the review of existing information and reconnaissance level surveys, the Harris Team will identify any information that is necessary for project development, but is not available in existing documents, and will produce a memorandum that includes a list of data gaps, including requirements and strategies to obtain this information.

Harris Team will evaluate a series of sub-project locations identified by the RTC to identify specific features (culverts, ditches, bridges, or the rail line itself) along the rail line that required maintenance and repair, and to determine if permitting with federal agencies (ACOE, Regional Board, USFWS and/or NOAA Fisheries) would be required, and/or what BMPs would be needed to advance the work without permitting, if allowable. For each sub-project and set of locations, a memorandum or report was produced with permitting recommendations and/or BMP guidance specific to the project and location.

Task 2.1 Deliverables:

- Memorandum with list of any data gaps to finalize the project description(s) and/or prepare permit packages
- Memorandums describing environmental analysis of sub-projects 1A – 1J.:
 - 1A Culvert and Drainage Maintenance and Repair (January - April 2020) - 14 locations between MP 9.36 and 20.43
 - 1B Manresa Slip Site (January 2020) - MP 8.85
 - 1C Site 4 Storm Repair Project (April – June 2020) – MP 13.27
 - 1D MP 8 Maintenance Activities (August - October 2020) - Maintenance Activities between MP 8 and MP 8.4
 - 1E Pajaro River Bridge Rehabilitation (December 2020 – April 2021) – MP 1.06
 - 1F Vegetation Management (February – April 2021) – Between MP 3 and MP 23
 - 1G Culvert and Ditch Re-establishment (April – July 2021) - 12 locations between 5.29 and 18.17
 - 1H Debris Removal (May – June 2021) – 19 locations between MP 8.9 and MP 27.5
 - 1I Vegetation Management (August 2021) – MP 6.85 and MP 8.65
 - 1J North Coast Culverts (August 2021) – 19 locations between MP 23.25 to MP 29.30
- Review of herbicide application as a maintenance procedure along the rail line.

Task 2.1 Assumptions:

- Harris assumes that there will be little or no revisions to the table of data gaps.
- If additional data is needed, the RTC will retain the technical expertise (e.g. project engineer) or otherwise provide the information. The Harris Team can assist with preparing the scope of work, although this task is not currently included in this scope.

TASK 2.2 - DETAILED PROJECT DESCRIPTION

A strong, detailed project description is essential for preparing regulatory permit application packages. The Harris Team, including EcoSystems West, will work with the RTC to develop detailed project descriptions for both individual projects and the Maintenance and Repair Permit, including implementation methods.

Each project description will include:

- An overview of the resources located within the specific project area/s (e.g., soils, hydrology, habitat types, wildlife),
- Design and/or list of actions and locations associated with each of the two projects),
- sensitive species and habitats within the project area/s
- Regulatory triggers (e.g., jurisdictional waters and wetlands of the U.S., federally-listed species and critical habitat)
- Impacts that will occur through implementation of the project/s.
- Measures to avoid and minimize impacts to identified resources.

The Harris Team will work with RTC to refine the list of activities to be addressed under the 5-Year Maintenance and Repair Permit package based on the list of culverts and ditches provided to Harris by RTC and:

- List of targeted project activities provided by the RTC and subsequent memoranda prepared by the Harris Team; and
- Locations of federally-protected resources including jurisdictional features (wetlands and waters of the U.S.), federally-protected species and critical habitat, and cultural and historical resources.

Furthermore, the Harris Team will meet with RTC personnel in the field (up to 15) to identify and discuss specific maintenance and repair locations; methodologies (equipment, schedule, timing); and the need for permitting vs. Best Management Practices, preconstruction surveys, and biological monitoring.

Task 2.2 Deliverables:

- For each project, one (1) Draft and (1) Final Plan/Project Description in electronic copy (both Word and pdf files) for RTC review (for a total of two (2) Project Descriptions)
- The Harris Team will prepare up to 10 project descriptions for maintenance and repair sub- projects 1A – 1J.
- The Harris Team will meet with RTC personnel in the field 12 times to identify and discuss specific maintenance and repair locations; methodologies (equipment, schedule, timing); and need for permitting vs. Best Management Practices, preconstruction surveys and biological monitoring.

Task 2.2 Assumptions:

- There will be only one round of consolidated comments submitted on each of the two (2) Draft Project Description(s), and revisions to the documents will not require major changes to the document.
- Project 1 will include culvert clearing, bridge repair and replacement; ditch regrading (including modifications to hydrology along the rail line and development of outlet structures); debris removal; and vegetation management including track mounted mastication, mowing and herbicide application.
- Harris will attend three (3) meetings with RTC staff to discuss the RTC's current and future maintenance and project needs [i.e., Sites 4, 5 and 6, Project 1, as needed.)

TASK 2.3 - OPPORTUNITIES AND CONSTRAINTS ANALYSIS

Using the project descriptions developed in Task 2.2, an opportunities and constraints analysis will be conducted for ~~the three~~ two projects to focus the permitting strategy (approach and schedule) and facilitate permit streamlining where possible. We anticipate a shorter timeline for implementation of Project 2- Storm Repair at Sites 4, 5 and 6, than for Projects 1; however, wherever feasible and depending on the RTC's desired schedule of project implementation, we will examine the potential to combine permitting efforts.

For Project 1, the Santa Cruz Branch Line maintenance program, a geographic information systems (GIS)-based opportunities and constraints analysis will be undertaken. The list of current and future maintenance, restoration and rehabilitation actions identified in the project description will be used to create a list of proposed actions. These actions will then be linked to specific locations within the RTC Santa Cruz Branch Rail Line (e.g., culverts that need maintenance, vegetation management) using GIS. Additional spatial information collected during Task 2.1 - such as slope, aspect, vegetation, creek/riparian corridor crossings, and proximity to infrastructure and/or homes, flood plains, aquatic features, sensitive species and known hazardous materials sites - will be entered into the GIS database for context. A spatial analysis will be conducted by comparing project actions against mapped resources, revealing the complexity of each of the proposed actions, while linking similarities in a spatial representation to identify opportunities to group project actions.

For both Projects 1 and 2, design-related opportunities and constraints will be identified and used to analyze the feasibility of the proposed actions on the resources identified in the project descriptions. Harris is very successful in working with engineers, designers, and regulatory agencies early in the process to minimize impacts and mitigation requirements, working towards the most environmentally sensitive designs. The Harris Team can also help identify options for bioengineering and infrastructure modifications where possible.

Opportunities to develop a maintenance permitting process for Project 1 will be assessed at this time, through review of regional programmatic maintenance permits (RGP) 15, 16 and 17 that have been prepared for other jurisdictions within the San Francisco Region of the USACE. These regional permits would serve as models for the development of a programmatic permit specific to the RTC's maintenance and bridge repair actions. We will also explore opportunities to develop a collaborative programmatic permit involving multiple agencies, modeled after RGP 13 Santa Cruz County Permit Coordination Program, that would allow for consolidated permitting through multiple agencies. Our assessment of opportunities to develop a consolidated programmatic permit for the RTC would consist of the following components:

- List and define the actions to be covered by the programmatic permit (developed in Task 2.2 above),
- Analyze funding sources (FEMA, Caltrans, and others) that may require specialized permitting, and/ or reporting, based on prioritization of proposed actions (developed in coordination with the RTC during this Task 2.3),
- Identify sensitive resources potentially affected by proposed actions (developed in Task 2.1 above),
- Find opportunities for avoidance, minimization, and mitigation that would be beneficial to sensitive resources (identified through the opportunities and constraints analysis in Task 2.3),
- Coordinate with resource agencies with jurisdiction over the affected sensitive resources and that have an interest in this programmatic permitting opportunity (providing advantages to habitat and species conservation within the context of regional conservation efforts) (developed in Task 2.4 below)
- Ensure that projects meet criteria of proposed actions in order to qualify for programmatic permitting (determined in coordination with participating agencies during Task 2.4 below).

At this time, we would also consider permitting the RTC's maintenance program under existing applicable Nationwide Permits (NWP), such as NWP 3 Maintenance, 13 Bank Stabilization, 14 Transportation Projects, 18 Minor Discharges, and 19 Minor Dredging. The determined permitting strategy would be developed in discussions with the RTC based on the outcomes of our assessment, the RTC's anticipated timelines for program implementation, and a cost/benefit analysis of the available options.

For Project 2, and/or for other actions that are of high scheduling priority to the RTC, we anticipate coverage under existing NWPs and/or partnerships with agencies that already have applicable programmatic permits. This would allow for a more expedited start of these actions, prior to the RTC securing their own programmatic permit.

Specific proposed maintenance, repair, and replacement actions can be prioritized for permitting and implementation during the opportunities and constraints analysis. This determination would be made in collaboration with the RTC based on 1) importance to the RTC's program goals and objectives, 2) ease of design and implementation, 3) funding availability, 4) spatial and temporal relationship(s) to other proposed actions, and 5) permitting opportunities.

Task 2.3 Deliverables:

Memoranda including a list and map of planned actions and locations, and describing the results of the opportunities and constraints analysis, including a list of priorities to consider for BMPs, permitting, and implementation. This memorandum will be appended to the plan description developed in Task 2.2.

- Master Table of Project Activities to be included in 5-Year Permit Effort and WebMap
- Review of the Interstate Commerce and Commission Termination Act

Task 2.3 Assumptions:

- There will be only one round of consolidated comments submitted on the draft opportunities and constraints memorandum and map, and revisions to the document will not require major changes to the document.
- Harris will attend up to two (2) meetings with RTC staff to discuss the assessment methodology for the opportunities and constraints analysis and to determine priorities for funding and implementation.

Task 3. Technical Studies

The Harris Team, including EcoSystems West, will prepare technical studies, on an as needed basis identified during Task 2.1 Review of Background and Existing Information/Reconnaissance Surveys to support environmental permitting for the two projects.

The technical documents that will be needed for permitting will be identified in the data gap memorandum prepared in Task 2.1, and as required in permitting packages. We anticipate the need to prepare the following technical documents, which are described in Tasks 3.1-3.4:

- Wetland Delineation and Preliminary Jurisdictional Determination (i.e., Aquatic Resources Delineation),
- Biological Assessment Report,
- Cultural Resources Report, and
- Historical Architecture Report.

The Harris Team recognizes that the structure of the programmatic permit will be developed in conjunction with the regulatory agencies, and therefore may have different requirements and/or strategies for providing technical information for permitting purposes. For instance, programmatic permits cover general maintenance actions, with annual development of the proposed work schedule and project area locations for the upcoming year. In this case, jurisdictional delineations and cultural reports would also be prepared annually to cover all proposed actions within the upcoming year's project area/s through descriptions of aquatic and cultural features that fall within them. However, some agencies prefer to permit multiple, specific actions and locations; in these cases, a larger, more comprehensive jurisdictional delineation and cultural resources reports would save the RTC time and money. Based on our experience, we currently expect the following schedule for providing technical documents for permitting, and project implementation:

Project 1 - Implementing a series of maintenance actions, including bridge repairs, throughout the Santa Cruz Branch Rail Line. The Harris Team will prepare a table that identifies the locations of proposed project activities and corresponding resources that are federally-protected (jurisdictional wetlands and other waters and federally-listed species, critical habitat, known and potential habitat).

Project 2 - Repairing storm damage to Sites 5 and 6, as previously identified by the RTC (anticipated to be implemented on a shorter timeline than Projects 1 and 3). The Harris Team will prepare technical documents upon award of contracts and completion of Tasks 2.1 through 2.3 to facilitate a short schedule for Project 2 stand-alone permitting.

TASK 3.1 - WETLAND DELINEATION AND PRELIMINARY JURISDICTIONAL DETERMINATION

Waters and wetlands of the U.S. are protected via the Clean Water Act, and impacts from project implementation on these resources must be mitigated. A wetland delineation and subsequent verification by the Army Corps of Engineers (USACE) is used to determine the extent of waters and wetlands of the U.S. within a project area. Wetland delineations involve an investment of time and funding to complete, and have a lifespan of 3 years (with subsequent renewal possible). Our proposed recommendation for preparation of technical documents (described above) would apply to the preparation of wetland delineations for Projects 1 and 2.

For the purposes of this scope we propose the following:

For Project 1, EcoSystems West biologists would complete a reconnaissance-level survey of the line to identify maintenance and repair projects that are in or near potential jurisdictional wetlands and waters of the U.S. In addition, Ecosystems West will evaluate the Pajaro River Bridge Rehabilitation project for federal waters of the US. For the 5-Year Permit, EcoSystems West biologists will prepare a wetland delineation report map that describes all jurisdictional aquatic features and wetlands potentially affected by maintenance and repair actions proposed to be performed over the 5-year period.

For Project 2, EcoSystems West would conduct a stand-alone wetland delineation for Sites 4,5, & 6 to facilitate project permitting and implementation. The Harris Team would initiate project permitting efforts on a more accelerated timeline than Project 1.

~~For Project 3, EcoSystems West would conduct wetland delineations, as necessary, under the programmatic permit, if the specific proposed bridge repair/replacement is determined to meet programmatic permit criteria; or as a stand-alone technical study, where individual permitting is required.~~

The team's qualified biologists with EcoSystems West will conduct a formal jurisdictional wetland delineation of wetlands and "other waters" of the U.S. using protocols outlined in the U.S. Army Corps of Engineers (ACOE) Wetlands Delineation Manual (Environmental Laboratory 1987) and the Regional Supplements to the Corps of Engineers Wetland Delineation Manual: Mountains and Valleys and Arid West Region, Version 2.0 (Environmental Laboratory 2008). The USACE defines three criteria to delineate wetlands: (1) hydrophytic vegetation, (2) wetland hydrology, and (3) hydric soils.

We will map wetlands in the field using resource-grade GPS technology and will use standardized USACE data sheets for collecting information in the field. Any wetland plants not readily identifiable in the field will be collected and identified to the species level using the Jepson Manual Vascular Plants of California, Volume 2 (Baldwin et al 2012) or other regional taxonomic reference guides.

The Wetland Delineation Report will indicate the extent and location of potential jurisdictional wetlands and "other waters" of the U.S. under Section 404 of the Clean Water Act and the California Coastal Act. The report will include sufficient detail to determine whether wetland features may also be pursuant to Section 401 of the Clean Water Act, Sections 9 and 10 of the Rivers and Harbor Act, the Porter Cologne Water Quality Act, Section 30121 of the Coastal Act, and/or Sections 1600-1607 of the California Fish and Game Code. Completed data sheets and a detailed map identifying wetlands and other waters within the study area will be included in the report.

In addition, as noted above, the 5-Year Permit application package will require a comprehensive wetland delineation for all wetlands and other waters that will be impacted by proposed project activities.

Task 3.1 Deliverables:

- Site 5 Draft and final jurisdictional reports (in Word and pdf formats)
- Site 4 wetland assessment
- Pajaro Bridge Rehabilitation wetland assessment.
- The Harris Team will prepare a jurisdictional delineation of all wetlands and other waters subject to federal jurisdiction for the 5-Year Permit.

Task 3.1 Assumptions:

- The RTC will provide one set of consolidated comments for the Draft Jurisdiction Delineation Reports, and there will be one round of RTC review and revisions.

- The Harris Team (EcoSystems West) will attend one (1) meeting in the field per delineation to confirm the jurisdictional wetland delineations.

TASK 3.2 - BIOLOGICAL ASSESSMENT REPORT

The Harris Team, which includes qualified biologists from EcoSystems West, will prepare up to three Biological Assessment Reports to support the implementation of all ~~three~~ two projects. These reports will be used throughout the permit/implementation period for the projects, providing supporting documentation for permitting requirements by regulatory agencies. The biologists will review all relevant studies, available aerial photos, and other literature that describes the biological resources within all ~~three~~ two project areas that may be impacted through implementation of the proposed actions. This includes information obtained during Task 2.1 from the California Natural Diversity Data Base (CNDDDB) (2021) of special-status plant and wildlife species for the relevant and surrounding USGS 7.5 quadrangles, and the California Native Plant Society's (CNPS) *Inventory of Rare and Endangered Vascular Plants of California (2021)*. The U.S. Fish and Wildlife Service (USFWS) National Wetland Inventory maps, consultation with USFWS for federally listed species and CDFW for state listed species.

From these sources, we will develop target lists of potentially occurring plant and wildlife species. We will also utilize our current knowledge of the biological resources present along the Santa Cruz Branch Rail Line, based on recent projects performed in the area, our preliminary reconnaissance field visit, and consultation with the RTC and recognized local experts.

Our biologists will conduct a field survey of the ~~three~~ two proposed project areas. Based on data gaps identified in Task 2.1, and the project descriptions developed in Task 2.2, EcoSystems West will survey areas with known and potential sensitive biological resources. The survey area will include an additional 30-meter buffer, wherever feasible. We will evaluate the project areas and surroundings for the presence or potential presence of sensitive habitats, rare plants, wildlife species, and wildlife movement.

The botanists will characterize the natural community/habitat types along the proposed trail alignment based on the plant community classification schemes of Holland (1986), Sawyer et al (2009), and CDFW (2018); and will evaluate the alignment for the presence of special-status plant species. All vascular plant species identifiable at the time of our surveys will be identified to species or infra-specific taxon using keys and descriptions in the Jepson Manual (Baldwin et al 2012) or other appropriate regional floras. A complete checklist of vascular plant species observed on the site will be compiled and included in the inventory. We will also identify and map high concentrations of invasive weeds including those identified by the California Invasive Plant Council and USDA.

The biologists will evaluate the proposed project areas and surroundings for common, sensitive, and non-native (predatory) wildlife species. We will examine all habitat types along the proposed trail alignment for potential habitat for invertebrates, fish, amphibians and reptiles, avian species, and mammals, including the sensitive species identified on our target list. We will document any incidental observations of wildlife and make a preliminary assessment of wildlife movement near the project sites by looking for and documenting sign, including trails, tracks, and/or scat.

The locations of all identified sensitive resources will be documented and mapped using Global Positioning System (GPS) units and photos, and will use GIS shapefiles/layers to develop detailed resource maps and provide the shapefiles to the RTC as requested.

Depending on the relative timing of Projects 1 and 2, EcoSystems West will prepare up to ~~three~~ two Biological Assessment Reports. The number of reports generated would ultimately be based on discussions with the RTC, as noted above. We anticipate that at least two separate reports will be required due to the anticipated accelerated timeline for Project 2.

The Biological Assessment Report/s will document potential and known sensitive biological resources in and near the proposed project sites. We will recommend feasible mitigation measures to avoid, minimize, or mitigate potential impacts. After internal circulation and review, a revised Biological Assessment Report will be prepared.

EcoSystems West will prepare a stand-alone federal Biological Assessment Report (BA) Habitat Site Assessments for California red-legged frog (CRLF), California tiger salamander (CTS) and Santa Cruz long toed salamander (SCLTS) and for federally-listed fish species, as needed, to support project permitting and agency consultation. Based on the USFWS Guidance, the biologists will document the findings of

literature and data base review, consultations with other resident experts, and field habitat assessment. The federal BA will include an effects analysis and conclusion and determination of effects for each species.

Task 3.2 Deliverables:

- Site 5 Draft and final Biological Assessment Reports and Appendix (in both Word and pdf formats).
- Site 4 Storm Repair Project draft and final Biological Assessment Reports and Appendix (in both Word and pdf formats).
- Pajaro River Bridge Rehabilitation Project draft and final Biological Assessment Reports and Appendix (in both Word and pdf formats).
- Prepare a federal Biological Assessment for species listed under the federal Endangered Species Act for the 5-Year Permit.

Task 3.2 Assumptions:

- The RTC will provide one set of consolidated comments to the Harris Team (EcoSystems West) per each Draft Biological Assessment Report and Appendix, and there will be one round of RTC review and revisions.

TASK 3.3 - CULTURAL RESOURCES REPORT AND NATIVE AMERICAN CONSULTATION

The team's professionally qualified staff with Albion will produce a single archaeological report that will satisfy requirements

of the programmatic permit application, as well as permitting applications for storm damage sites 5 and 6 and rail line bridge repairs. Combining these requirements into a single study will streamline the permitting process and reduce redundancy by eliminating the need for multiple records searches and separate Native American outreach efforts for each task. All background historical research, the records search, and Native American outreach will be conducted as part of this study, along with field surveys for sites 5 and 6. The report will include a sensitivity analysis for archaeological resources along the entire Rail Line, specific recommendations for sites 5 and 6, and recommendations for additional fieldwork, monitoring, and supplementary studies that may be necessary as other specific maintenance and repair projects come online.

The records search at the Northwest Information Center (NWIC) of the California Historical Resources Information System (CHRIS) at Sonoma State University will include information on known cultural resources and previous studies within a half-mile radius of the entire Rail Line, including resources listed on national, state, and local heritage inventories. Encompassing the entire line will satisfy the needs of programmatic permitting and all known and future maintenance and repair projects, and the half-mile radius will fulfill federal (Section 106 of the NHPA) requirements. Albion will also conduct background historical research, and will examine archival maps and photos and undertake a desktop geoarchaeological review of local soil conditions, for evidence of potential buried cultural resources along the rail corridor.

On behalf of the RTC as lead agency, Albion will contact the Native American Heritage Commission (NAHC) in writing with an attached map of the Rail Line, requesting a search of the Sacred Lands Inventory File for any sensitive resources within or adjacent to the corridor. We will also request a list of Native American individuals and groups to contact for consultation regarding cultural resources, and will contact each of these stakeholders in writing and by phone. . Following background research and Native American outreach, a detailed pedestrian survey of storm repair sites 5 and 6 will be conducted for evidence of cultural resources visible on the surface.

This information will be included in a Cultural Resources Report, which will meet the Secretary of the Interior's Standards for Archaeological Documentation and will contain sufficient detail for preparation of environmental documents to satisfy Section 106 of the NHPA. This report will include a detailed description and map of the Rail Line and specific project areas, historical context and other background research, field methods, results and documentation of Native American outreach, descriptions of all identified cultural resources in and adjacent to the Rail Line, a sensitivity assessment of the entire rail corridor determination of potential effects on cultural resources that may occur through implementation of repairs at sites 5 and 6, and recommendations for any additional archaeological testing, monitoring, or other cultural resource studies. This report will be used in the various permit applications, drawing on those resources relevant to each document or permit.

Task 3.3 Deliverables:

- Draft and Final Cultural Resources Reports in electronic format (in both Word and pdf formats) .
- Draft and Final letter to SHPO in electronic format (sent to USACE) .

Task 3.3 Assumptions:

- The RTC will provide one set of consolidated comments for the Draft Cultural Resources Report, there will be one round of RTC review and revisions, and changes to the document will be minimal.

TASK 3.4 - HISTORIC ARCHITECTURE REPORT AND DOCUMENTATION

To support the cultural resources evaluation portion of the project, the team's architectural historian with Rincon will evaluate the historic characteristics of the Santa Cruz Branch Line Rail to determine necessary listings for both the National Register of Historic Places and California Register of Historic Places. Through our previous work that has been undertaken for earlier projects along the Santa Cruz Branch Rail Line, the rail line varies in the degree of historic significance and thus will require varying levels of requirements to register on both the National and State Registers of Historic Places. Furthermore, portions of the Rail Line have already been identified and listed as National and/or California Historic Places, and will not require additional reporting, but must comply with requirements to preserve the resources, as required through their registration.

A built environment technical study will be prepared to identify historic properties resources and historical resources which could be affected by work efforts related to Projects 1 and 2. Background research will consist of a review of primary and secondary source materials, and the results of the CHRIS records search, which will be completed a part of Task 3.3. Following the background research, a field survey will be conducted to identify built environment properties which could qualify as historic properties under Section 106 of the NHPA.

The technical report will include the results of the background research and field survey, assessment of impacts, and management recommendations. For purposes of this scope and providing a cost estimate, it is assumed that up to 40 properties will be recorded on California Department of Parks and Recreation (DPR) 523 series forms and evaluated for listing in the National Register of Historic Places and California Register of Historical Resources. This report will be used in the various permit applications, drawing on those resources relevant to each document or permit.

Task 3.4 Deliverables:

- Draft and Final Historic Resources Technical Memoranda in electronic format (in both Word and pdf formats).

Task 3.4 Assumptions:

- Up to 40 properties will be recorded on California DPR 523 series forms.
- The Area of Potential Effect (APE) will be limited to the RTC- owned right-of-way.
- The RTC will provide one set of consolidated comments for the Draft Historic Resources Technical Memorandum, there will be one round of RTC review and revisions, and changes to the document will be minimal.

Task 4. Agency Coordination

The Harris Team will leverage our strong existing relationships with regulatory agency staff at the USACE, USFWS, NOAA Fisheries, CDFW, CCC, RWQCB, and the County of Santa Cruz to request technical assistance (informal consultation) to review project actions and technical study findings, and to obtain their input on project and mitigation strategies prior to submitting permit applications for proposed actions for the ~~three~~ two projects. This coordination would build upon the project descriptions developed in Task 2.3. The team will compile an email or memorandum with the relevant background information and arrange a telephone conversation with each agency.

Based on work conducted during Tasks 1-3, the Harris Team will define and describe all ~~three~~ two projects, including potential impacts from each area of disturbance and, after discussions with the RTC, determine the best permitting strategy for each project. As described in Task 2.2 Opportunities and Constraints Analysis, the Harris Team will make this determination in discussions with the RTC, based on the project timelines, the RTC's priorities, and efficiencies in both scheduling and costs.

The Harris Team will coordinate with the Santa Cruz Resource Conservation District (RCD) for project actions associated with Projects 1 and 2 that would be implemented in or near SCLTS habitat. The RCD has a newly developed memorandum of understanding (MOU) with CDFW for an in-lieu fee program in which restoration of SCLTS habitat can be implemented to help achieve recovery goals for the species in

exchange for approvals to complete maintenance, restoration and rehabilitation work in and around SCLTS habitats with avoidance and minimization measures incorporated.

Following early agency consultation, the Harris Team will review all of the information gathered from each agency, identifying programmatic consolidated permitting opportunities wherever feasible, and other permitting requirements from non-participating resource agencies. At this time, the team will identify any discrepancies or conflicting guidance that has been received from the agencies. Conference calls and/or site visits will be undertaken with agency representatives to resolve any issues in the permitting strategy and development of the conceptual mitigation plan, and a memorandum will be prepared for the RTC and agencies to summarize the permitting and mitigation strategy that will be taken forward to cover Project 1. The Harris Team will obtain written verification from each agency that the permitting and mitigation strategies have been approved to ensure that the most efficient and cost-effective set of permits and requirements are identified for the projects to support implementation.

Task 4 Deliverable:

- Memorandum describing the permitting strategy. Harris will discuss the contents of the memorandum with the RTC prior to proceeding with Tasks 5.2 and 5.3.
- Memorandums describing BMP and permitting requirements to complete sub-projects 1A – 1J.
- Description of BMP and permitting requirements for herbicide application as a maintenance procedure along the rail line.

Task 4 Assumptions:

- We assume no review or revisions to the memorandum will be necessary, and that decisions regarding the permitting strategy can be summarized in an email after Harris meets with the RTC.

Task 5. Environmental and Cultural Permitting

Impacts to natural resources (including impacts that occur within the 100-year flood elevation, to riparian habitats, to wetlands, and to other biological resources) associated with implementation of the two projects will require issuance of permits from federal and state agencies. The Clean Water Act regulates discharges, including fill, into Waters of the US and Waters of the State through Section 404, in coordination with the USACE, and through Section 401, with the RWQCB. The USACE will require submission of a Preconstruction Notification, including a wetland delineation, biological assessment and for federally-listed species, to initiate formal consultation with USFWS or NOAA Fisheries, other supporting documentation such as the Amphibian Habitat Site Assessments.

To comply with permit requirements, the USACE requires a wetland delineation (Task 3.1), biological resources assessment (Task 3.2), and coordination/documentation with other federal and state agencies, as required the USACE permit package. State agencies will utilize these same reports), for compliance with state water regulations.

Compliance with CWA Section 404 requires compliance with state water regulations via CWA Section 401 and the California RWQCB. The issuance of the 404 permit also requires compliance with the Endangered Species Act (ESA) Section 7 through the USFWS and/or NOAA Fisheries, and the National Historic Preservation Act Section 106 through the State Historic Preservation Officer (documentation associated cultural resources is included in Task 3.3).

As described in Task 5.6 below, mitigation, monitoring, and adaptive management requirements to offset impacts to natural resources from project implementation will be finalized at this time.

TASK 5.1 - US ARMY CORPS OF ENGINEERS

Through early consultation with the USACE and collaboration with the RTC on previous tasks, a permitting strategy will be developed to cover the full spectrum of ground disturbing actions that may result in impacts on waters and wetlands of the U.S. It is expected that project actions will be covered through a NWP for Project 2 and a 5-Year Permit for Maintenance and Repair Project. Individual permits may be employed for specific actions, depending on the project description, impacts on aquatic features, timing and location. To the greatest extent feasible, actions will be addressed through programmatic permitting, with permitting packages submitted annually, to minimize the time and costs associated with achieving regulatory compliance for the two projects.

Task 5.1 includes preparation of the pre-construction notifications (PCN) with a detailed description of the project(s)/ permitting strategy as developed in earlier tasks, a description of permanent and temporary impacts on waters of the U.S. and demonstrated compliance with the specific terms and conditions of either the related Nationwide Permit or Regional Programmatic Permit. The figures for this report will be prepared using plan design files and files from the Jurisdictional Delineation (Task 3.1) to graphically depict the type and extent of impacts in USACE jurisdiction.

The PCN packages will also include a standard USACE permit application form, a copy of the wetland delineation report (prepared in Task 3.1), the BA (prepared in Task 3.2), and cultural resources technical report (prepared in Task 3.3).

Because there may be potential impacts on waters of the U.S., this scope includes compensatory mitigation and the preparation of a conceptual mitigation plan that will be incrementally implemented (Task 4.2). A draft of the application package(s) will be submitted to the RTC for review, comment, and approval prior to submittal to the USACE.

TASK 5.2 - US FISH AND WILDLIFE SERVICE AND NATIONAL OCEANIC AND ATMOSPHERIC FISHERIES

Consultation with the USFWS and/or NOAA Fisheries would likely occur via one of two processes:

1. **Technical Assistance** - if the project is not likely to adversely affect federally-listed species and formal consultation is not determined to be necessary. Technical assistance with the USFWS or NOAA Fisheries would include measures to avoid “take” of federally-listed species. This process is a good strategy when it is not likely that federally-listed species would occur in or near the project area.
2. **Section 7 of the ESA** - if the project is likely to result in “take” of a federally-listed species, Section 7 Consultation would allow USFWS-approved biologists to relocate federally-listed species that may occur in the project area during maintenance, repair, replacement, or other construction actions and provide legal protection to the RTC in the event of inadvertent injury or mortality of a federally-listed species. Under Section 7 Consultation, the USFWS would prepare a Biological Opinion for the project/s or maintenance program that would allow “take” contingent upon identified conditions and mitigations. Opportunities for Section 7 Consultation have recently become available through coordination between the USACE and USFWS. When the USACE takes “jurisdiction” over wetlands and other waters, and federally-listed species are present and “take” is likely, the USACE initiates formal consultation with USFWS. This process now allows Section 7 Consultation with USFWS for the surrounding upland and dispersal habitats as well as the aquatic features subject to USACE jurisdiction so that the entire project maybe covered under the Biological Opinion.

The advantage to the RTC is that Section 7 Consultation is a much more streamlined permitting process than the alternate Section 10 Consultation, for non-federal actions, which require an incidental take permit and a habitat conservation plan. Section 10 is a much lengthier consultation process, but we do not anticipate that Section 10 Consultation will be necessary.

Our team will prepare two draft consultation initiation letters, without signature blocks or letterhead, which the USACE can use to initiate consultations with USFWS and/or NOAA Fisheries, as needed. The RTC would be given the opportunity to review these draft letters before we email them as Word files directly to the USACE plan manager.

Task 5.1 through 5.2 Deliverable:

- ACOE Permit Application Package for Site 5 Storm Repair Site .
- ACOE Permit Application Package with Federal BA for 5-Year Permit .

TASK 5.3 - REGIONAL WATER QUALITY CONTROL BOARD

Our biologists would evaluate the three two projects for potential impacts to wetlands and waters of the State, as regulated by the RWQCB. A Section 401 Water Quality Certification (WQC) of the USACE permits by the RWQCB must be obtained for the NWP or RGP to be valid. If the projects impact any waters or wetlands that are not regulated under the federal CWA, the RWQCB will issue Waste Discharge Requirements (WDR) under the California Porter-Cologne Water Quality Control Act. Therefore, this task includes preparing applications for WQC/WDR, as appropriate, for submittal to the RWQCB that would be based, in large part, on the information developed for the USACE permit applications.

The application packages will include cover letters, descriptions of existing conditions, discussions of impacts on waters of the State (including riparian habitat), descriptions of avoidance and minimization measures, and completed application forms. A draft of the WQC/WDR application packages would be submitted to the RTC for review, comment, and approval prior to submittal to the RWQCB. Permit processing/filing fees would be required from the RTC at the time of application submittal. The fee amount would be based on the extent of temporary and permanent fill in waters of the State.

Task 5.3 Deliverable:

- Regional Board Permit Application Package for Site 5.
- Regional Board Permit Application Package for the 5-Year Permit.

TASK 5.4 and 5.5- REMOVED

TASK 5.6 - COMPREHENSIVE CONCEPTUAL MITIGATION PLAN

The Harris Team will work with the RTC to develop a comprehensive conceptual mitigation plan (CCMP) that can achieve project authorization from the USACE, USFWS, NOAA Fisheries, and the Regional Board, based on preliminary consultation and resolution determined in Task 4. The team will work together when in the field to explore opportunities and potential mitigation approaches and request technical assistance from regulatory agency staff to obtain their input on project design prior to submitting the permit applications with the conceptual mitigation plan.

The CCMP will include measures identified by our qualified biologists to minimize potential project impacts to sensitive species and habitats within the project area. Mitigation measures will be developed for impacts that cannot be avoided by project design. The CCMP will take into account the severity of the impact, the duration of the impact, and the overall quality and quantity of those habitats and species that may be impacted.

It will also include success criteria, a monitoring schedule and plan, and adaptive management plan in the event that the success criteria are not met in a timely manner. The CCMP will ensure that there is no net loss to these resources as a result of project implementation, and that all adverse impacts have been reduced to a less than significant level.

The CCMP will be in memorandum format, with necessary graphics to display the concept, and be included as an attachment to the permit applications. The CCMP will identify the location(s) and approach for mitigating any temporary and permanent impacts on jurisdictional wetlands and waters, including riparian habitat, which ideally will be located in close proximity to the project site and within the same watershed.

This CCMP may include a combination of wetland creation, enhancement, revegetation and/or restoration, and will also benefit CRLF, CTS, SCLTS and federally-listed fish species, as needed, to facilitate the Section 7 consultations or concurrence with a not likely to adversely affect determination.

Options that could be explored include improving hydraulic flows and water quality across the Santa Cruz Branch Rail line, enhancing wetlands, and removal of nonnative vegetation. It may also include in-lieu fees paid to the RCD or other local agency towards recovery for the SCLTS or other protected species.

Task 5.6 Deliverable:

- Draft and Final Conceptual Mitigation Plan .

Task 5.6 Assumptions:

- The RTC will provide one set of consolidated comments on the CMP. There will be one round of RTC review and revisions, and changes to the document will be minimal.

We are anticipating that a CMP will provide sufficient information to federal agencies regarding mitigation, based on the limited scale and duration of anticipated impacts. In the event that a Habitat Mitigation and Management Plan is required by the agencies, the Harris Team would prepare an amended scope and cost estimate for the RTC.

Task 6. Resource Monitoring

Depending on the outcome of the permitting strategy, the Harris Team will conduct the following tasks to assist the RTC prior to, during, and after project implementation. All of our resource monitoring is conducted by qualified staff (biologists and/or cultural resources specialists).

TASK 6.1 - CREATE COMPLIANCE MATRIX

The Harris Team will use all available permits to create a compliance matrix of permit requirements, avoidance and minimization measures, due dates, responsibilities, and reporting deadlines. The contents of the matrix can be used to identify monitoring tasks which can be combined or linked for efficiency, create a monitoring calendar for scheduling surveys and allocating resources (equipment and personnel), and to create field data sheets and checklists.

Harris will distribute the matrix to all interested collaborators on the project. The matrix will be an effective tool for communicating with the agencies, our clients, and the project contractor(s), and provides an opportunity to clarify any inconsistencies or ambiguity in permit language or requirements. In addition, because all project participants have the same document, everyone can later keep track of the biological monitoring together and standardize the knowledge of which locations or phases of the project have been completed.

Task 6.1 Deliverables:

- Compliance matrix of permit requirements, avoidance and minimization measures, due dates, responsibilities, and reporting deadlines (C).

Task 6.1 Assumptions:

- The extent of this task will be determined by the outcome of the permitting process, as required by the resulting permits.

TASK 6.2 - FIELD PREPARATION

The Harris Team will use our compliance matrix to produce several tools for fieldwork: a timeline, schedule, field data sheets and checklists, education materials for construction education presentations (if required), field binders (for the client, contractor(s), and one that is left on site for reference).

During this phase of work, Harris will check in to ensure that all survey and compliance requirements are clear, that our assumptions about the project are in line with RTC's, and the anticipated work identified matches the scope of work originally submitted for the project. Harris also uses this time to work with our clients to solidify any formatting and/or naming conventions, generate a new project folder with all relevant background information and guidance, set up GIS geodatabases, set up a methodology to share files to provide and receive feedback, and to create field data sheets, maps, and methodologies for the field.

Harris' in-house GIS staff design up and utilize a robust data collection methodology and framework to fit every unique project. We use Survey 1-2-3 via iPad, which records high-resolution/accuracy GPS points and simplifies data collection and photo archiving. We are able to customize data sheets and many other options to save time (and therefore budget) on data entry and management. All of our field staff are experienced using ArcCollector with a sub-meter accurate receiver.

Once the preliminary timeline and schedule are complete, the Harris Project Manager and/or Senior Biologist will schedule the field biologists and equipment for surveys. For safety and quality control, Harris field staff are dispatched in groups of two or more. The final schedule, with equipment allocation, can be shared with our client, their contractor, and other interested parties.

Task 6.2 Deliverables:

- Preconstruction survey and monitoring timeline, schedule, field data sheets and checklists.
- Educational materials for construction education.
- Field binders.

- Biological monitoring for Project 1A, 1D, 1F, 1G, 1H, 1I

Task 6.2 Assumptions:

- The extent of this task will be determined by the outcome of the permitting process, as required by the resulting permits.

TASK 6.3 - PRECONSTRUCTION ACTIVITIES AND SURVEYS

Preconstruction actions may include site reconnaissance for access and safety and/or to verify that the proposed/projected workload/survey area schedule, staffing, equipment allocation, and timing is appropriate. Securing access and permission to conduct fieldwork on private property is scheduled at this time.

Because start dates for construction/implementation are often changing, Harris stays in touch with our client and their contractor to ensure that any shifts to the survey timing from project delays or starting early can be dealt with as soon as possible. Preconstruction surveys that fulfill the terms of the RTC (and other agencies) held permits are conducted at this time, with consideration and timing related to breeding, flowering, migration, or other factors related to the species being surveyed. The Harris Team will use Survey 123 and ArcCollector as needed for mapping accuracy. Each day, data is uploaded to the cloud automatically, reducing end-of-day data entry and data quality control time.

Buffers, if they need to be set to protect existing resources, are set up in the field at this time, in accordance with permit requirements. The Harris Team will notify RTC prior to measuring and marking buffers.

Construction worker education sessions, if required by permits, are presented at this time.

Task 6.3 Deliverables:

- Preconstruction survey reports with maps and figures as necessary.
- Flag buffers to protect species present in the project area, as necessary .
- Education materials and preconstruction surveys for Project 1A, 1D, 1F, 1G, 1H, 1I

Task 6.3 Assumptions:

- The RTC will provide one set of consolidated comments to Harris for each preconstruction survey report. It is assumed that there will be one round of RTC review and revisions for each survey report.
- The extent of this task will be determined by the outcome of the permitting process, as required by the resulting permits.

TASK 6.4 - MONITORING AND REPORTING

Monitoring and reporting are required by permits at specific milestones, including after preconstruction surveys, during dewatering and diversion actions, and post project. Often, specific qualitative and/or quantitative success criteria must be met at pre-determined times; failure to reach these milestones triggers adaptive management and/or remedial measures.

Monitoring requirements are set forth in permits and are designed to measure the success of specific avoidance, minimization, and mitigation actions implemented as part of the project. These actions are intended to mitigate for or contribute to the protection or restoration of natural habitats and/or ecosystem functions (e.g., flood control, water temperature).

Monitoring actions are conducted at the intervals prescribed by the regulatory requirements and include permit-mandated or industry-standard field techniques for measuring specific ecosystem parameters. Field data collection, data analysis, and GIS processing are conducted; these data are used to prepare reports that will be submitted to the resource agencies, as required by existing permits.

Task 6.4 Deliverables:

- Post construction/monitoring reports with maps and figures as necessary .
- Education materials and preconstruction surveys for Project 1A, 1D, 1F, 1G, 1H, 1I

Task 6.4 Assumptions:

- The RTC will provide one set of consolidated comments to Harris for each post construction/monitoring report. It is assumed that there will be one round of RTC review and revisions for each report.
- The extent of this task will be determined by the outcome of the permitting process, as required by the resulting permits.


Project Schedule for RTC Environmental Review and Permitti

SIMPLE GANTT CHART by Vertex42.com
<https://www.vertex42.com/ExcelTemplates/simple-gantt-chart.html>

Harris Team

		Project Start: Thu, 12/2/2021		Display Week: 1							
				Dec 1, 2021	Jan 1, 2022	Feb 1, 2022	Mar 1, 2022	Apr 1, 2022	May 1, 2022	Jun 1, 2022	Jul 1, 2022
TASK		START	END								
Task 1	Project Management	11/7/19	12/15/22	█	█	█	█	█	█	█	█
Task 2	Resource Identification and Data Collection			█	█	█					
Task 2.1	Review of Background and Existing Information	11/7/19	12/15/21	█	█	█					
Task 2.2	Detailed Project Description	11/7/19	12/15/21	█	█	█					
Task 2.3	Opportunities and Constraints	2/1/20	12/15/21	█	█	█					
Task 3	Technical Studies										
Task 3.1	Wetland Delineation and Preliminary Jurisdictional Delineation	11/7/19	1/15/22	█	█	█	█				
Task 3.2	Biological Assessment Report	11/7/19	1/15/22	█	█	█	█				
Task 3.3	Cultural Resources Report and Native American Consultation	11/7/19	1/15/22	█	█	█	█				
Task 3.4	Historic Architecture Report and Documentation	11/7/19	1/15/22	█	█	█	█				
Task 4	Agency Coordination	11/7/19	12/15/22	█	█	█	█	█	█	█	█
Task 4.1	Agency Review of 5-Year Permit Applications/CMP	1/15/22	7/15/22		█	█	█	█	█	█	█
Task 5	Environmental and Cultural Permitting										
Task 5.1	US Army Corps of Engineers	8/31/20	7/15/22	█	█	█	█	█	█	█	█
Task 5.2	USFWS/NOAA Fisheries	8/31/20	7/15/22	█	█	█	█	█	█	█	█
Task 5.3	RWQCB	8/31/20	7/15/22	█	█	█	█	█	█	█	█
Task 5.4	Comprehensive Conceptual Mitigation Plan	8/31/20	7/15/22	█	█	█	█	█	█	█	█
Task 5.5	Permit Issuance	6/15/22	7/15/22							█	█
Task 6	Resource Monitoring - N/A for 5-Year Permit										
<i>Insert new rows ABOVE this one</i>											

Amended Cost Estimate

 Harris & Associates.			
		Contracted Fee	AMENDMENT (12-21)
Exhibit C1-Amended Cost Estimate (revised 11-19-21)			
Task 1: Project Management			
Task 1: Project Management			
Task 1 Subtotal		\$80,621.40	\$ 80,621.40
Task 2: Resource Identification and Data Collection			
Task 2.1 Review of Background and Existing Information/Reconnaissance Surveys			
Task 2.2 Detailed Project Description			
Task 2.3 Opportunities and Constraints Analysis			
Task 2 Subtotal		\$133,802.60	\$ 209,490.06
Task 3: Technical Studies			
Task 3.1 Wetland Delineation and Preliminary Jurisdictional Determination			
Task 3.2 Biological Assessment Report			
Task 3.3 Cultural Resources Report and Native American Consultation			
Task 3.4 Historic Architecture Report and Documentation			
Task 3.5 Additional Technical Studies			
Task 3 Subtotal		\$ 181,736.32	\$ 152,736.32
Task 4: Agency Coordination			
Task 4: Agency Coordination			
Task 4 Subtotal		\$57,456.88	\$ 63,456.88
Task 5: Environmental and Cultural Permitting			
Task 5.1 US Army Corps of Engineers			
Task 5.2 US Fish and Wildlife Service and NOAA Fisheries			
Task 5.3 Regional Water Quality Control Board			
Task 5.4 CA Dept of Fish and Wildlife			
Task 5.5 CA Coastal Commission			
Task 5.6 Comprehensive Conceptual Mitigation Plan			
Task 5 Subtotal		\$107,060.76	\$ 196,550.84
Task 6: Resource Monitoring for Sites 5 and 6			
Task 6.1 Create Compliance Matrix			
Task 6.2 Field Preparation			
Task 6.3 Preconstruction Activities and Surveys			
Task 6.4 Monitoring and Reporting			
Task 6 Subtotal		\$33,842.28	\$ 51,842.28
Escalation (corrected)		\$ 11,677.54	
Professional Rail Right of Entry Fee			\$1,500.00
TOTAL		\$606,197.78	\$ 756,197.78

TO: Regional Transportation Commission
FROM: Amanda Marino, Transportation Planner
RE: Title VI Civil Rights Program & Language Assistance Plan

RECOMMENDATIONS

The Elderly and Disabled Transportation Advisory Committee (E&D TAC), the Bicycle Advisory Committee (BAC), and staff recommend that the Regional Transportation Commission (RTC) adopt the attached resolution ([Attachment 1](#)) approving the draft Santa Cruz County Regional Transportation Commission 2021 Title VI Civil Rights Program and Language Assistance Plan (Exhibit A to [Attachment 1](#)).

BACKGROUND

The Regional Transportation Commission (RTC) receives funds from the federal government to perform federal and state required planning functions. The Civil Rights Act of 1964 states, "No person in the United States 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." In order to better ensure and document compliance with the Civil Rights Act, the Federal Transit Administration (FTA) requires transportation planning agencies to produce a civil rights program and language assistance plan and to update that plan every three years.

DISCUSSION

In 2015, the RTC worked with Caltrans to produce its first civil rights program and language assistance plan. In accordance with federal regulations, that plan now requires update which was last updated in 2018. The attached 2021 civil rights program and language assistance plan includes all of the components required by the FTA such as:

- Title VI Assurances
- Notification to beneficiaries
- Complaint procedures and forms
- Recording and reporting investigations, complaints and lawsuits
- Promotion of inclusive public participation
- Meaningful access to people with limited English proficiency
- Efforts to include minority representation in advisory bodies

The draft Santa Cruz County Regional Transportation Commission 2021 Title VI Civil Rights Program and Language Assistance Plan was reviewed by the RTC's E&D TAC and BAC and they recommend approval.

Therefore, the E&D TAC and BAC and staff recommend that the Regional Transportation Commission (RTC) adopt the attached resolution (Attachment 1) approving the draft Santa Cruz County Regional Transportation Commission 2021 Title VI Civil Rights Program and Language Assistance Plan (Exhibit A to Attachment 1).

FISCAL IMPACT

The work required by the civil rights program and language assistance plan has been part of the overall work of the RTC for many years and is included in the RTC's budget. Therefore, approval of the civil rights program and language assistance plan does not have any additional fiscal impacts.

SUMMARY

To better ensure and document compliance with the Civil Rights Act, the Federal Transit Administration requires transportation planning agencies to produce a civil rights program and language assistance plan and to update it every three years. With the assistance of Caltrans, the RTC produced its first Title VI Civil Rights Program in 2015 and the last update in 2018. The E&D TAC, BAC and staff recommend that the RTC adopt the attached resolution (Attachment 1) approving the 2021 Civil Rights Program and Language Assistance Plan for the RTC.

Attachments:

1. Resolution approving the RTC 2021 Title VI Civil Rights Program and Language Assistance Plan

RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of December 2, 2021
on the motion of Commissioner
duly seconded by Commissioner

A RESOLUTION APPROVING THE SANTA CRUZ COUNTY REGIONAL
TRANSPORTATION COMMISSION 2021 TITLE VI CIVIL RIGHTS PROGRAM AND
LANGUAGE ASSISTANCE PLAN

WHEREAS, the Regional Transportation Commission (RTC), as the Regional Transportation Planning Agency (RTPA) for Santa Cruz County, is responsible to comply with Title VI of the Civil Rights Act of 1964, including provisions detailed in the U.S. Department of Transportation's Federal Transit Administration Circular 4702.1B "Title VI Requirements and Guidelines for Federal Transit Administration Funding Recipients;" and,

WHEREAS, in 2015 the RTC, in consultation with Caltrans, prepared a Title VI Civil Rights Program and Language Assistance Plan to better ensure compliance with the Civil Rights Act of 1964 and revised the program for 2018 and 2021;

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

1. The Santa Cruz County Regional Transportation Commission 2021 Title VI Civil Rights Program and Language Assistance Plan (Exhibit A) is hereby adopted; and,
2. The Executive Director is authorized to implement the Santa Cruz County Regional Transportation Commission 2021 Title VI Civil Rights Program and Language Assistance Plan to meet federal requirements and to implement the policies that may be necessary to comply with subsequent revisions to interpretations of the Civil Rights Act of 1964.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

Sandy Brown, Chair

ATTEST:

Guy Preston, Secretary

Exhibit A: 2021 Title IV Civil Rights Program and Language Assistance Plan

Distribution: RTC Fiscal, Caltrans

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Santa Cruz County Regional
Transportation Commission
2021 Title VI Civil Rights Program
& Language Assistance Plan

Revised Draft October, 2021

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RTC Title VI Civil Rights Program

Plan Statement:

The following Title VI Civil Rights Program was developed to guide the Santa Cruz County Regional Transportation Commission (RTC) in its administration and management of Title VI-related activities, and details how RTC meets the requirements as set forth in FTA Circular 4702.1B.

Section 601 under Title VI of the Civil Rights Act of 1964 states the following:

“No person in the United States shall, on the ground 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.”

Policy:

RTC is committed to ensuring that no person on the basis of race, color, or national origin will be excluded from participation or subjected to discrimination with regard to the transportation planning and programming activities conducted by RTC’s employees, affiliates, and contractors.

Governing Board:

The governing board for RTC is made up of twelve members. The five members of the Santa Cruz County Board of Supervisors, one representative appointed by each of the four incorporated cities, and three appointed by the Santa Cruz Metropolitan Transit District. In addition, there is one ex-officio member representing Caltrans District 5.

General Reporting Requirements:

Chapter III of FTA Circular 4702.1B addresses the general reporting requirements for recipients and sub-recipients of Federal Transit Administration (FTA) funding to ensure that their activities comply with Department of Transportation (DOT) Title VI regulations. Below are summaries of each requirement and how RTC’s Title VI Program fulfills that requirement.

1. REQUIREMENT TO PROVIDE TITLE VI ASSURANCES

In accordance with 49 CFR Section 21.7(a), every application for financial assistance from FTA must be accompanied by an assurance that the applicant will carry out the program in compliance with DOT’s Title VI regulations. This requirement shall be fulfilled when the applicant/recipient submits its annual certifications and assurances to FTA.

RTC annually submits its Certifications and Assurances to the California Department of Transportation on the Caltrans required form for the specific fiscal year. Category 01 of the Caltrans certifications and assurances form includes nondiscrimination assurance in accordance with Title VI of the Civil Rights Act.

2. REQUIREMENT TO PREPARE AND SUBMIT A TITLE VI PROGRAM

Sub-recipients shall submit Title VI Programs to the primary recipient from whom they receive funding in order to assist the primary recipient in its compliance efforts.

RTC developed its Title VI Civil Rights Program, and was approved by resolution on June 25, 2015 and submitted to the California Department of Transportation. The RTC has prepared this revision to its Title VI Civil Rights Program and will be effective on the date of the new resolution,.

3. REQUIREMENT TO NOTIFY BENEFICIARIES OF PROTECTION UNDER TITLE VI

The Title VI Program shall include recipient's Title VI notice to the public that indicates the recipient complies with Title VI, informs members of the public of the protections against discrimination afforded to them by Title VI, and includes a list of locations where the notice is posted.

Appendix 1 of this RTC Title VI Program is the public Title VI Notice to Beneficiaries consistent with the guidelines of Circular FTA C 4702.1B, Appendix B.

4. REQUIREMENT TO HAVE TITLE VI COMPLAINT PROCEDURES AND A COMPLAINT FORM

All recipients shall develop procedures for investigating and tracking Title VI complaints filed against them and make their procedures for filing a complaint available to members of the public. Recipients must also develop a Title VI complaint form, and the form and procedure for filing a complaint shall be available on the recipient's website.

Appendix 2 of this RTC Title VI Program is the RTC's Title VI Complaint Procedures, and Appendix 3 is a copy of RTC's Title VI Complaint form.

The complaint procedures and form will be available in English and Spanish on RTC's website, www.sccrtc.org. Individuals who do not have access to the internet may request that the RTC mail them a paper copy of the complaint procedures and form.

5. REQUIREMENT TO RECORD AND REPORT TRANSPORTATION-RELATED TITLE VI INVESTIGATIONS, COMPLAINTS, AND LAWSUITS

In order to comply with the reporting requirements of 49 CFR Section 21.9(b), FTA requires all recipients to prepare and maintain a list of any of the following that allege discrimination on the basis of race, color, or national origin: active investigations conducted by entities other than FTA; lawsuits; and complaints naming the recipient. This list shall include the date that the investigation, lawsuit, or complaint was filed; a summary of the allegation(s); the status of the investigation, lawsuit, or complaint; and actions taken by the recipient in response, or final findings related to the investigation, lawsuit, or complaint.

RTC will maintain a list of all investigations, lawsuits and complaints naming RTC consistent with the guidelines of Circular FTA C 4702.1B, Appendix E. A copy of this list is provided in Appendix 4 of this RTC Title VI Program. In addition, RTC will maintain permanent records of all related documents. RTC has not received any Title VI complaints of discrimination and therefore does not have any investigations or lawsuits to report.

6. REQUIREMENT TO PROMOTE INCLUSIVE PUBLIC PARTICIPATION

The content and considerations of Title VI, the Executive Order on Limited English Proficiency (LEP), and the DOT LEP Guidance shall be integrated into each recipient's established public participation plan or process (i.e., the document that explicitly describes the proactive strategies, procedures, and desired outcomes that underpin the recipient's public participation activities).

The RTC is a member of the Association of Monterey Bay Area Governments (AMBAG). AMBAG is the metropolitan planning organization covering Santa Cruz County. The RTC participates in the development and implementation of the public participation plan for the AMBAG region. The RTC's public participation plan activities included in the AMBAG public participation plan are shown in Appendix 5 of this RTC Title VI Program. RTC ensures that minority and LEP populations, as with all members of the public, will be empowered to participate in decisions involved with RTC's transportation planning and programming activities.

7. REQUIREMENT TO PROVIDE MEANINGFUL ACCESS TO LEP PERSONS

Consistent with Title VI of the Civil Rights Act of 1964, DOT's implementing regulations, and Executive Order 13166, "Improving Access to Services for Persons with Limited English Proficiency" (65 FR 50121, Aug. 11, 2000), recipients shall take reasonable steps to ensure meaningful access to benefits, services, information, and other important portions of their programs and activities for individuals who are limited-English proficient (LEP).

Please see RTC Language Assistance Plan attached to this Title VI Program. RTC's Four Factor Analysis and Action Plan are contained therein.

8. MINORITY REPRESENTATION ON PLANNING AND ADVISORY BODIES

Title 49 CFR Section 21.5(b)(1)(vii) states that a recipient may not, on the grounds of race, color, or national origin, "deny a person the opportunity to participate as a member of a planning, advisory, or similar body which is an integral part of the program." Recipients that have transportation-related, non-elected planning boards, advisory councils or committees, or similar committees, the membership of which is selected by the recipient, must provide a table depicting the racial breakdown of the membership of those committees, and a description of efforts made to encourage the participation of minorities on such committees.

Appendix 6 shows RTC's Table Depicting Minority Representation on Committees and Councils Selected by RTC.

9. REQUIREMENT TO PROVIDE ADDITIONAL INFORMATION UPON REQUEST

FTA may request, at its discretion, information other than that required by this Circular from a recipient in order for FTA to investigate complaints of discrimination or to resolve concerns about possible noncompliance with DOT's Title VI regulations.

RTC will fully cooperate with any FTA investigation of discrimination complaints as required by Title VI regulations.

Appendix 1: Title VI Notice to Beneficiaries

The Santa Cruz County Regional Transportation Commission (RTC) operates its programs and services without regard to race, color and national origin in accordance with Title VI of the Civil Rights Act. Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with RTC.

For more information on RTC's Civil Rights Program and the procedures to file a complaint, contact (831)460-3200; go online at www.sccrtc.org; or visit our administrative office at 1523 Pacific Avenue, Santa Cruz, CA 95060.

A complainant may file a complaint directly with the Federal Transit Administration by filing a complaint with the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.

This notice is posted in the RTC office, 1523 Pacific Avenue, Santa Cruz, CA and on the RTC website: www.sccrtc.org. In addition, a summarized version of this notice will be included in agendas for meetings of the RTC as follows:

The RTC operates its programs and services without regard to race, color and national origin in accordance with Title VI of the Civil Rights Act. Any person believing to have been aggrieved by the RTC under Title VI may file a complaint with RTC by contacting the RTC at (831) 460-3212 or 1523 Pacific Avenue, Santa Cruz, CA 95112 or online at www.sccrtc.org. A complaint may also be filed directly with the Federal Transit Administration to the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.

Appendix 2: Title VI Complaint Procedures

Any person who believes she or he has been discriminated against on the basis of race, color, or national origin by the Santa Cruz County Regional Transportation Commission (hereinafter referred to as "RTC") may file a Title VI complaint by completing and submitting the agency's Title VI Complaint Form. RTC investigates complaints received no more than 180 days after the alleged incident. RTC will process complaints that are complete.

Complaints must be in writing and signed by the complainant on the form provided. Complaints must include the complainant's name, address, and phone number and be detailed to specify all issues and circumstances of the alleged discrimination. Allegations must be based on issues involving race, color or national origin. Title VI Complaints of Discrimination may be filed with:

RTC
Attn: Title VI Coordinator
1523 Pacific Avenue
Santa Cruz, CA 95060

Once the complaint is received, RTC will review it to determine if its office has jurisdiction. The complainant will receive an acknowledgement letter informing her/him whether the complaint will be investigated by RTC.

RTC has 30 days to investigate the complaint. If more information is needed to resolve the case, RTC may contact the complainant. The complainant has 15 business days from the date of the letter to send requested information to RTC. If RTC is not contacted by the complainant or does not receive the additional information within 15 business days, RTC can administratively close the case. A case can be administratively closed also if the complainant no longer wishes to pursue their case.

After RTC reviews the complaint, it will issue one of two letters to the complainant: a closure letter or a Letter of Finding (LOF). A closure letter summarizes the allegations and states that there was not a Title VI violation and that the case will be closed. An LOF summarizes the allegations and the interviews regarding the alleged incident and explains whether any disciplinary action, additional training of the staff member, or other action will occur. If the complainant wishes to appeal the decision, she/he has 30 days after the date of the letter or the LOF to do so.

A person may also file a complaint directly with the Federal Transit Administration, at FTA Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Avenue SE, Washington, DC 20590.

Appendix 3: Title VI Complaint Form

Section 601, under Title VI of the Civil Rights Act of 1964 states, that “No person in the United States shall, on the ground 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.” **If you feel you have been discriminated against, please provide the following information in order to assist RTC in processing your complaint.**

SECTION 1 (Please print clearly):

Name: _____
Address: _____
City, State, Zip Code: _____
Telephone Number: _____(Home) _____(Work)
Accessible format requirements? ____ (Large print) ____ (Audiotape) ____ (TDD) ____ (Other)

SECTION 2

Are you filing this complaint on your own behalf? ____ (Yes) ____ (No)

If you answered yes to this question, go to Section 3.

If not, please supply the name and relationship of the person for whom you are complaining:

Name: _____ Relationship: _____

Please explain why you have filed for a third party: _____

Please confirm that you have obtained the permission of the aggrieved party if you are filing on behalf of the third party. ____ (Yes) ____ (No)

SECTION 3

I believe the discrimination I experienced was based on (check all that apply):

_____ Race _____ Color _____ National Origin

Date and Place of Occurrence: _____

Name (s) and Title(s) of the person (s) who I believe discriminated against me:

The action or decision which caused me to believe I was discriminated against is as follows:
(Please include a description of what happened and how your benefits were denied, delayed or affected):

Please list any and all witnesses' names and phone numbers:

What type of corrective action would you like to see taken?

SECTION 4

Have you previously filed a Title VI complaint with this agency? _____(Yes) _____(No)

SECTION 5

Have you filed this complaint with any other Federal, State, or local agency, or with any Federal or State Court? _____(Yes) _____(No)

If yes, check all that apply:

Federal Agency____ Federal Court____ State Agency____ State Court ____ Local Agency____

Please provide information about a contact person at the agency/court where the complaint was filed.

Name:_____ Title:_____

Agency:_____

Address:_____

Telephone Number:_____

You may attach any written materials or other information that you think is relevant to your complaint.

I believe the above information is true and correct to the best of my knowledge.

Signature and date required below:

Signature

Printed Name

Date

Please submit this form in person at the address below or mail this form to:

RTC Title VI Coordinator
1523 Pacific Avenue
Santa Cruz, CA 95060

Appendix 4: List of Transit-Related Title VI Investigations, Complaints, and Lawsuits

Per FTA Circular 4702.1B, “all recipients are required to prepare and maintain a list of any of the following that allege discrimination on the basis of race, color, or national origin”:

- Active investigations conducted by FTA and entities other than FTA
- Lawsuits; and
- Complaints naming the recipient

Thus far, RTC has not received Title VI Investigations, Complaints or Lawsuits. Below is the list that will be used for tracking these incidents:

Investigations, Lawsuits and Complaints

	Date (Month, Day, Year)	Summary (Include basis of complaint: race, color, or national origin)	Status	Action(s) Taken
Investigations				
1.				
2.				
Lawsuits				
1.				
2.				
Complaints				
1.				
2.				

Appendix 5: Public Participation Plan Activities

Public involvement is a major component of the transportation planning and programming processes. RTC makes a concerted effort to solicit public input from all Santa Cruz County residents, including under-represented groups, in many aspects of transportation planning within Santa Cruz County. The following table provides a list of the activities that the RTC undertakes to try to ensure the participation of the entire Santa Cruz County community in the work of the RTC.

Item	Frequency	Web	Email	Mail	Media	Other
SCCRTC Meetings/ Agenda Packets	1-2 times per month, second meeting in a workshop format	Posted 3-6 days prior to meeting	Notification sent to distribution list and interested parties (e-news) when packet posted on web	Packet mailed to Commissioners and major libraries.	Main meeting is televised and rebroadcast on Community TV, media notified by email when packet is posted on web	Meetings are held throughout the County; hard copy of packet available in agency office, major libraries and some partner agency offices
SCCRTC Actions	As needed for high profile program/project decisions	Press release and/or news feed posted	Notification to interested parties (e-news), if appropriate	None generally	Press release distributed before and/or after key SCCRTC actions (meeting)	Notification included in committee packets as appropriate
SCCRTC Highlights	Following main monthly meeting	Posted day or two following meeting	Notification sent to city council members, transit district board members, media, chambers of commerce and SCCRTC committee members	None	(see email)	--
Public Hearings	As needed for high profile program/project decisions	Notice posted 10 days or more prior to hearing, materials posted	Notification to interested parties (e-news) and those who receive the	(see SCCRTC packets)	Press release sent 1-2 weeks in advance, media advisory sent the	Notification included in committee packets as appropriate, signs may also be placed on

		with packet (at least 4 days prior)	SCCRTC packets		day before if a public event, paid ads may also be placed 1-2 weeks in advance	A-frame barricades on major thoroughfares.
Correspondence from the Public	Varies	Entry included in correspondence log posted with packets	If correspondence is received via email, it is acknowledged via email.	None	None	Correspondence addressing specific SCCRTC projects may be included with that item in the SCCRTC meeting packets.
SCCRTC Committees	Every 1-2 months	Packets posted on web	Packets emailed, notification about packet availability emailed to interested parties (e-news)	Packets mailed to committee members that request it, fees may apply per SCCRTC Rules and Regulations	None, unless included in an important recommendation to the SCCRTC	--
Approved SCCRTC plans, documents and/or project information	As available (examples would be completed environmental analyses, RTPs, feasibility analyses, Traffic Monitoring Reports, Regional Transportation Improvement Program (RTIP), etc.)	Plans, documents, info posted on the web	Link to posted document emailed to interested parties (e-news)	Documents mailed to major libraries, if public comment is solicited	Press release sent out when document available with information about the public hearing, if one planned	Hard copies available in RTC offices and public libraries, as appropriate.
Social Media	Several times per month	Post Facebook, Twitter, events, and videos, as available	None	None	None	--

Language Assistance	Alternate formats (Spanish, hearing or sight impaired, etc) of various documents and materials are available as appropriate	The RTC website has Spanish translation options and will be fully accessible for disabled users.	Currently limited	Currently limited	Coordinate with, submit media releases to, and include ads and announcements in Spanish language media, as appropriate	Agendas for public include notice in Spanish of availability of interpreter for those who require Spanish language assistance to participate
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Website: www.sccrtc.org Phone: 831 460-3200 Fax: 831 460-3215 E-mail: info@sccrtc.org

Appendix 6: Table Depicting Minority Representation on Committees and Councils Selected by RTC

This is a required table depicting racial breakdown of transit-related, non-elected planning boards, advisory councils or committees. Also a description of efforts made to encourage minority participation. The RTC has two citizens advisory committees. These are the Bicycle Transportation Advisory (Bike) Committee and the Elderly and disabled Transportation Advisory Committee (E&D TAC). The E&D TAC also serves as the local Social Services Transportation Advisory Council.

Body	Caucasian	Hawaiian/ Pacific Islander	African American	Asian American	Native American	Other
Population	87%	0.2%	1.5%	5.3%	1.8%	4.2%
E&D TAC	100%					
Bike Comm	79%			16%		5%

Language Group	English	Spanish	Other Indo European	Asian & Pacific Is	Other
Population	67.9%	26%	2.8%	2.9%	0.5%
E&D TAC	88%	2%			
Bike Comm	100%				

The RTC's Elderly and Disabled Transportation Advisory Committee is composed of 15 membership positions as follows:

<u>Representatives of:</u>	<u># of members</u>
potential transit users who are 60 years of age or older*	1
potential users who have a disability*	1
local social service providers for seniors*, potentially including one representative of the Santa Cruz County Seniors Commission	2

local social service providers for people with disabilities*, potentially including one representative of the Santa Cruz County Commission on Disabilities	2
local social service provider for persons of limited means*	1
for each of the five supervisorial districts, the elderly, persons with disabilities and/or persons of limited means	5
Santa Cruz County Consolidated Transportation Service Agency (CTSA)	2
Santa Cruz Metropolitan Transit District (Metro)	1

The Bicycle Transportation Advisory Committee is composed of 11 membership positions as follows:

One person representing each of the five supervisorial districts	5
One person representing each of the four cities	4
A representative of Bike to Work	1
A representative of the Community Traffic Safety Coalition	1

The RTC periodically recruits for participation in its advisory committees in effort to keep membership positions filled and encourage participation from all segments of the Santa Cruz County community. Recruitment efforts include outreach materials and ads in English and Spanish.

Appendix 7: Employee Education Form

Title VI Policy

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.

All employees of RTC and its affiliates are expected to consider, respect, and observe this policy. Citizen questions or complaints shall be directed to the RTC Title VI Coordinator.

Appendix 8: Acknowledgement of Receipt of Title VI Plan

I hereby acknowledge receipt of RTC's Title VI Plan. I have read the plan and am committed to ensuring that no person is excluded from participation in, or denied the benefits or services delivered by the RTC on the basis of race, color, or national origin, as protected by Title VI.

Your signature

Print your name

Date

Appendix 9: Letter Acknowledging Receipt of Title VI Complaint

Today's Date

Ms. Jane Smith
1234 Main St.
Capitola, CA 95060

Dear Ms. Smith:

This letter is to acknowledge receipt of your complaint against RTC alleging

An investigation will begin shortly. If you have additional information you wish to convey or questions concerning this matter, please feel free to contact this office by telephoning (831) 460-3200, or write to:

Santa Cruz County Regional Transportation Commission
Attn: Title VI Coordinator
1523 Pacific Avenue
Santa Cruz, CA 95060

Sincerely,

RTC Title VI Coordinator

Appendix 10: Letter of Finding (Notifying Complainant that Complaint Is Substantiated)

Today's Date

Ms. Jane Smith
1234 Main St.
Capitola, CA 95060

Dear Ms. Smith:

The matter referenced in your letter of _____ (date) against RTC alleging a Title VI violation has been investigated.

(An/Several) apparent violation(s) of Title VI of the Civil Rights Act of 1964, including those mentioned in your letter (was/were) identified. Efforts are underway to correct these deficiencies.

Thank you for bringing this important matter to our attention. Your input was helpful during our review of this matter. ***(If a hearing is requested, the following sentence may be appropriate.)*** You may be hearing from this office, or from Federal authorities, if your services should be needed during the administrative hearing process.

Sincerely,

RTC Title VI Coordinator

Appendix 11: Closure Letter (Notifying Complainant that the Complaint Is Not Substantiated)

Today's Date

Ms. Jane Smith
1234 Main St.
Capitola, CA 95060

Dear Ms. Smith:

The matter referenced in your complaint of _____ (date) against the Santa Cruz County Regional Transportation Commission (RTC), alleging _____ has been investigated.

The results of the investigation did not indicate that the provisions of Title VI of the Civil Rights Act of 1964, have in fact been violated. As you know, Title VI prohibits discrimination based on race, color, or national origin in any program receiving Federal financial assistance.

RTC has analyzed the materials and facts pertaining to your case for evidence of RTC's failure to comply with any of the civil rights laws. There was no evidence found that any of these laws have been violated.

I therefore advise you that your complaint has not been substantiated, and that I am closing this matter in our files.

You have the right to appeal this decision within thirty calendar days of receipt of this final written decision from RTC.

Thank you for taking the time to contact us. If I can be of assistance to you in the future, do not hesitate to contact me.

Sincerely,

RTC Title VI Coordinator

RTC Language Assistance Plan

Background

The purpose of this Language Assistance Plan is to clarify the responsibilities of RTC, as a recipient of federal financial assistance from the U.S. Department of Transportation (DOT), to persons with Limited English Proficiency (LEP), pursuant to Title VI of the Civil Rights Act of 1964 and implementing regulations. It was prepared in accordance with Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d, et seq., and its implementing regulations provide that no person shall be subjected to discrimination on the basis of race, color, or national origin under any program or activity that receives federal financial assistance.

Executive Order 13166

Executive Order 13166 "Improving Access to Services for Persons With Limited English Proficiency," reprinted at 65 FR 50121 (August 11, 2000), directs each Federal agency that is subject to the requirements of Title VI to publish guidance for its respective recipients clarifying that obligation. Executive Order 13166 further directs that all such guidance documents be consistent with the compliance standards and framework detailed in the Department of Justice's (DOJ's) Policy Guidance entitled "Enforcement of Title VI of the Civil Rights Act of 1964--National Origin Discrimination Against Persons With Limited English Proficiency." (See 65 FR 50123, August 16, 2000 DOJ's General LEP Guidance.) Different treatment based upon a person's inability to speak, read, write, or understand English may be a type of national origin discrimination.

Executive Order 13166 applies to all federal agencies and all programs and operations of entities that receive funding from the federal government, including state agencies, local agencies and governments (such as RTC), private and non-profit entities, and sub-recipients.

Plan Summary

RTC has developed this Language Assistance Plan (LAP) to help identify reasonable steps to provide language assistance for LEP persons who seek meaningful access to RTC services as required by Executive Order 13166. As defined by this order, a person with Limited English Proficiency is one who does not speak English as their primary language and who has a limited ability to read, write, speak, or understand English.

This plan details procedures for identifying a person who may need language assistance, the ways in which assistance may be provided, staff training, how to notify LEP persons that assistance is available, and potential future updates to the plan.

Four Factor Analysis

The U. S. Department of Transportation (DOT) issued its Policy Guidance Concerning Recipient's Responsibilities to Limited English Proficient (LEP) Persons [Federal Register: December 14, 2005 (Volume 70, Number 239)]. This policy states that DOT recipients are required to take reasonable steps to ensure meaningful access to programs by LEP persons. This coverage extends to the recipient's entire program.

There are four factors for agencies to consider when assessing language needs and determining what steps they should take to ensure access for LEP persons, regardless of whether or not the agency chooses not to prepare a written LEP plan. A brief description of the self-assessment undertaken in each of these areas follows.

In developing the plan, RTC undertook a four factor analysis as required by U.S. DOT. This considers the following factors:

- 1) The number or proportion of LEP persons eligible to be served or likely to be encountered by RTC.
- 2) The frequency with which LEP persons come into contact with RTC programs, activities, or services;
- 3) The nature and importance of the programs, activities or services provided by RTC to the population; and
- 4) The resources available to RTC for LEP outreach, as well as the costs associated with that outreach.

A summation of these considerations is provided in the following section.

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by RTC.

In order to understand the proportion of LEP persons eligible to be served or likely to be encountered by RTC, RTC examined the 2019 American Community Survey Estimates: Language Spoken at Home by Ability to Speak English for the Population 5 years and Over; State & County Quick Facts for Santa Cruz County, California.

The 2015-2019 American Community Survey 5-Year Estimates for Santa Cruz County, show a population of 259,770 for individuals 5 years and over.

Using the percentages in “Languages Spoken At Home” from the *2015-2019 American Community Survey 5-Year Estimates*, RTC has determined the following about Santa Cruz County’s population over age 5 in the service area:

- 67.9% or 176,312 people speak English only.
- Approximately 32.1% or 83,458 people speak a language other than English, of whom 12.7% or an estimated 32,869 people speak English less than “very well”.
- The largest proportion of non-English speaking language groups is Spanish with 26% or an estimated 67,419 people, of whom 11.2% or 29,156 of speak English less than “very well”.
- 2.8% or an estimated 7,294 people speak Other Indo-European languages, of whom 0.3% or 909 people speak English less than “very well”.
- 2.9% or an estimated 7,472 people speak Asian and Pacific Island languages, of whom 1.0% or 2,560 people speak English less than “very well”.

DOT has adopted Department of Justice’s Safe Harbor Provision, which outlines circumstances that can provide a “safe harbor” for recipients regarding translation of written materials for LEP populations. “The ‘Safe Harbor Provision’, as defined by Department of Justice, stipulates that if a recipient provides written translation of vital documents for each eligible LEP language group that constitutes five percent

(5%) or 1,000 persons, whichever is less, of the total population of persons eligible to be served or likely to be encountered, then such action will be considered strong evidence of compliance with the recipient's written translation obligations."

RTC further examined specific languages using the 2015-2019 American Community Survey 5-Year Estimates: Language Spoken at Home by Ability to Speak English for the Population 5 Years and Over. This data allowed RTC to determine whether those speaking languages other than Spanish fall under the 'Safe Harbor Provision.' All language groups other than Spanish have estimated populations of less than 1,000 persons and less than 5% of the total population. The language groupings "Other Indo European" and "Asian and Pacific Island" each include many languages. Speakers of individual languages within each group who speak English less than "very well" fall below the thresholds in the "Safe Harbor Provision." RTC will further examine providing services to these language groups in future reviews of the Title VI Program.

2. The frequency with which LEP persons come into contact with RTC programs, activities, or services.

RTC regularly assesses the frequency at which staff have, or could possibly have contact with LEP persons. RTC staff has some interactions with Spanish speakers during the planning and programming processes.

3. The nature and importance of the programs, activities or services provided by RTC to the population.

Access to the transportation planning and programming processes are essential service for RTC's residents. RTC's 'transit-dependent' population includes elderly persons, people with disabilities, youth, and individuals below the poverty line and without vehicles.

According to the 2015-2019 American Community Survey 5-Year Estimates: Selected Social Characteristics in the United States, the largest geographic concentration of LEP individuals in RTC's service area is Spanish-speaking.

4. The resources available to RTC for LEP outreach, as well as the costs associated with that outreach.

RTC has assessed its available resources that could be used for providing LEP assistance. RTC makes provision to have translators available at public meetings when such services are requested. When advertised public hearings or workshops are held RTC hires translators to be available in case anyone attends who needs Spanish language assistance to fully participate. RTC has staff members who are very proficient in Spanish language and can perform as translators when hired translators are not available.

Language Assistance Plan Outline

After analyzing the four factors, RTC developed the following Language Assistance Plan to assist persons of Limited English Proficiency.

How RTC staff may identify an LEP person who needs language assistance:

- Examine records of requests for language assistance from past meetings and events to determine

the possible need for assistance at future events;

- Agendas for RTC meetings provide a notice that translation services will be provided if requested;
- For advertised public hearings and workshops, RTC hires Spanish translators to be present at the events and announces their presence at the beginning of the event;
- Survey staff, on an annual basis at the beginning of each fiscal year regarding their experience on having any direct or indirect contact with LEP individuals.

Language Assistance Measures

RTC will continue to include a notice in its meeting agendas stating that Spanish interpreter services will be provided upon request.

RTC will continue to provide Spanish interpreters for advertised public hearings and workshops and include a notification in the outreach materials and agendas for those events that such services will be available.

RTC staff, who are fluent in Spanish, will continue to be available for Spanish language communication with the community as needed.

When an interpreter is needed, in person or on the telephone, RTC staff will first attempt to determine what language is required, and then seek services of a staff interpreter, or authorized interpreter for hire or utilize the telephone interpreter service - Language Line Services at <http://www.language.com/>.

RTC Staff Training

All RTC staff will be provided with the LAP Plan and will be educated on the following procedures. This information will also be part of the staff orientation process for new hires. Training topics are listed below:

- Understanding the Title VI policy and LEP responsibilities;
- Language assistance services RTC offers;
- Who the Spanish speaking staff members are and how to contact them when needed;
- Who the authorized translators and interpreters for hire are and how to enlist their services when needed;
- How to use the "Language Line" interpretation and translation services;
- Documentation of language assistance requests;
- How to handle a Title VI and/or LEP complaint.

Outreach Techniques

RTC will use the following outreach techniques:

- When staff will be hosting a meeting or workshop or will be presenting a pertinent topic, all meeting notices and flyers and agendas will give notice that interpretation services can be provided.
- RTC will continue to send notices of meetings, public hearings, workshops and other events to Spanish media outlets.
- RTC will continue to place ads and public service announcements in Spanish media outlets as necessary for RTC programs and projects.
- When running a general public meeting notice, staff will state that a translator will be available in Spanish, or in another language as determined to be necessary.

Monitoring and Updating the Language Assistance Plan

RTC's Language Assistance Plan is designed to be easily updated. At a minimum, RTC will follow the Title VI Program update schedule of submission every three years.

Each update of the LEP Plan will examine plan components including:

- How many LEP persons were encountered annually?
- Were the needs of these LEP persons met?
- What is the current LEP population in RTC's service area?
- Is a change needed in the types of language translation services provided?
- Is there still a need for continued language assistance for previously identified RTC programs? Are there other programs that should be included?
- Have RTC's available resources, such as technology, staff, and financial costs changed?
- Has RTC fulfilled the goals of the LAP Plan?
- Were any complaints received?

Dissemination of RTC Language Assistance Plan

RTC will include the Language Assistance Plan along with the Title VI Program on the RTC website (www.sccrtc.org). Any person, including social service, non-profit, and law enforcement agencies and other community partners with internet access, will be able to access the plan. Copies of the Language Assistance Plan will be provided, on request, to any person(s) requesting the document via phone, in person, by mail or email. LEP persons may obtain copies/translations of the plan upon request.

Any questions regarding this plan should be directed to RTC Title VI Coordinator:

RTC Title VI Coordinator
1523 Pacific Avenue
Santa Cruz, CA 95060
Phone: (831) 460-3200

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
TDA REVENUE REPORT
FY 2021/2022**

MONTH	FY20 - 21 ACTUAL REVENUE	FY21 - 22 ESTIMATE REVENUE	FY21 - 22 ACTUAL REVENUE	DIFFERENCE	DIFFERENCE AS % OF PROJECTION	CUMULATIVE % OF ACTUAL TO PROJECTION
JULY	1,016,646	954,838	1,180,089	225,250	23.59%	123.59%
AUGUST	748,355	702,858	947,834	244,976	34.85%	128.37%
SEPTEMBER	932,896	876,180	1,008,451	132,271	15.10%	123.78%
OCTOBER	1,164,146	1,093,371	1,242,981	149,609	13.68%	120.73%
NOVEMBER	670,297	629,546	835,454	205,908	32.71%	122.51%
DECEMBER	866,405	813,731				
JANUARY	898,170	843,565				
FEBRUARY	1,074,000	1,008,706				
MARCH	741,758	696,663				
APRIL	891,479	837,281				
MAY	821,015	771,101				
JUNE	908,248	853,031				
TOTAL	10,733,415	10,080,871	5,214,809	958,015	9.50%	52%

Note: FY2020-21 Revenue estimate updated at May 6, 2021 RTC meeting.

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**SCCRTC
TRANSPORTATION TAX REGIONAL TRANSPORTATION FUND (TTRTF) - MEASURE D
SUMMARY OF REVENUE ALLOCATION BY MONTH
FY2022 ENDING JUNE 30, 2022**

	KEY/OBJECT	RATE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	TOTAL	YEAR END ADJUSTMENT	ADJUSTED TOTAL
GROSS	729000/40186		2,649,497.47	2,239,834.59	2,210,354.12	2,644,849.94	2,146,060.56	11,890,596.68	0.00	11,890,596.68
BOE FEES			-	(53,710.00)	-	-	(53,710.00)	(107,420.00)	-	(107,420.00)
NET			2,649,497.47	2,186,124.59	2,210,354.12	2,644,849.94	2,092,350.56	11,783,176.68	0.00	11,783,176.68
ADMINISTRATION & IMPLEMENTATION - 729100/75381										
ADMINISTRATION - SALARIES & BENEFITS		1%	26,494.97	21,861.25	22,103.54	26,448.50	20,923.51	117,831.77	0.00	117,831.77
O/H ADMIN			24,110.43	19,893.73	20,114.22	24,068.13	26,154.38	114,340.90	0.00	114,340.90
SALARIES & O/H IMPELEM& OVERSIGHT			13,056.25	6,835.75	6,835.75	6,835.75	13,056.25	46,619.75	0.00	46,619.75
SERVICES & SUPPLIES			6,666.67	4,944.44	4,944.44	4,944.44	4,944.44	26,444.44	0.00	26,444.44
Subtotal			70,328.32	53,535.17	53,997.96	62,296.83	65,078.58	305,236.86	0.00	305,236.86
TO DISTRIBUTE TO INVESTMENT CATEGORIES			2,579,169.15	2,132,589.42	2,156,356.16	2,582,553.11	2,027,271.98	11,477,939.82	-	11,477,939.82
1. NEIGHBORHOOD - 729200/75382		30%	773,750.75	639,776.82	646,906.85	774,765.93	608,181.59	3,443,381.95	-	3,443,381.95
SLV SR9		Fixed \$	27,777.78	27,777.78	27,777.78	27,777.78	27,777.78	138,888.89	0.00	138,888.89
HWY 17 Wildlife		Fixed \$	13,888.89	13,888.89	13,888.89	13,888.89	13,888.89	69,444.44	0.00	69,444.44
			41,666.67	41,666.67	41,666.67	41,666.67	41,666.67	208,333.33	0.00	208,333.33
City of Capitola - V100207		5.0878%	37,246.67	30,430.40	30,793.16	37,298.32	28,822.91	164,591.45	-	164,591.45
City of Santa Cruz - V110467		22.5429%	165,033.15	134,831.51	136,438.83	165,262.01	127,709.03	729,274.53	-	729,274.53
City of Scotts Valley - V102713		4.8626%	35,598.30	29,083.69	29,430.40	35,647.67	27,547.34	157,307.40	-	157,307.40
City of Watsonville - V1728		15.4078%	112,798.40	92,155.90	93,254.49	112,954.82	87,287.76	498,451.36	-	498,451.36
County of Santa Cruz		52.0989%	381,407.55	311,608.65	315,323.31	381,936.46	295,147.89	1,685,423.87	-	1,685,423.87
		100%	732,084.08	598,110.16	605,240.18	733,099.27	566,514.93	3,235,048.61	0.00	3,235,048.61
2. HWY Corridors - 729300/75383		25%	644,792.29	533,147.35	539,089.04	645,638.28	506,817.99	2,869,484.95	-	2,869,484.95
3. TRANSIT/PARATRANSIT - 729400/75384		20%	515,833.83	426,517.88	431,271.23	516,510.62	405,454.40	2,295,587.96	-	2,295,587.96
Santa Cruz Metro (SCMTD) 16%		80%	412,667.06	341,214.31	345,016.99	413,208.50	324,363.52	1,836,470.37	-	1,836,470.37
Community Bridges - V127587 - 4%		20%	103,166.77	85,303.58	86,254.25	103,302.12	81,090.88	459,117.59	-	459,117.59
4. ACTIVE TRANSPORTATION - 729500/75385		17%	438,458.76	362,540.20	366,580.55	439,034.03	344,636.24	1,951,249.77	-	1,951,249.77
5. RAIL CORRIDOR - 729600/75386		8%	206,333.53	170,607.15	172,508.49	206,604.25	162,181.76	918,235.19	-	918,235.19
DISTRIBUTED TO INVESTMENT CATEGORIES		100%	2,579,169.15	2,132,589.42	2,156,356.16	2,582,553.11	2,027,271.98	11,477,939.82	-	11,477,939.82
TOTAL ADMIN & IMPEM AND INVESTMENT CATEGORIES			2,649,497.47	2,186,124.59	2,210,354.12	2,644,849.94	2,092,350.56	11,783,176.68	0.00	11,783,176.68

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TO: Santa Cruz County Regional Transportation Commission
FROM: Luis Pavel Mendez, Deputy Director
RE: Assembly Bill 361 Findings for Virtual and Hybrid Meetings

RECOMMENDATIONS

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

1. The RTC has reconsidered the circumstances of the current COVID-19 state of emergency; and
 2. The state of emergency continues to directly impact the ability of the members of the RTC, its committees, its staff and the public to meet safely in person; and
 3. State or local officials continue to impose and recommend measures to promote social distancing; and
 4. Therefore, meetings of the RTC will continue to be held in a hybrid format and meetings of RTC committees will be held virtually via Zoom.
-

BACKGROUND

In March 2020, due to the COVID-19 pandemic, Governor Newsom declared a state of emergency which remains in effect. The Governor also issued executive orders suspending several provisions of the Brown Act to ensure that the work of government agencies could continue with virtual meetings to reduce the risk of spreading COVID-19. The executive orders suspending the Brown Act provisions expired on September 30, 2021. AB 361 was signed into law and took effect on October 1, 2021, which allows the continuation of virtual meetings as long as the declared state emergency continues and required findings are made by local agencies.

DISCUSSION

At its November 4th meeting, the RTC made AB361 findings to continue to hold virtual and/or hybrid meetings. The RTC meetings will be held in a hybrid format. This means that a limited number of Commissioners and members of the public may participate in person, as long as the County

Board of Supervisors Chambers are available for the meeting. Everyone participating in person must wear a mask. All others will participate via Zoom. All of the meetings of RTC committees will continue to be virtual meetings via Zoom because conference rooms are not equipped for virtual meetings.

To continue to hold virtual and/hybrid meetings must continue to make findings as required in Section 54953 of the Government Code, added by AB 361, which states:

- “(3) If a state of emergency remains active, or state or local officials have imposed or recommended measures to promote social distancing, in order to continue to teleconference without compliance with paragraph (3) of subdivision (b), the legislative body shall, not later than 30 days after teleconferencing for the first time pursuant to subparagraph (A), (B), or (C) of paragraph (1), and every 30 days thereafter, make the following findings by majority vote:
- (A) The legislative body has reconsidered the circumstances of the state of emergency.
 - (B) Any of the following circumstances exist:
 - (i) The state of emergency continues to directly impact the ability of the members to meet safely in person.
 - (ii) State or local officials continue to impose or recommend measures to promote social distancing.”

Therefore, staff recommends that the RTC find that RTC has reconsidered the circumstances of the current COVID-19 state of emergency; the state of emergency continues to directly impact the ability of the members of the RTC, its committees, its staff and the public to meet safely in person; and state and local officials continue to impose and recommend measures to promote social distancing; and meetings of the RTC will be hybrid while meetings of committees will be virtual.

FISCAL IMPACT

The costs necessary to hold meetings of the RTC either as regular Brown Act meetings, virtual meetings or hybrid meetings are included in the approved RTC budget. The costs to hold Brown Act and virtual meetings of RTC committees are also included in the RTC budget. No additional fiscal impacts are anticipated for such meetings at this time. For hybrid meetings of RTC committees, it would likely be necessary to equip conference rooms accordingly, which would have additional fiscal impacts.

SUMMARY

Due to the current COVID-19 pandemic, the Governor declared a state of emergency and issued executive orders to allow public agencies to hold meetings virtually. The executive orders allowing virtual meetings expired and AB 361 was signed into law to allow the continuation of virtual and/or hybrid meetings as long as the state of emergency still exists and public agencies make appropriate findings. Staff recommends that the RTC make such findings to allow virtual and/or hybrid meetings of itself and its committees.

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Santa Cruz County Regional Transportation Commission
THREE MONTH MEETING SCHEDULE

December 2021 – February 2022

www.sccrtc.org/meetings/

See agenda for teleconference log-in information. All meetings are subject to cancellation when there are no action items to be considered.

Meeting Date	Meeting Day	Meeting Type	Meeting Time	Meeting Place
12/02/21	Thursday	Regional Transportation Commission	9:00 am	Zoom
12/13/21	Monday	Bicycle Advisory Committee	6:00 pm	Zoom
12/14/21	Tuesday	Elderly & Disabled TAC [cancelled]	1:30 pm	n/a
12/16/21	Thursday	Interagency Technical Advisory Committee	1:30 pm	Zoom
01/11/21	Tuesday	Elderly & Disabled TAC [special meeting]	1:30 pm	Zoom
01/13/21	Thursday	Regional Transportation Commission	9:00 am	Hybrid: County BOS & Zoom
01/20/21	Thursday	Interagency Technical Advisory Committee	1:30 pm	Zoom
02/03/22	Thursday	Regional Transportation Commission	9:00 a.m.	Hybrid: County BOS & Zoom
02/07/22	Monday	Bicycle Advisory Committee [one week earlier due to holiday]	6:00 pm	Zoom
02/08/22	Tuesday	Elderly & Disabled TAC [one week earlier due to holiday]	1:30 pm	Zoom
02/10/22	Thursday	Budget & Administration/Personnel Committee	3:00 pm	Zoom
02/17/22	Thursday	Interagency Technical Advisory Committee	1:30 pm	Zoom

- County BOS (Board of Supervisors) – 701 Ocean St. #500A, Santa Cruz, CA
- Zoom – See agenda for log-in information

TO							From			Link to full comments on topics within RTC's jurisdiction
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
10/27/21	Email	Incoming	K. Corwin 11.3.2021	Krista	Corwin	SCCRTC	Ben	Vernazza	Resident	Re: Transportation by Climate Organization
10/18/21	Email	Incoming	S. Munz 10.26.2021	Shannon	Munz	SCCRTC	Ian	Dumogho	Dodge Quality	Santa Cruz Co Regional Transportation Commission Project: Highway 1 Auxiliary Lanes Project
10/25/21	Letter	Incoming	n/a	Guy	Preston	SCCRTC	Mark	Stone	Assembly California Legislature	Re: Support for Santa Cruz County Transportation Equity Action Plan grant
10/19/21	Letter	Incoming	n/a	Guy	Preston	SCCRTC	Maura	Twomey	AMBAG	Re: Support for Santa Cruz County Transportation Equity Action Plan grant
10/19/21	Letter	Incoming	n/a	Guy	Preston	SCCRTC	Paia	Levine	County Planning Dept	Re: Support for Santa Cruz County Transportation Equity Action Plan grant
10/18/21	Letter	Incoming	n/a	Guy	Preston	SCCRTC	Murray	Fontes	Watsonville Public Works & Utilities Dept	Re: Support for Santa Cruz County Transportation Equity Action Plan grant
10/15/21	Letter	Incoming	n/a	Guy	Preston	SCCRTC	Raymon	Cancino	Community Bridges	Re: Support for Santa Cruz County Transportation Equity Action Plan grant
10/25/21	Letter	Incoming	n/a	Guy	Preston	SCCRTC	Nancy	Faulstich	Regeneracion Pajaro Valley Climate Action	Re: Support for Santa Cruz County Transportation Equity Action Plan grant
10/25/21	Letter	Incoming	n/a	Guy	Preston	SCCRTC	Kymberly	Lacrosse	Community Bike Collective	Re: Support for Santa Cruz County Transportation Equity Action Plan grant
10/19/21	Letter	Incoming	n/a	Guy	Preston	SCCRTC	Gina	Cole	Bike Santa Cruz County	Re: Support for Santa Cruz County Transportation Equity Action Plan grant
10/25/21	Letter	Incoming	n/a	Guy	Preston	SCCRTC	Jim	Murphy	Ecology Action	Re: Support for Santa Cruz County Transportation Equity Action Plan grant

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
11/03/21	Email	Incoming	S.Munz 11.4.2021	Shannon	Munz	SCCRTC	Tom	Brock	Resident	Project RTC30SC
10/27/21	Email	Incoming	K.Corwin 11.3.2021	Krista	Corwin	SCCRTC	Mary	Allen	Resident	The RTC should be informed that the Greenway group is going door to door to promote untruths about the TIGm streetcar demo and project. Lies are part of their plan. We do want and need the streetcar and the trail. The project was a success and well pra...
10/28/21	Email	Incoming	K.Corwin 11.3.2021	Krista	Corwin	SCCRTC	Lawrence	Kaplan	Resident	Appearance of Impropriety and Conflict of Interest
10/29/21	Email	Incoming	K.Corwin 11.3.2021	Krista	Corwin	SCCRTC	Lynne	Simpson	Resident	Commissioners addresses
10/30/21	Email	Incoming	K.Corwin 11.3.2021	Krista	Corwin	SCCRTC	Brian	Peoples	Trail Now	Mr. Rotkin withdraw from RTC Board
10/30/21	Email	Incoming	S.Munz 11.3.2021	Shannon	Munz	SCCRTC	Donald	Schwartz	Resident	Re: Mr. Rotkin withdraw from RTC Board
10/30/21	Email	Incoming	K.Corwin 11.3.2021	Krista	Corwin	SCCRTC	Peter	Stanger	Resident	Re: Mr. Rotkin withdraw from RTC Board
10/31/21	Email	Incoming	K.Corwin 11.3.2021	Krista	Corwin	SCCRTC	Donald	Schwartz	Resident	Re: Mr. Rotkin withdraw from RTC Board
10/31/21	Email	Incoming	K.Corwin 11.3.2021	Krista	Corwin	SCCRTC	Cynthia	Dzendzel	Resident	Campaigns
10/31/21	Email	Incoming	K.Corwin 11.3.2021	Krista	Corwin	SCCRTC	Doug	Huskey	Resident	Mike Rotkin should recuse from RTC votes
11/03/21	Email	Incoming	K.Corwin 11.3.2021	Krista	Corwin	SCCRTC	Richard	Kojak	Resident	Railbanking
11/03/21	Email	Incoming	K.Corwin 11.3.2021	Krista	Corwin	SCCRTC	Peter	Stanger	Resident	Re: Trail Now Comments to RTC Board meeting (11/4)
11/03/21	Email	Incoming	K.Corwin 11.3.2021	Krista	Corwin	SCCRTC	Catherine	Rucker	Resident	Public/Private Rail
11/03/21	Email	Incoming	K.Corwin 11.3.2021	Krista	Corwin	SCCRTC	Brian	Peoples	Trail Now	Re: Trail Now Comments to RTC Board meeting (11/4)
11/03/21	Email	Incoming	K.Corwin 11.3.2021	Krista	Corwin	SCCRTC	Tess	Waldo	Resident	Tomorrow's meeting

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
11/03/21	Email	Incoming	K. Corwin 11.3.2021	Krista	Corwin	SCCRTC	Mark	Mesiti-Miller	Resident	11/4/2021 RTC Agenda item 19 - Unsolicited Rail Proposal and TIG/m and Roaring Camp
11/03/21	Email	Incoming	K. Corwin 11.3.2021	Krista	Corwin	SCCRTC	Nels "Pete" & Donna	Pearson	Resident	Support for Rail & Trail
11/03/21	Email	Incoming	K. Corwin 11.3.2021	Krista	Corwin	SCCRTC	Nadene	Thorne	Resident	TIG/m Demonstration
11/03/21	Email	Incoming	K. Corwin 11.3.2021	Krista	Corwin	SCCRTC	Dave	Faulkner	Resident	YES on tourist use or out corridor. NO on "railbanking"
11/03/21	Email	Incoming	K. Corwin 11.3.2021	Krista	Corwin	SCCRTC	Sean	Shrum	Resident	Connecting to statewide Rail & Trail projects
10/27/21	Email	Incoming	S. Munz 11.4.2021	Shannon	Munz	SCCRTC	Jack	Brown	Resident	TIG/m Trolley exceeded speed limit during demonstration
10/27/21	Email	Incoming	K. Corwin 11.3.2021	Krista	Corwin	SCCRTC	Sue	Kaufmann	Resident	Coastfutura and TIG/m Week Long Event
10/27/21	Email	Incoming	K. Corwin 11.3.2021	Krista	Corwin	SCCRTC	Sue	Kaufmann	Resident	Coastfutura and TIG/m Week Long Event
10/27/21	Email	Incoming	K. Corwin 11.3.2021	Krista	Corwin	SCCRTC	Sue	Kaufmann	Resident	Coastfutura and TIG/m Week Long Event
10/27/21	Email	Incoming	K. Corwin 11.3.2021	Krista	Corwin	SCCRTC	Sue	Kaufmann	Resident	Coastfutura and TIG/m Week Long Event
10/27/21	Email	Incoming	K. Corwin 11.3.2021	Krista	Corwin	SCCRTC	Sue	Kaufmann	Resident	Coastfutura and TIG/m Week Long Event
10/27/21	Email	Incoming	K. Corwin 11.3.2021	Krista	Corwin	SCCRTC	Sue	Kaufmann	Resident	Coastfutura and TIG/m Week Long Event
10/27/21	Email	Incoming	K. Corwin 11.3.2021	Krista	Corwin	SCCRTC	Sue	Kaufmann	Resident	Coastfutura and TIG/m Week Long Event

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
10/27/21	Email	Incoming	K. Corwin 11.3.2021	Krista	Corwin	SCCRTC	Sue	Kaufmann	Resident	Coastfutura and TIG/m Week Long Event
10/27/21	Email	Incoming	K. Corwin 11.3.2021	Krista	Corwin	SCCRTC	Sue	Kaufmann	Resident	Coastfutura and TIG/m Week Long Event
10/27/21	Email	Incoming	K. Corwin 11.3.2021	Krista	Corwin	SCCRTC	Sue	Kaufmann	Resident	Coastfutura and TIG/m Week Long Event
10/27/21	Email	Incoming	K. Corwin 11.3.2021	Krista	Corwin	SCCRTC	Sue	Kaufmann	Resident	Coastfutura and TIG/m Week Long Event
10/28/21	Email	Incoming	K. Corwin 11.3.2021	Krista	Corwin	SCCRTC	Paula	Bradley	Resident	Coast Futura TIG/m e-train demo in Santa Cruz & Watsonville
10/28/21	Email	Incoming	K. Corwin 11.3.2021	Krista	Corwin	SCCRTC	Tina	Andreatta	Resident	A classic Win-Win: TIG/m & Coast Futura demo rides and future linking with METRO busses
10/28/21	Email	Incoming	K. Corwin 11.3.2021	Krista	Corwin	SCCRTC	Tina	Andreatta	Resident	A classic Win-Win: TIG/m & Coast Futura demo rides and future linking with METRO busses
10/28/21	Email	Incoming	K. Corwin 11.3.2021	Krista	Corwin	SCCRTC	Tina	Andreatta	Resident	A classic Win-Win: TIG/m & Coast Futura demo rides and future linking with METRO busses
10/28/21	Email	Incoming	K. Corwin 11.3.2021	Krista	Corwin	SCCRTC	Tina	Andreatta	Resident	A classic Win-Win: TIG/m & Coast Futura demo rides and future linking with METRO busses
10/28/21	Email	Incoming	K. Corwin 11.3.2021	Krista	Corwin	SCCRTC	Tina	Andreatta	Resident	A classic Win-Win: TIG/m & Coast Futura demo rides and future linking with METRO busses
10/28/21	Email	Incoming	K. Corwin 11.3.2021	Krista	Corwin	SCCRTC	Tina	Andreatta	Resident	A classic Win-Win: TIG/m & Coast Futura demo rides and future linking with METRO busses
10/28/21	Email	Incoming	K. Corwin 11.3.2021	Krista	Corwin	SCCRTC	Tina	Andreatta	Resident	A classic Win-Win: TIG/m & Coast Futura demo rides and future linking with METRO busses
10/29/21	Email	Incoming	K. Corwin 11.3.2021	Krista	Corwin	SCCRTC	Jack	Brown	Resident	Thank you for the thoughtful and detailed rejection of TIG/m's Unsolicited Proposal
10/31/21	Email	Incoming	K. Corwin 11.3.2021	Krista	Corwin	SCCRTC	Doug	Huskey	Resident	Please NO Tourist Train or Trolley on the Rail Corridor

Correspondence Log (10/25/2021-11/22/2021)

RTC 12/02/2021

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
11/01/21	Contact us form	Incoming	K. Corwin 11.3.2021	Krista	Corwin	SCCRTC	Susan	Kauffman	Resident	Thanks hugely for the amazing rail experience!
11/02/21	Email	Incoming	K. Corwin 11.3.2021	Krista	Corwin	SCCRTC	Jacob	Wysocki	Resident	Comments for RTC meeting November 4th, 2021
11/02/21	Email	Incoming	K. Corwin 11.3.2021	Krista	Corwin	SCCRTC	Bob	Berlage	Big Creek Lumber Company	RE Agenda item 19
11/02/21	Email	Incoming	K. Corwin 11.3.2021	Krista	Corwin	SCCRTC	Tina	Andreatta	Resident	Support Passenger Rail Transit in Santa Cruz County
11/02/21	Email	Incoming	K. Corwin 11.3.2021	Krista	Corwin	SCCRTC	Kaki	Rusmore	Resident	Rail transit
11/03/21	Email	Incoming	K. Corwin 11.3.2021	Krista	Corwin	SCCRTC	Susie	Stelle	Resident	Rail transit
11/03/21	Email	Incoming	K. Corwin 11.3.2021	Krista	Corwin	SCCRTC	Brian	Peoples	Trail Now	Trail Now Comments to RTC Board meeting (11/4)
11/03/21	Contact us form	Incoming	K. Corwin 11.3.2021	Krista	Corwin	SCCRTC	LD	Freitas	Resident	Coast Futura
11/03/21	Email	Incoming	K. Corwin 11.3.2021	Krista	Corwin	SCCRTC	Grace	Voss	Resident	Smiles all around, thank you!
11/03/21	Email	Incoming	K. Corwin 11.3.2021	Krista	Corwin	SCCRTC	Robert	Stephens	Resident	Comments for your November meeting
11/03/21	Email	Incoming	K. Corwin 11.3.2021	Krista	Corwin	SCCRTC	Peter	Stanger	Resident	Re: Trail Now Comments to RTC Board meeting (11/4)
11/3/21	Email	Incoming	K. Corwin 11.3.2021	Krista	Corwin	SCCRTC	Johanna	Lighthill	Resident	Is TIG/m proposal disallowed by Prop 116?
10/27/21	Email	Incoming	T. Travers 11.3.2021	Tommy	Travers	SCCRTC	Travis	Rieber	County of Santa Cruz Public Works	RE: Encroachment Permit_ Comcast Fiber Optic Service_ T3A - NEW 2X2 OFF HBBN A (JB616609)
10/28/21	Email	Incoming	n/a	Krista	Corwin	SCCRTC	Kassandra	Flores	United Way of SC County	211 Quarter Reprint and Announcements
11/03/21	Email	Incoming	Y. Parra 11.5.2021	Brianna	Goodman	SCCRTC	Carlena	Grandey	Resident	Highway 9/SLV Corridor Plan - Help requested in regards to property located at 6407 Highway 9

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
11/03/21	Email	Incoming		Krista	Corwin	SCCRTC	Trink	Praxel	Resident	Nov. 4 RTC Agenda item 9 - Unsolicited Rail Proposal from TIG/m and Roaring Camp
11/04/21	Letter	Incoming	n/a	Guy	Preston	SCCRTC	Matt	Machado	County of Santa Cruz Public Works	RE: Support for North Coast Rail Trail Project - Modification to Approved CPUC Rail Crossing Application
11/03/21	Letter	Incoming	K. Corwin 11.8.2021	Krista	Corwin	SCCRTC	Faina	Segal	Friends of the Rail and Trail	RE: Item #19 on the agenda for the November 4 RTC meeting
11/03/21	Email	Incoming	K. Corwin 11.8.2021	Krista	Corwin	SCCRTC	Molly	Ording	Resident	Forwarding a recent email to Capitola Council re rail trail and daily recent traffic messes!
11/04/21	Email	Incoming	K. Corwin 11.8.2021	Krista	Corwin	SCCRTC	Erin	Wood	Resident	We need rail connecting South and North Counties
11/04/21	Email	Incoming	K. Corwin 11.8.2021	Krista	Corwin	SCCRTC	Joy	Schendledecker	Resident	Support rail for Watsonville
11/04/21	Contact us form	Incoming	K. Corwin 11.8.2021	Krista	Corwin	SCCRTC	Peter	Albert	Resident	Written comments RE Coast Futura demonstration
11/04/21	Email	Incoming	K. Corwin 11.8.2021	Krista	Corwin	SCCRTC	Sebastian	Little	Resident	Support rail
11/04/21	Email	Incoming	S. Munz 11.4.2021 (phone)	Luis	Mendez	SCCRTC	Shane	Mckeithen	SC County 1st District Supervisor's office	1st District Resident Concerned with Corridor Maintenance
11/04/21	Email	Incoming	K. Corwin 11.8.2021	Krista	Corwin	SCCRTC	Judy	Gittelson	Resident	Train poem
11/05/21	Email	Incoming	K. Corwin 11.8.2021	Krista	Corwin	SCCRTC	Lynne	Simpson	Resident	The rail transportation system
11/05/21	Email	Incoming		Tommy	Travers	SCCRTC	Emil	Frates	Santa Cruz City Schools	Santa Cruz City Schools establishing school bus stop near Cement Plant in Davenport
11/06/21	Email	Incoming	K. Corwin 11.8.2021	Krista	Corwin	SCCRTC	Debbie	Bulger	Resident	Pedestrian News
11/07/21	Email	Incoming	K. Corwin 11.8.2021	Krista	Corwin	SCCRTC	Erik	Hansen	Resident	JUSTICE40 INITIATIVE & AFFLUENT COMMUNITIES

Correspondence Log (10/25/2021-11/22/2021)

RTC 12/02/2021

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
11/08/21	Email	Incoming		Shannon	Munz	SCCRTC	Debbie	Bulger	Resident	ADA violation
11/08/21	Email	Incoming	K. Corwin 11.8.2021	Krista	Corwin	SCCRTC	Bob	Fifield	Resident	Implementing Viable Transportation
10/26/21	Letter	Incoming	n/a	Guy	Preston	SCCRTC	Jim	Hart	Sheriff/Coroner	Re: Support for a Santa Cruz County Climate Adaptation Vulnerability Assessment and Transportation Priorities Report for Caltrans Sustainable Communities Grant
11/09/21	Email	Incoming	S. Munz 11.16.2021	Shannon	Munz	SCCRTC	Robert	Jacks	Resident	Rough road highway
11/10/21	Email	Incoming	K. Corwin 11.10.21	Krista	Corwin	SCCRTC	Paula	Bradley	Resident	Re: Coast Futura TIG/m e-train demo in Santa Cruz & Watsonville
11/10/21	Email	Incoming	n/a	Transportation	Planners	SCCRTC	Amelia	Conlen	Ecology Action & Regeneracion Pajro Valley	Report of community survey data on transportation in Watsonville
11/12/21	Email	Incoming	n/a	Gina	Pye	SCCRTC	Brian	Peoples	Trail Now	CC'd: Communication to METRO
11/12/21	Email	Incoming	n/a	Gina	Pye	METRO	Carey	Pico	Resident	CC'd: Communication to METRO
11/12/21	Email	Incoming	n/a	Gina	Pye	METRO	Peter	Stanger	Resident	CC'd: Communication to METRO
10/27/21	Email	Incoming	G. Dykaar 11.15.2021	Ginger	Dykaar	SCCRTC	Will	Menchine	Resident	Graham Hill Rd Powerpoint, etc.
11/15/21	Email	Incoming		Luis	Mendez	SCCRTC	Robert	Yarlott	Lineage Logistics	Watsonville railroad
11/14/21	Email	Incoming		Shannon	Munz	SCCRTC	Matt	Cragun	Resident	HWY 17 AMP Plan

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
11/14/21	Email	Incoming	n/a	Matt	Machado	County Public Works	Jean	Brocklebank	Resident	Brommer Street Sidewalk Hazards
11/13/21	Email	Incoming	K. Corwin 11.15.2021	Krista	Corwin	SCCRTC	Jean	Brocklebank	Resident	Social equity via enhanced bus service
11/12/21	Email	Incoming	K. Corwin 11.15.2021	Krista	Corwin	SCCRTC	Warren	Gross	Resident	Bike map request
11/10/21	Letter	Outgoing	n/a	Tom	Wilson	Federal Transit Administration	Guy	Preston	SCCRTC	ParaCruz Facility Support Letter
11/15/21	Email	Incoming	K. Corwin 11.15.2021	Krista	Corwin	SCCRTC	Peter	Stanger	Resident	League of American Cyclists and social equity
11/16/21	Email	Incoming	n/a	All	Staff	SCCRTC	Toks	Omishakin	Cal DOT	A message from Caltrans' Director Toks Omishakin - You are invited to take the 2021 Caltrans External Partner Survey
11/16/21	Email	Incoming	J. Brocklebank 11.17.2021	Jean	Brocklebank	Resident	Matt	Machado	CO Public Works	RE: Brommer Street Sidewalk Hazards
11/16/21	Email	Incoming	K. Corwin 11.18.2021	Ginger	Dykaar	SCCRTC	Nadene	Thorne	Resident	Reconsider Segment 7B Trail Proposal
11/17/21	Contact us form	Incoming	T. Travers 11.18.2021	Rail	Team	SCCRTC	Brigitte	Hernandez	GTS Kleinfelder Co	PG&E Gas Transmission Pipeline Repair Project
11/17/21	Email	Incoming	J. Brocklebank 11.17.2021	Jean	Brocklebank	Resident	Matt	Machado	CO Public Works	RE: Brommer Street Sidewalk Hazards
11/17/21	Email	Incoming	K. Corwin 11.17.2021	Krista	Corwin	SCCRTC	Doug	Bilse	TAMC	Contact Information
11/17/21	Email	Incoming		Rachel	Moriconi	ITAC	Matt	Machado	CO Public Works	RE: Brommer Street Sidewalk Hazards
11/17/21	Email	Incoming	K. Corwin 11.18.2021	Krista	Corwin	SCCRTC	Connie	Wilson	Resident	Pedestrian hazard report



Tom Wilson
Public Affairs Specialist
Federal Transit Administration
1200 New Jersey Avenue, SE
Washington, DC 20590
United States

Dear Tom,

As the Regional Transportation Planning Agency (RTPA) for Santa Cruz County, the Santa Cruz County Regional Transportation Commission (RTC) strongly supports the Santa Cruz Metropolitan Transit District's (METRO) grant application to the Federal Transit Administration's (FTA's) FY21 Buses and Bus Facilities Program for the construction of ParaCruz Operation and Administrative Facility in Santa Cruz County. This project will address an unmet need for a permanent operation and administrative facility to accommodate increased fleet size and growth in future service for seniors and persons with disabilities.

METRO is requesting \$5,517,594 in federal funding with a 10% local match of \$613,066 to construct a new Paratransit Operating and Administrative Facility.

The new facility will house operations and administration in one building in full compliance with the Americans with Disabilities Act (ADA). It replaces a facility whose lease ends in February 2025. The new property is already owned by the METRO, and all environmental clearances will be obtained. This project is currently in final design and engineering, with scheduled permitting in December 2021. METRO plans to advertise construction services in April 2022, with mobilization to begin in July. Construction will be completed in November 2024. Time of the essence for completing this project given the lead-time needed to fully complete the new larger and more centrally located facility and shift current functions without service disruption to the public.

By reducing delays -especially during peak hours - and better integrating functions, this project will lower operating costs, make local transit operations more efficient, and generate environmental benefits. Furthermore, the proposed project would help meet the transportation needs of seniors and individuals with disabilities, as prioritized and identified in RTC's [2021 Final Unmet Transit and Paratransit Needs List](#) ("FUTPNL"). FUTPNL is a planning document that identifies the transportation needs of seniors and individuals with disabilities and prioritizes strategies and projects to help meet local transportation needs. Obtaining this grant now will ensure a proper lead time to fully complete the new facility and relocate current assets without service disruption to the public.

Thank you for your consideration of this request, and your strong support of public transit in the Santa Cruz region.

Sincerely,

Guy Preston
Executive Director



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE DECEMBER 2, 2021 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

PROJECTS UNDER CONSTRUCTION

	Project	Location Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager (Resident Engineer)	Contractor	Comments
1.	Highway 17 Pasatiempo Shoulder Widening (1C670)	South of Pasatiempo overcrossing (PM 0.2/0.5)	Shoulder widening and soil nail wall	Spring 2019-Winter 2021	\$5.7 million	SHOPP	Heidi Borders (BR)	Granite Rock Company	Work to be completed by end of calendar year.
2.	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	Winter 2021/22	\$2 million	SHOPP	Doug Hessing	Disney Construction Inc.	Contract awarded and approved to Disney Construction Inc, March 4, 2021
3.	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 Construction	Project has been awarded to Teichert Construction and is in construction.
4.	Highway 17 Wildlife Habitat Crossing (1G260)	From Laurel Road to just north of Laurel Road (PM 9.442-9.692)	Construct wildlife undercrossing	Winter 2022	\$6.448 million	SHOPP	Aaron Henkel	Granite Rock Construction	Project has been awarded to Granite Rock Construction and is in construction. Construction has been suspended until Feb 2022.



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE DECEMBER 2, 2021 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

PROJECTS UNDER CONSTRUCTION (Cont'd.)

	Project	Location Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager (Resident Engineer)	Contractor	Comments
5.	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	Nick Heisdorf (PD)	Traffic Loops Crackfilling, Inc.	Project in construction. Contractor is Traffic Loops Crackfilling, Inc. Work is 80% complete.
6.	Highway 129/ Lakeview Road Intersection Improvements (1G990)	Near Watsonville, at Lakeview Road (PM 1.4)	Construct roundabout and improve street lighting	Winter 2021	\$4.5 million	SHOPP	Luis Duazo	Dreambuilder Construction	Construction of the westbound direction of the roundabout is under way. Construction is expected to be complete mid-December 2021.
7.	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	Winter 2021/22	\$2.6 million	SHOPP	Doug Hessing	Gordon N. Ball, Inc.	The construction contract was awarded to GORDON N. BALL, INC. One-way traffic control in in place.
8.	Highway 1 Soquel Creek Scour Protection (1H480)	In Capitola at Soquel Creek Bridge (PM 13.3)	Bridge preventative maintenance – Place scour protection	Summer 2022	\$1.4 million	SHOPP	Heidi Borders	Construction	Project RTL.
9.	Highway 1 Davenport Culvert Replacement (0J200)	Near Davenport and south of Waddell Creek Bridge (PM 31.9/35.7)	Replace culverts	Winter 2021	\$7.4 million	SHOPP SB-1	Heidi Borders	Construction	Project is in advertisement.



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE DECEMBER 2, 2021 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

PROJECTS IN DEVELOPMENT									
	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	Nick Heisdorf	PS&E	The project is in the Design and Right of Way phase. Design 60% plans for review November 2021.



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE DECEMBER 2, 2021 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

	Project	Location Post Mile (PM)	Description	Construction Timeline	Estimated Construction Cost	Funding Source	Project Manager	Phase	Comments
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 project is in the Design and Right of Way phase.
13.	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	Nick Heisdorf	PS&E	Project is in the Design and Right of Way phase. Design 95% plans for review November 2021.
14.	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.
15.	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	Terry Thompson (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 UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE DECEMBER 2, 2021 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

	Project	Location Post Mile (PM)	Description	Construction Timeline	Estimated Construction Cost	Funding Source	Project Manager	Phase	Comments
16.	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.
17.	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	Nick Heisdorf	PA&ED	Complete streets additions are being included. environmental studies and design surveys are in progress.
18.	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	
19.	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	\$8.9 million	SHOPP	Nick Heisdorf	PID	PIR approved June 2021.



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE DECEMBER 2, 2021 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

20.	<p>Highway 17 Install High Friction Surface Treatment (HFST) (1M730)</p>	<p>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.</p>	<p>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</p>	<p>Winter 2022/ Spring 2023</p>	<p>\$6.5 million</p>	<p>SHOPP</p>	<p>Heidi Borders</p>	<p>PS&E/RW</p>	
21.	<p>Highway 9 North CAPM (1K900)</p>	<p>In Santa Cruz County from 0.4 miles south of Saratoga Toll Rd to the Santa Cruz/San Mateo County line (PM 18.89/27.09)</p>	<p>Preserve CAPM Strategies including but not limited to digouts, profile grinding, overlay, placing shoulder backing and dike. Reconstruct guardrail, rehabilitate or replace 6 culvert and replace 67 sign panels</p>	<p>2026</p>	<p>\$6.3 million</p>	<p>SHOPP</p>	<p>Doug Hessing</p>	<p>PID</p>	<p>Project is anticipated to be programmed in the 2022 SHOPP to start PA&ED phase.</p>
22.	<p>Highway 152 Watsonville Rehab/CAPM (05-1P110)</p>	<p>Santa Cruz County on Route 152 from Jct Route 1 to 0.5 Mile East of Carlton Rd. (PM 0.31/4.14)</p>	<p>Preserve pavement, rehabilitate or replace Salsipuedes Creek Bridge, replace culverts, rehabilitate traffic signals, upgrade curb ramps, reconstruct guardrail, replace sign panels, and complete streets</p>	<p>2029</p>	<p>\$25 million</p>	<p>SHOPP</p>	<p>Heidi Borders</p>	<p>PID</p>	



ACRONYMS USED IN THIS REPORT:

ADA	Americans with Disabilities Act	SHOPP	State Highway Operation and Protection Program
CEQA	California Environmental Quality Act	SR	State Route
CMAQ	Congestion Mitigation Air Quality	STIP	State Transportation Improvement Program
CMA	Corridor Mobility Improvement Account	TMS	Traffic Management System
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		

TO: Regional Transportation Commission (RTC)

FROM: Amy Naranjo, Transportation Planner

RE: Release of Draft 2045 Regional Transportation Plan (RTP)

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission:

1. Review and provide input on the Draft 2045 Regional Transportation Plan (Attachment 1 – Executive Summary; full document available at <https://sccrtc.org/2045rtp>).
 2. Authorize staff to release the Draft 2045 Regional Transportation Plan (RTP) for public review December 2, 2021 – January 31, 2022 (60-day comment period).
 3. Schedule a public hearing on the Draft 2045 RTP for the January 13, 2022 RTC meeting.
-

BACKGROUND

The Santa Cruz County Regional Transportation Commission is in the process of updating the Regional Transportation Plan (RTP). The RTP is a state-mandated document that identifies transportation needs in Santa Cruz County over the next twenty-five years. It estimates the amount of funding that will be available and identifies planned transportation projects. The plan is an essential first step in securing funding from federal, state and local sources. As required by state law, the RTP includes discussion of highways, local streets and roads, bicycle and pedestrian facilities, transit services, specialized transportation services for seniors and people with disabilities, airports, and goods movement.

The 2045 RTP, through its goals and policies, sets forth a triple-bottom line sustainability framework for expanding options for residents and visitors to access their daily needs in a way that is safe, equitable, protects the natural environment and promotes investment in the local economy. The triple bottom line concept of sustainability starts with the development of the goals and policies which are then used to define the priority list of projects. Individual projects listed in the 2045 RTP

must still undergo separate design and environmental processes, and can only be implemented as local, state and federal funds become available.

This RTP, along with those from Monterey and San Benito Counties, has been incorporated into the Association of Monterey Bay Area Governments (AMBAG) Metropolitan Transportation Plan (MTP) covering the tri-county Monterey Bay area.

Senate Bill 375 requires AMBAG as the Metropolitan Planning Organization for the region, to prepare a Sustainable Communities Strategy (SCS) as part of the MTP that integrates land use and transportation planning to reduce greenhouse gas emissions. The RTC coordinates with AMBAG on the development of the MTP-SCS by identifying financial constraints and transportation projects for inclusion in the MTP-SCS. In order to meet federal mandates, AMBAG must adopt the MTP-SCS by June 2022 and thus the 2045 Santa Cruz County RTP must be adopted by June 2022.

The RTP is subject to the California Environmental Quality Act (CEQA). Recognizing an opportunity to achieve efficiencies, the RTC, TAMC and SBCOG decided to merge their environmental analysis for their respective RTPs and AMBAG's 2045 MTP-SCS. A single environmental document that covers the RTPs for the three counties (Santa Cruz, Monterey and San Benito Counties) in the AMBAG region and the 2045 MTP-SCS has been prepared in lieu of individual environmental documents. AMBAG is the lead agency for the preparation of the 2045 MTP-SCS/RTP Environmental Impact Report (EIR), which includes environmental review of the three regional transportation plans and serves as the EIR for the 2045 RTP. The three regional transportation planning agencies, including RTC, serve as the responsible agencies under CEQA. As the responsible agency under CEQA, the RTC's primary role is to respond to consultation by the lead agency including reviewing and commenting on the Draft EIR.

DISCUSSION

2045 Regional Transportation Plan

The Draft Regional Transportation Plan (RTP) consists of an Executive Summary ([Attachment 1](#)) and nine chapters:

1. Introduction
2. Transportation Network
3. Travel Patterns
4. Vision for 2045 (Policy Element)
5. Funding Our Transportation System (Financial Element)

6. Transportation Investments (Action Element)
7. System Performance
8. Environmental and Air Quality Review
9. What's Next?

The three main components of the RTP are the Policy Element, the Financial Element, and the Action Element.

The Policy Element identifies the goals, policies, and targets that guide transportation funding decisions and prioritization. The goals, policies and targets in the 2045 RTP were revised from the 2040 RTP based on community input and shift their function from forecasting to monitoring trends in real-time in order to measure progress toward RTP goals.

- Draft goals, polices, and targets approved by RTC: February 2020

The Financial Element identifies funds available to the region and lists the additional funding needs over the next 25 years. Just over \$5 billion in revenues from local, state and federal sources, including Measure D funds, are reasonably anticipated to be available for transportation in Santa Cruz County in the 25-year RTP timeframe.

- Draft financial element approved by RTC: March 2021

The Action Element of the RTP identifies specific projects, programs, and actions necessary to implement the policy element of the RTP. As required by state and federal law, the project list shows which projects could be funded within the projected funds identified in the draft Financial Element (Constrained) and which would require new revenues above and beyond those anticipated over the next twenty-five years (Unconstrained). The complete cost of transportation needs in Santa Cruz County is estimated to be \$9.7 billion over the 25-year RTP timeframe.

- Draft complete list of projects approved by RTC: September 2020
- Draft financially constrained project list approved by RTC: March 2021

The Draft 2045 Regional Transportation Plan can be found on the RTC website at <https://sccrtc.org/2045rtp>.

Staff recommends that the RTC provide input on the Draft 2045 Regional Transportation Plan and authorize staff to release the document on December 2, 2021 for a 60-day public review period ending on January 31, 2022. The requirement for length of public review is a minimum of 30 days.

Environmental Impact Report

The CEQA required environmental review for the 2045 Regional Transportation Plan (RTP) is included in the EIR for the 2045 MTP-SCS/RTP. The environmental review evaluates the potential environmental effects of implementing the 2045 MTP-SCS,

including the 2045 RTP for Santa Cruz County. The environmental review also evaluates alternative investment scenarios and identifies mitigation measures for potential impacts. As the lead agency under CEQA for the 2045 MTP-SCS/RTP EIR, AMBAG has the primary responsibility for approving the “project” (i.e., 2045 MTP-SCS including the 2045 RTP for Santa Cruz County). The RTC, as a responsible agency under CEQA, will review and provide comments on the Draft EIR focusing on areas which will require decisions to be carried out by or approved by the RTC in the future. The RTC will consider adoption of the EIR findings in concert with adoption of the 2045 RTP after the EIR is certified by AMBAG.

As a programmatic document, the 2045 MTP-SCS/RTP EIR presents a region-wide assessment of the impacts of the proposed 2045 MTP-SCS, including the three RTPs (Santa Cruz, Monterey, and San Benito Counties). The intent of a program-level EIR is to focus, in general terms, on the probable regional environmental effects that can be identified at this point in time that are associated with the implementation of the financially constrained action elements of the plans. The 2045 MTP-SCS/RTP EIR does not analyze impacts of individual projects. Projects will undergo a separate environmental review process, conducted by their agency sponsors, once they actually receive funding and are ready to proceed.

AMBAG is scheduled to release the Draft 2045 MTP-SCS/RTP EIR, in concert with release of the Draft 2045 MTP-SCS, on Monday, November 22, 2021, for a 70-day public review period. The public comment period on the Draft 2045 MTP-SCS/RTP EIR, which includes environmental review of the Santa Cruz County 2045 RTP will close on January 31, 2022. The Draft 2045 MTP-SCS/RTP EIR will be available online at www.ambag.org following its release. AMBAG will virtually host four (4) public hearings/workshops on the draft MTP-SCS/RTP EIR throughout January 2022. The timing of release of the Draft RTP and the Draft EIR was coordinated with San Benito COG, TAMC and AMBAG staff to meet federal deadlines for approval of the 2045 MTP-SCS.

Next Steps

Input from RTC advisory committees on the Draft 2045 RTP will be solicited and notices about the availability of the document will be sent to the media and community-based groups, including business, social services, environmental and neighborhood groups. The Draft RTP will be posted on the Commission’s web site with links provided to the EIR on AMBAG’s website. Hard copies will be provided to local libraries in Capitola, Downtown Santa Cruz, Felton, La Selva Beach, and Watsonville. Staff recommends scheduling a public hearing on January 13, 2022 to hear comments on the draft 2045 RTP.

A summary of dates related to finalizing the RTP are provided below.

- November 22, 2021 – AMBAG scheduled to release draft 2045 MTP-SCS and draft 2045 MTP-SCS/RTP EIR for public comment for a 70-day public review period
- December 2, 2021 – Draft 2045 RTP scheduled to be released for public comment for a 60-day public review period
- January 13, 2022 – 2045 RTP Public Hearing at RTC meeting
- January 12/19/24/27, 2022 – 2045 MTP-SCS/RTP EIR Public Workshops/Hearings
- January 31, 2022 – End of 60-day public comment period for draft Santa Cruz County 2045 RTP and end of 70-day public review period for draft 2045 MTP-SCS and EIR
- March 3, 2022 – Approve changes to Draft 2045 RTP for final submission to AMBAG at RTC meeting
- June 2, 2022 – RTC scheduled to adopt Final 2045 RTP and Final EIR
- June 8, 2022 – AMBAG scheduled to adopt 2045 MTP-SCS and certify EIR

SUMMARY

AMBAG is scheduled to release the 2045 MTP-SCS and associated EIR on November 22, 2021. The 2045 MTP-SCS/RTP EIR includes an impact analysis of the 2045 Santa Cruz County RTP. Upon approval from the RTC, the draft 2045 Santa Cruz County Regional Transportation Plan is scheduled for release on December 2, 2021, starting a 60-day review period which will end on January 31, 2022. The draft 2045 RTP will be available to review on the RTC website at www.sccrtc.org/2045rtp and the 2045 MTP-SCS/RTP EIR on the AMBAG website at www.ambag.org. Both documents will also be available at the public libraries for public review. Notices will be sent to interested parties. Staff recommends scheduling a public hearing on the RTP for the January 13, 2022 RTC meeting, with adoption of the 2045 RTP at the June 2, 2022 RTC meeting.

Attachments:

1. 2045 Santa Cruz County Regional Transportation Plan Executive Summary

External Links:

1. Download entire Draft 2045 Santa Cruz County Regional Transportation Plan at www.sccrtc.org/2045rtp.

2045 Santa Cruz County Regional Transportation Plan

Executive Summary

The Santa Cruz County Regional Transportation Commission (herein referred to as the “RTC” or “Commission”) periodically completes a Regional Transportation Plan according to state guidelines to guide short- and long-range transportation planning and project implementation for the county. This 2045 Regional Transportation Plan (called the “2045 RTP”) is the RTC’s comprehensive planning document that provides guidance for transportation policy and projects through the year 2045. The 2045 RTP is based on a sustainability framework using the Sustainable Transportation Analysis and Rating System (STARS) to identify the goals, policies and thus the projects and programs to achieve a more sustainable transportation system. Sustainability is defined as balancing economic, environmental and equity interests. Individual projects listed in the 2045 RTP must still undergo separate design and environmental processes, and can only be implemented as local, state and federal funds become available. This RTP, along with those from Monterey and San Benito Counties, has also been incorporated into the 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) covering the three-county Monterey Bay area that will meet state and federal guidelines.

The following is a summary of each chapter in the 2045 RTP.

Chapter 1 – Introduction

The transportation system not only enables us to get around but it is also interlinked with our health and safety, the quality of the built and natural environment, and the economic vitality of our region. The 2045 Santa Cruz County Regional Transportation Plan endeavors to work towards a sustainable transportation system that addresses the challenges that face transportation in Santa Cruz County now and in the future. The challenges discussed in Chapter 1 include:

- System Preservation – Maintenance needs for the existing transportation network are increasing. Roadway, bikeway, sidewalk, bridge and other repairs must be addressed in parallel with capacity and operational enhancements. If ongoing routine maintenance needs are not addressed, the cost of deferred maintenance will grow exponentially, leaving little funding for new projects.
- Safety – The federal transportation act, Investing a New Vision for the Environment and Surface Transportation (INVEST) in America Act, identifies safety as a national goal area and requires each state to set Safety Performance Management Targets in order to achieve a significant reduction in motorized and non-motorized traffic fatalities and serious injuries on all public roads. The Metropolitan Planning Organizations must also establish targets in coordination with the state.
- Congestion – Traffic congestion exists in Santa Cruz County and will not go away in the foreseeable future. Population growth and region-wide jobs to housing imbalances that encourage driving as the mode of choice result in more drivers making more automobile trips.

EXECUTIVE SUMMARY

The frequent traffic jams on Highway 1 are the most obvious example of congestion on county roadways.

- Environmental and Public Health - A sustainable transportation system can play a vital role in the environmental health of Santa Cruz County and the health of its residents. Greenhouse gas emissions (GHG) have global environmental and public health effects, and air pollutants can affect both the environment and public health on a regional scale. The link between limited use of active transportation, such as biking and walking, and adult and childhood obesity is increasingly strengthened through research. Strategies for addressing this concern are being discussed at federal, state and local levels.
- Economy – The economic vitality of a region can be affected by transportation in a number of ways. Improved access is likely to positively affect businesses through faster goods movement and increased tourist activity. Implementation of transportation projects can provide jobs, and the smaller the percentage of household income that goes to transportation, the greater the amount of money that is available to go back into the local economy.
- Funding – Funding for transportation in Santa Cruz County has notably improved in recent years. Measure D, approved by Santa Cruz County voters in 2016, provides over \$20 million in revenues per year from sales taxes that are dedicated for use on the transportation categories approved by voters. In 2017, the California legislature provided more stable funding for transportation for the first time in nearly 25 years with passage of Senate Bill 1. Despite the recent funding improvements, there continues to be insufficient funds for all of the community's transportation needs.

The 2045 RTP endeavors to work toward a sustainable transportation system that addresses these challenges and results in safer, healthier and more efficient travel choices that provide improved multimodal access to opportunities such as jobs, education, and healthcare for our residents.

Chapter 2 – Transportation Network

Santa Cruz County has a rich multi-modal transportation network. The county's existing transportation network comprises a broad range of transportation facilities and modes. These include state highways, local streets and roads, an extensive bus system, a specialized transport system for seniors and people with disabilities, bikeways, sidewalks, an airport and a rail line. The most notable improvements to the highways have been on Highway 1 including Mission St, the Highway 1 and 17 interchange and auxiliary lanes between Soquel Drive and Morrissey Boulevard.

In 2012, the RTC became the owner of the Santa Cruz Branch Rail Line that extends almost 32 miles between Davenport and Watsonville. The RTC purchased the rail corridor on behalf of the community to preserve the corridor for existing and future transportation uses, including freight rail, passenger rail service/transit, and bicycle and pedestrian facilities. The Unified Corridor Investment Study performed an analysis of the options for transportation uses of the rail right-of-way as required by Measure D. The Transit Corridor Alternatives Analysis and Rail Network Integration Study accepted by the RTC in February 2021 selects electric passenger rail as the locally preferred alternative for the Santa Cruz Branch Rail Line. The Master Plan and Environmental Impact Report for the Monterey Bay Sanctuary Scenic Trail, a network of multiuse trails with the spine along the rail line, have been completed. Eighteen (18)

miles of trails along the rail right of way have been funded in full or in part, with construction to begin as soon as design, engineering and environmental permitting are completed. The first project was completed in 2020.

Transportation system management and transportation demand management programs are also components of the transportation network. Transportation System Management (TSM) projects incorporate operational improvements that improve traffic flow and safety. Examples include signal synchronization, new turning lanes, striping, auxiliary lanes and detectors for assessing real time traffic conditions. Transportation Demand Management includes strategies that reduce the number of people that are driving alone. These strategies include increasing the number of people carpooling, bicycling, telecommuting and taking transit through programs such as Cruz511 and GO Santa Cruz County commuter services.

This multi-modal transportation network is crucial to meeting the travel needs of all county residents, including drivers, non-drivers and commercial traffic.

Chapter 3 – Travel Patterns

The majority of the population in Santa Cruz County lives and travels within a small area of the county. The areas of the county with higher population density are primarily along the coast (City of Santa Cruz, Capitola, Live Oak, Soquel and Aptos), in the cities of Watsonville and Scotts Valley, and along portions of the San Lorenzo Valley. Although the distances that people travel within Santa Cruz County are not extensive, increasing the diversity of land uses within neighborhoods to improve access to goods and services can result in even greater reductions in trip lengths.

The patterns of travel within Santa Cruz County are very much dependent on the number of people who live, work and visit the county. Population growth in Santa Cruz County between 2000 and 2010 increased by only 3% but future projections indicate that population will grow by 9% between 2020 and 2045. Similarly, the number of jobs in Santa Cruz County is forecasted to increase by 9.5% between 2020 and 2045.

Much effort on this 2045 RTP and the 2045 Metropolitan Transportation Plan has been focused on prioritizing projects that will reduce greenhouse gas emissions primarily from a reduction in vehicle miles traveled (VMT). One vehicle traveling one mile equals one “vehicle mile traveled.” The 2010-2012 California Household Travel Survey (CHTS) data results for the state show that there has been a doubling of walk, transit and bike trips compared to data collected in 2000 and a reduction of drive alone trips of approximately 10%. Mode share data for Santa Cruz County from this CHTS data shows that Santa Cruz County residents’ bike more often than the state average. The American Communities Survey provides mode share data for the “typical mode taken to work” for Santa Cruz County. The ACS data from 2015-2019 shows that Santa Cruz County residents are choosing to walk and ride their bike to work more often than in 2000, but carpool less, and the percent of drive alone trips remain the same. The data also show an upward trend in working from home.

Chapter 4 – Vision for 2045

EXECUTIVE SUMMARY

The Santa Cruz County Regional Transportation Commission utilizes a rating system called the Sustainable Transportation Analysis Rating System (STARS) to support development of the RTP. The goals, policies, performance measures and targets were developed with extensive public and partner input using STARS to form the foundation for a sustainable transportation plan. The measures are shaped by readily available data and are expected to evolve as new data becomes available. The goals for the 2045 RTP are as follows:

- **Goal 1:** Establish livable communities that improve people’s access to jobs, schools, recreation, healthy lifestyles and other regular needs in ways that improve health, reduce pollution and retain money in the local economy.
- **Goal 2:** Reduce transportation related fatalities and injuries for all transportation modes.
- **Goal 3:** Deliver access and safety improvements cost effectively, within available revenues, equitably and responsive to the needs of all users of the transportation system and beneficially for the natural environment.

The Santa Cruz County Regional Transportation Plan identifies measurable outcomes, called targets that are each linked to a sustainability goal. Incorporating targets into the goals and policies enables the Regional Transportation Commission to assess how well the long-range plan performs over time in advancing the targets. The assessment of performance is provided in Chapter 7.

Chapter 5 – Financial Plan

Transportation programs and projects in Santa Cruz County are funded from a variety of local, state and federal funding programs. Local sources account for 46% of the transportation revenues, 39% from state and 15% from federal. Based on current and projected revenue sources, approximately \$5 billion are reasonably anticipated to be available to finance transportation projects in Santa Cruz County through 2045 (\$200 million per year). The vast majority of anticipated revenues are committed to specific dedicated uses. Over one third of local, state and federal funds can only be used for transit and paratransit projects and operations. A large proportion of these transit revenues come from our county’s dedicated half-cent local sales tax for transit. Airport improvements and highway safety also account for a large portion of the dedicated funds.

In response to ongoing funding shortfalls and the large backlog of maintenance and other projects, Santa Cruz County voters approved Measure D in November 2016, a 30-year half-percent sales tax dedicated to local transportation projects and programs. Measure D provides over \$20 million per year in stable funding for projects in Santa Cruz County. In 2017, the California legislature passed Senate Bill 1 – The Road Repair and Accountability Act to stabilize transportation funding and help address the diminishing transportation revenues from the per gallon gasoline and diesel tax.

The Regional Transportation Commission (RTC) has discretion over less than 4% of the funds available for transportation projects in the next 25 years (approximately \$8.5 million per year). These funds are from regional shares of the State Transportation Improvement Program (STIP) Surface Transportation Block Grant Program (STBG) and SB 1- Local Partnership Program.

It is important to note that transportation funding can be incredibly unpredictable. State and federal actions can result in elimination of certain funding programs or diversion of transportation funds to the

State General Fund, as has happened regularly to transit funds over the past several years. Inevitably, some of the funding sources assumed within the financial projections for this plan will not actually be realized. Even if all of the revenues assumed in this document are realized, projected funds are insufficient to keep up with the maintenance, operational, safety, and major improvement needs of the region discussed in Chapter 6. Therefore, this document identifies additional sources for new funds that could potentially become available. The RTC works with entities locally, statewide, and nationally to seek new transportation revenue sources. These could include new local or state gas taxes, transportation impact fee programs, statewide transportation bonds, special federal funding programs (such as economic stimulus bills), special state legislative budget requests, and new grants.

Chapter 6 – Transportation Investments

A list of programs, projects and actions needed to operate, maintain, and improve the transportation system in Santa Cruz County has been developed – based on input from the public and sponsoring agencies -- as part of the Action Element of the RTP. The cost of implementing this list of transportation projects in Santa Cruz County is approximately \$9.7 billion, whereas the estimated funds available through 2045 is approximately \$5 billion – just over half of the estimated need.

Given the significant gap between funding needs for transportation and projected revenues, the projects listed in the RTP must be divided into two groups. Transportation improvements that can be funded with foreseeable transportation revenues between 2020 and 2045 are shown as “Constrained.” This group includes projects with dedicated funding, already funded projects to be constructed in the short term, and planned projects that could be constructed anytime within the 2045 RTP’s 25-year timeline as projected funds become available. Transportation improvements to be implemented only if new revenues are generated or become available show their funding as “unconstrained.” Some projects are identified with both constrained and unconstrained funds, indicating a need for additional funds to complete the entire project, though portions of those projects may be completed using available funding.

In order to determine which projects are prioritized for the constrained list for the 2045 RTP, input was solicited from project sponsors, the public, public interest groups and RTC advisory committees throughout the process in developing the final project list that identifies the projects as either constrained and/or unconstrained.

The within projected funds or constrained project list consists of approximately 360 projects that could be fully implemented and 150 projects that could be partially implemented over the twenty-five year timeframe. These projects and programs address the region’s accessibility, economic, safety and environmental sustainability needs over the next 25 years and constitute the 2045 RTP’s constrained project list described in Chapter 6 with the full list of projects and programs provided in Appendix E. During the next 25 years, approximately \$5 billion from federal, state, and local funding sources is projected to be available to finance transportation projects in Santa Cruz County. Over 290 projects are on the unconstrained list, for which additional funds will be needed in order to be implemented.

The 2045 RTP assigns future transportation funds to a range of projects and programs designed to maintain the current transportation system, and improve access, safety and environmental and public health by broadening transportation options. Key proposals, based on available funding, include:

EXECUTIVE SUMMARY

- Maintenance of the existing transportation network including roads, highways, bike lanes, sidewalks, and transit
- Safety and operational improvements to Highways 1, 9, 17, 129 and 152
- Addition of auxiliary lanes and bus on shoulders on Highway 1 between Freedom Boulevard in Aptos and Soquel Ave
- Bicycle and pedestrian crossings over Highway 1 at Chanticleer and Mar Vista
- Modifications to major arterial roads -- including intersection improvements and bus, pedestrian and bicycle facilities
- Freeway Service Patrol along Highways 1 and 17
- Expanded bus service for high ridership routes to serve University of California Santa Cruz (UCSC), south county and San Jose commuters
- Transit queue jumps and high occupant vehicle signal priority
- Construction of the Monterey Bay Sanctuary Scenic Trail, the Pajaro River Trail, and the San Lorenzo Valley Trail
- Local bicycle and pedestrian projects and programs designed to increase bicycle commuting, and provide safe bicycle and pedestrian routes to schools and key destination areas
- Expansion of specialized transport services in response to projected increases in senior and disabled populations
- Individualized marketing programs to employers to increase carpooling and vanpooling

Development of the RTP project list is a preliminary step towards actual implementation of the projects identified in the 2045 RTP. Prior to the beginning of project construction, a number of steps must be taken which can take from 6 months to 20 years, depending on the particular project's complexity, impacts, level of public interest, funding and environmental requirements, and availability of funds. These steps include developing a detailed project cost estimate; obtaining local, state and/or federal funds; designing the project; determining the project's environmental impacts; securing right-of-way, if necessary; and throughout the process, incorporating public input.

Chapter 7 – System Performance

Performance-based planning is a strategic approach that uses key information to help inform investment decisions. The performance of the previous regional transportation plans for Santa Cruz County completed in 2014 and 2018 was analyzed in detail to determine how well the constrained list of transportation projects and programs advance the goals and targets established for the 2014 and 2018 RTPs and affect the county's future. The analysis that was performed is still largely applicable to the 2045 RTP given the project list for the 2045 RTP has not changed substantially from the 2014 and 2018 versions.

The 2045 RTP focuses the system performance on presenting available data that monitors the performance of the transportation system to date. Data is not available at this time to monitor all of the measures in the 2045 RTP although many of the more fundamental indicators (safety, vehicle miles traveled, greenhouse gas emissions, pavement condition) are presented.

Chapter 8 – Environmental and Air Quality Review

The California Environmental Quality Act of 1970 (CEQA) requires that the environmental effects of the 2045 RTP be analyzed. This analysis was prepared as a separate program-level Environmental Impact Report (EIR) released along with the 2045 RTP. The EIR, prepared in coordination with the Association of Monterey Bay Area Governments (AMBAG), Transportation Agency for Monterey County (TAMC), and the San Benito County Council of Governments (SBCOG), collectively evaluates the MTP/SCS and the Regional Transportation Plans for the Monterey Bay region - Santa Cruz, Monterey, and San Benito Counties. The EIR analyzes the potential environmental impacts of the 2045 RTP, including alternative investment scenarios, and identifies potential mitigation measures for impacts of the transportation program for the whole region. The EIR does not analyze impacts of, or mitigations for, individual projects. The respective agency sponsors will conduct a project-specific review, once funding is received and the project is initiated.

Together Santa Cruz, Monterey, and San Benito Counties comprise the North Central Coast Air basin (NCCAB). Many projects in the plan implement the Monterey Bay Unified Air Pollution Control District's (Air District) approved Transportation Control Measures for the region, which are developed to reduce transportation-related emissions by reducing vehicle use or improving traffic flow. The three-county region (or NCCAB) is an attainment area for air quality impacts and therefore exempt from the required conformity analysis.

Chapter 9 – What's Next?

The Santa Cruz County Regional Transportation Plan is a work in progress that will be updated approximately every four years. This chapter identifies a number of considerations that will likely be prominent features of the RTP over the next couple of decades.

Santa Cruz County is susceptible to a wide range of climate change effects. The RTC is aware of the need to undertake efforts to respond to *impacts* of climate change along with the current effort to reduce GHG emissions. Future editions of the RTP may address the impacts of climate change by identifying areas at most risk to sea level rise as well as other additional transportation considerations.

The effects of automated vehicles on future transportation systems are under much debate. Automated vehicles (AVs) are an emerging technology that could bring a number of benefits to the transportation system including increased safety, increased throughput due to driving efficiencies, and improved system management through vehicle data. Conversely, there is also the potential of AVs to drastically increase traffic congestion and the amount of vehicle miles traveled particularly when self-driving vehicles no longer require a person on board. There are many uncertainties associated with AVs including a currently unfolding set of federal and state regulations, resolution of questions around programming ethics, solutions to liability and insurance concerns, potential criminal abuse, and market adoption rates. The RTC will be watching the evolution of this technology for incorporation into future RTPs.

---Public Hearing Scheduled for 10:30 a.m.---

AGENDA: December 2, 2021

TO: Regional Transportation Commission (RTC)
FROM: Rachel Moriconi, Senior Transportation Planner
RE: Adoption of the *2021 Consolidated Grants and Regional Transportation Improvement Program* (RTIP)

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC):

1. Consider recommendations for programming regional shares of approximately \$11 million from various state and federal funding programs (Attachment 2) from staff and the RTC's Interagency Technical Advisory Committee (ITAC), Bicycle Committee, and Elderly and Disabled Transportation Advisory Committee (E&DTAC);
 2. Hold a public hearing to receive comments on proposed projects and consider any written comments received; and
 3. Adopt a resolution (Attachment 1):
 - a. Approving projects to receive the region's anticipated formula shares of state and federal funds (Exhibit A/Attachment 2);
 - b. Approving amendments to previously programmed projects, as requested by project sponsors, to reflect current project scopes, costs and schedules (Exhibit B/Attachment 3);
 - c. Adopting the *2022 Regional Transportation Improvement Program* (RTIP) for State Transportation Improvement Program (STIP)-funded projects;
 - d. Requesting that the California Transportation Commission (CTC) and Association of Monterey Bay Area Governments (AMBAG) incorporate project funding and amendments into the *2022 State Transportation Improvement Program (STIP)* and the *Metropolitan Transportation Improvement Program* (MTIP), as applicable.
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BACKGROUND

As the state-designated Regional Transportation Planning Agency (RTPA) for Santa Cruz County, the Santa Cruz County Regional Transportation

Commission (RTC) is responsible for selecting projects to receive certain state and federal funds. The RTC selects projects to receive funds after evaluating applications and the benefits of proposed projects, review by the RTC's advisory committees, and a public hearing. Depending on the funding source, projects are programmed in the RTC's *Regional Transportation Improvement Program (RTIP)* and/or included in the RTC budget.

This summer the RTC issued a consolidated call for projects for the region's anticipated shares of the following funds:

- State Transportation Improvement Program (STIP): \$4.5 million
- Surface Transportation Block Grant Program/Regional Surface Transportation Program Exchange (STBG/RSTPX): \$3.7 million
- Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) highway funds: \$2.6 million
- Highway Infrastructure Program (HIP): \$0.5 million

In total, approximately \$11 million is available for programming this cycle. Applications were due on October 5, 2021.

Collectively these funds can be used on a wide range of highway, local road, bridge, transit and paratransit capital, rail, bicycle, pedestrian, transportation demand management and education programs, transportation system preservation, access and safety projects and programs that are consistent with the RTC's Regional Transportation Plan (RTP) and which advance regional, state, and federal priorities and performance metrics. While RSTPX, CRRSAA, and HIP funds are available for use this fiscal year (FY2021/22), STIP funds are programmed over 5 years and might not be available until FY25/26-FY26/27, since most of the new statewide capacity is in the last two years of the 2022 STIP. As federal and state guidelines are developed for the recently passed infrastructure package or if the state legislature makes some of the state budget surplus funds available for transportation projects, additional funds may be available for programming sometime in 2022.

The consolidated call for projects for several state and federal funding sources allows the RTC to develop a more comprehensive investment program, which requires fewer RTC, local agency, Caltrans, and CTC staff resources, and provides the flexibility to focus funds that are subject to more cumbersome CTC or federal requirements to larger projects or agencies that are better equipped to meet those requirements.

Projects which the RTC selects for STIP and CRRSAA funds are subject to concurrence from the California Transportation Commission (CTC), which also makes the final determination on what year STIP funds are programmed (after consideration of proposals from agencies statewide). The RTC's STIP project list is due to the CTC on December 15, 2021. CTC actions on the STIP is

scheduled for March 2022. If projects are considered regionally significant, will impact air quality conformity, or are receiving federal funds, they are also amended into the Federal/Metropolitan Transportation Improvement Program (prepared by the Association of Monterey Bay Area Governments (AMBAG)).

DISCUSSION

Project sponsors submitted 19 applications requesting over \$26 million. Attachment 1: Exhibit A summarizes the applications that were submitted and preliminary staff recommendations. Project applications, which provide expanded project descriptions, maps, support letters, and other information submitted by applicants, are posted on the RTC website <https://sccrtc.org/funding-planning/project-funding/2021-2022-rtip/>.

Project Evaluation

While the RTC programmed a portion of the region's STBG/RSTPX funds on a formula basis to local jurisdictions in 2019, earlier this year FHWA and Caltrans clarified that STBG, CRRSAA, and other funds cannot be sub-allocated to individual jurisdictions or specific transportation modes by pre-determined percentages or formulas. FHWA further emphasized that regions should follow a performance-based planning and programming process, with projects evaluated based on how well they advance performance metrics. 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.

Applications were evaluated based on how well they advance one or more measures, goals or 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. These include metrics related to safety, infrastructure condition, system performance and reliability, sustainability, access for all, and/or health and equity. All of the projects proposed for funding address at least one or more of the evaluation criteria and are not required to address all of them.

Recommendations

While all of the projects submitted for consideration are consistent with RTC approved goals, policies, and/or targets for improving the Santa Cruz County transportation system; given limited funds, it is not possible to fund all of the projects. The staff recommendation focuses funds on projects that are critical to maintain existing transportation infrastructure, services and access; fill gaps in the existing bicycle and pedestrian network; improve safety; reduce the number of miles driven and associated emissions; and serve the greatest

number of people. Staff's preliminary recommendations, which were presented to committees in November, left \$500,000 unassigned in order to allow more flexibility to address input from committees.

Given that available funding is insufficient to fully fund all of the proposed projects, staff, the Bicycle Committee, Elderly and Disabled Transportation Advisory Committee (E&D TAC) and Interagency Technical Advisory Committee (ITAC) recommend partial funding for many of the projects. For projects recommended for partial funding, project sponsors may reduce the project scope and implement a portion of the project, increase local or other funds committed to the project, or work to secure other grants for the project.

Staff recommends that the RTC hold a public hearing and consider input from the community on proposed projects, consider staff and advisory committee recommendations, and adopt a resolution (Attachment 1) approving projects to receive anticipated state and federal funds (Exhibit A), adopting the 2022 Regional Transportation Improvement Program (RTIP), and amending previously programmed projects (Exhibit B).

Committee Input

The RTC's Bicycle Advisory Committee, Elderly and Disabled Transportation Advisory Committee (E&D TAC) and Interagency Technical Advisory Committee (ITAC) considered projects and preliminary staff recommendations at their November 2021 meetings. Committee recommendations are reflected in Exhibit A/Attachment 2. Staff considered input from committees and project sponsors when developing the final staff recommendations, including funding conditions shown in bold. The ITAC, Bike Committee, and E&DTAC concurred with staff's preliminary recommendations. The Bike Committee additionally recommended that the RTC split \$500,000 in initially unassigned funding between the Bike Challenge, San Andreas Road resurfacing and San Jose-Soquel Road resurfacing projects. The ITAC recommended that the RTC program the unassigned funding to the County's Alba Creek resurfacing project. RTC staff has revised its recommendation to align with the ITAC's recommendation.

Other Options – Modify Funding Amounts or Reserve Funds

The RTC board could approve different funding amounts from what is recommended by staff and/or RTC committees. All of the project sponsors requested more funding than what is available, though expressed support for staff recommendations during committee meetings, recognizing there is insufficient funding to meet all of the requests. Notably, County of Santa Cruz Public Works staff proposed the RTC program no funding (\$0) to transit (METRO and Lift Line) and Highway 1 projects and instead requested the RTC program these funds to County roadway resurfacing projects (Attachment 4).

At committee meetings, County staff discussed the poor pavement condition on County Roads, that only transit is eligible for certain other funds (see transit funding discussion below), and stated that highway and transit projects have more grant opportunities.

The RTC board could also decide to not program 100% of the anticipated funds at this time and instead reserve some of the funds for future programming to priority projects or potential cost increases on previously approved projects.

Amendments to Previously Approved Projects

In addition to programming anticipated new funds, staff and project sponsors recommend amendments to several previously programmed projects, as summarized in Exhibit B/Attachment 3. Most of these amendments are due to changes in total costs and updated project schedules. The County of Santa Cruz has requested to shift previously programmed RSTPX funds between two of its projects. While RTC policies and fund agreements with project sponsors state that cost savings will be made available for future programming, staff recommends that the RTC approve the requested funding shift.

Public Hearing

A public hearing has been scheduled for 10:30 a.m. to receive public input on the projects proposed for funding. Public notices have been posted in major newspapers and a news release on the hearing was sent to local media and interested parties. Written comments received as of 9:00 a.m. on December 1, 2021 will be included with Attachment 4.

Transit Funds

In addition to the funds currently available for programming, in 2022 the RTC will consider proposals for State Transit Assistance (STA), SB1 Transit State of Good Repair (SGR), Low Carbon Transit Operations Program (LCTOP), and possibly Transportation Network Company-Access for All (AFA) funds available for transit and paratransit community transportation services and projects. The amount of funding available for these programs fluctuates from year-to-year based on revenues collected by the state, but RTC's discretionary shares of these transit funds are about \$3 million per year, based on recent history. Santa Cruz METRO and Lift Line have proposed that, for the next three years, the RTC commit to programming 8.4% of regional shares (Section 99313) of STA to Lift Line (estimated \$185,000 per year) and the balance of STA funds and 100% of SGR funds to METRO (estimated \$2.4 million per year), rather than soliciting applications for a portion of the funds. Staff will consider the METRO and Lift Line proposal and priorities for these funds and provide recommendations to the RTC during the 2022 Unmet Transit Needs and annual TDA claims process.

Next Steps

As has historically been done, staff is working with project sponsors to determine the best funding source for each project (“color of funds”), taking into consideration project schedules, funding deadlines, potential risks to delivery, and the ability and capacity of agencies to meet requirements for each source.

Approved projects are programmed in the RTC’s *Regional Transportation Improvement Program* (RTIP) and/or RTC budget. If projects add travel lanes, might impact air quality conformity, or are programmed to 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) and CRRSAA funds are subject to concurrence from the California Transportation Commission (CTC). The RTC’s recommendations for STIP funds are due to the CTC on December 15, 2021, with CTC action on the STIP scheduled for March 2022.

SUMMARY

The RTC is responsible for selecting projects to receive certain state, federal, regional and local funds. Approximately \$11 million in State Transportation Improvement Program (STIP), Surface Transportation Block Grant Program/Regional Surface Transportation Program Exchange (STBG/RSTPX), Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA), and federal Highway Infrastructure Program (HIP) funds are currently available for programming to projects in Santa Cruz County. After holding a public hearing and considering input from RTC advisory committees and the public, staff recommends that the RTC adopt the 2021 Consolidated Grant Program and 2022 Regional Transportation Improvement Program (RTIP), approving projects to receive the region’s anticipated formula shares of these funds, as shown in Attachment 2, and amending information for previously programmed projects as summarized in Attachment 3.

Attachments:

1. Resolution
2. Summary of Applications Received and Projects Recommended for Funding (*Applications are online at: <https://sccrtc.org/funding-planning/project-funding/2021-2022-rtip/>*)
3. Amendments to previously approved projects
4. Written Comments Received (*any comments received by 9:00 a.m. on December 1, will be posted online prior to the meeting*)

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RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of December 2, 2021
on the motion of Commissioner
duly seconded by Commissioner

A RESOLUTION ADOPTING THE 2021 CONSOLIDATED GRANTS PROGRAM
AND 2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM TO
PROGRAM REGIONAL SHARES OF STATE AND FEDERAL FUNDS AND
AMEND PROJECT LISTINGS FOR PREVIOUSLY PROGRAMMED PROJECTS

WHEREAS, the Santa Cruz County Regional Transportation Commission (RTC) is responsible for selecting projects to receive the region's formula shares of certain state and federal funds, including:

- Approximately \$4.5 million State Transportation Improvement Program (STIP) through FY2026/27;
- Approximately \$3.5 million Surface Transportation Block Grant Program/Regional Surface Transportation Program Exchange (STBG/RSTPX) anticipated through FY21/22;
- Approximately \$2.6 million Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) highway funds available through June 2024; and
- Approximately \$0.5 million of Highway Infrastructure Program (HIP) funds.

WHEREAS, the RTC must prepare and adopt a *Regional Transportation Improvement Program (RTIP)* for submittal to the California Transportation Commission in order for projects to be considered for the *2022 State Transportation Improvement Program (STIP)*;

WHEREAS, the RTC prepared the *2022 Regional Transportation Improvement Program* consistent with the *Santa Cruz County Regional Transportation Plan* (RTP), the Association of Monterey Bay Area Governments' (AMBAG) *Metropolitan Transportation Plan/Sustainable Communities Strategies (MTP/SCS)*, state law (including SB 45), California Transportation Commission and Caltrans guidelines, and in consultation and cooperation with local project sponsors and the California Department of Transportation (Caltrans) District 5;

WHEREAS, the RTC is responsible for assuring that the regional shares of funds are programmed and expended according to California Transportation Commission, Caltrans, and federal guidelines;

WHEREAS, the RTC evaluated the benefits of projects proposed for funding based on regional, state, and federal goals, performance measures

and evaluation criteria and in consultation with the RTC's advisory committees, and in consideration of public comments;

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

1. The 2021 Consolidated Grants program and *2022 Regional Transportation Improvement Program for Santa Cruz County* are hereby adopted to:
 - a. Program Santa Cruz County's regional target of 2022 State Transportation Improvement Program (STIP), Surface Transportation Block Grant/Regional Surface Transportation Program Exchange (STBG/RSTPX), Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA), and Highway Infrastructure Program (HIP) funds to projects, as shown in Exhibit A (Attachment 2); and
 - b. Amend project listings for previously programmed projects to reflect the most current project scope, funding, and schedule information, as shown in Exhibit B (Attachment 3).
2. The RTC's FY21/22 Budget is hereby amended to reflect these programming actions.
3. RTC staff is hereby authorized to work with projects sponsors to submit and execute documents required by the California Transportation Commission (CTC) and/or Caltrans, which may be necessary to obligate or otherwise secure funds programmed by the RTC.
4. The California Transportation Commission is hereby requested to incorporate projects and amendments into the *2022 State Transportation Improvement Program* (STIP) and the Association of Monterey Bay Area Governments is hereby requested to incorporate these actions into the *Metropolitan Transportation Improvement Program (MTIP)*, as applicable.
5. STIP funding availability and amendments are contingent upon concurrence and allocation by the California Transportation Commission (CTC).
6. Project sponsors are required to comply with all conditions and requirements set forth by applicable state and/or federal statutes, regulations, procedures and guidelines.

7. Project sponsors shall obtain RTC concurrence in allocation, extension, amendment or other requests for proposed STIP and CRRSAA funds prior to submittal of such requests to Caltrans or the CTC. Concurrences will generally be handled administratively by RTC staff, though major project scope, funding, or other changes shall be subject to RTC board action.
8. Concurrences for submittals to Caltrans or CTC and allocations and amendments to other projects will be handled administratively by RTC staff unless substantive project modifications require that concurrence be authorized by RTC action.
9. Prior to final design, projects with bicycle, pedestrian, and/or transit components shall undergo review by the RTC's Bicycle Committee and/or Elderly and Disabled Transportation Advisory Committee (E&D TAC) and project sponsors shall incorporate complete streets components where feasible and/or appropriate.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

ABSENT: COMMISSIONERS

Sandy Brown, Chair

ATTEST:

Guy Preston, Secretary

Exhibit A: Project List

Exhibit B: Amendments to Previously Programmed Projects

Distribution: AMBAG, CTC, Caltrans, Project Sponsors, RTC Programming & Fiscal

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2021 Consolidated Grant Applications Received and Recommendations: Approx. \$11.2 million available

Applications online: <https://sccrtc.org/funding-planning/project-funding/2021-2022-rtip/>

Agency	Project Name	Staff & ITAC Recommendation	Funds Requested	Total Cost	Description <i>(for projects recommended for partial funding, scope may be reduced)</i>	Primary Benefits, Notes & Committee Recommendations	Anticipated users
Capitola	41st Ave Intersection and Roadway Rehabilitation Project	\$492,000	\$985,729	\$1,435,729	Reconstruct pavement on three sections of 41st Ave including 1) the intersection of Capitola Road and 41st Ave, 2) the intersection of Clares Street and 41st Ave, and 3) Reconstruction of all six lanes of 41st Ave from Clares Street north to the City Limit at Cory Street and 41st Ave.	System Preservation. Regionally significant road, high traffic volumes. If only \$492k approved, Capitola will use funds on intersections & would wait to reconstruct 41st Ave. Based on input from Bike Committee & E&DTAC - funding contingent on making intersections and 41st Ave more bike friendly and accessible to all pedestrians. E&DTAC recommends safety lights be added at Hwy 1 interchange.	40,800/day
Capitola	Kennedy Drive Sidewalk	\$197,000	\$197,891	\$222,891	Construct approximately 550 feet of sidewalk along Kennedy Drive. Includes curb and gutter, retaining walls, and ADA curb ramps.	Pedestrian Safety & Access. Fills gap in sidewalks next to school	50/day
County of SC	Emergency Routes Resurfacing Project: Alba & Jamison Creek Roads	\$1,400,000	\$1,870,000	\$2,084,489	Pavement maintenance of approximately 7.08 miles of roadway including all of Alba Road (Empire Grade to State Highway 9=3.91miles) and Jamison Creek Rd (Empire Grade to State Highway 236 = 3.17 miles). Isolated sections of digout and asphalt replacement where rutting has occurred & isolated asphalt leveling courses, followed by resurfacing of the entire roadway, restriping. Covers existing roadway edge to existing roadway edge.	System Preservation. Roads are in terrible shape. ITAC and staff recommend \$500k for Alba Rd <i>(Additional \$500k was not included in prelim recommendations reviewed by Bike Committee and E&DTAC)</i>	600/day
County of SC	Soquel Drive Buffered Bike Lanes & Congestion Mitigation Project	\$1,000,000	\$5,500,000	\$27,074,359	Improvements for bus transit, active transportation, and intersections on 5.6 miles of Soquel Ave/Soquel Drive (La Fonda to State Park Dr), including: buffered/protected bike lanes, green bike boxes, sidewalk gap closures, ADA ramps, crosswalk upgrades, adaptive signal control, transit signal priority, and pavement rehabilitation.	Safety, system preservation, bike, transit access. Well rounded, high priority project. \$1M recommended due to pavement priorities. County committed to fund balance. E&DTAC recommends safety lights be added at Soquel/41st Avenue intersection.	23,618/day
County of SC	San Andreas Road Resurfacing Project	\$825,000	\$1,650,000	\$1,839,255	Pavement maintenance of approximately 3.01 miles of San Andreas Rd, from 365' S/O Manresa State Beach to Sunset Beach Rd. Isolated sections of digout and asphalt replacement where rutting has occurred, followed by resurfacing of the entire roadway surface and restriping. Work extends from existing roadway edge to existing roadway edge and includes repaving/restriping existing bike lanes.	System Preservation. Serves state parks and agricultural traffic. Popular with cyclists. Bike Committee recommends increasing to add portion of \$500k (staff recommendation adds funds to Alba Rd instead).	2667/day

Agency	Project Name	Staff & ITAC Recommendation	Funds Requested	Total Cost	Description <i>(for projects recommended for partial funding, scope may be reduced)</i>	Primary Benefits, Notes & Committee Recommendations	Anticipated users
County of SC	Soquel San Jose Rd/ Porter St - Road Resurfacing & Multimodal Improvements	\$750,000	\$1,540,000	\$1,716,638	Pavement maintenance of approximately 3.15 miles of Soquel San Jose Road and 0.18 miles of Porter Street, forming a continuous section from Soquel Drive to Laurel Glen Rd. Isolated sections of digout and asphalt replacement where rutting has occurred, followed by resurfacing of the entire roadway surface and restriping. Work extends from existing roadway edge to existing roadway edge and includes repaving/restriping existing bike lanes. Includes multimodal improvements in Soquel Village, possibly green lanes, ped crossing enhancements, etc.	System Preservation. Regionally significant route. Bike Committee recommends increasing funds to project (staff recommending funds to Alba Rd instead) ; county staff notified Bike Committee they will consider adding green or buffered bike lanes and improved ped crossings.	15,380/day
County of SC	Holohan Road Resurfacing Project	\$440,000	\$440,000	\$490,468	Pavement maintenance of approximately 1.42 miles of Holohan Rd, from Green Valley Rd to 420' W/O State Hwy 152 (the project limit of the planned Holohan/152 intersection improvements). Isolated sections of digout and asphalt replacement where rutting has occurred, followed by resurfacing of the entire roadway surface and restriping. Work extends from existing roadway edge to existing roadway edge and includes repaving/restriping existing bike lanes.	System Preservation. Regionally significant truck and commute route, serves disadvantaged community (DAC), PVUSD Bus Fleet.	16,704/day
Ecology Action	Santa Cruz County Bike Challenge ++	\$0	\$270,000	\$306,750	Continuation of Ecology Action's digital (online) bike encouragement initiative. Includes two annual online Bike Month Challenges, multi-channel marketing, education and engagement campaign, incentives for participation, and conduct participant surveys.	Reduce emissions. Encourage safe biking. Lower use. Bike Committee recommends RTC provides some funding. EA indicated could reduce scope and continue program with min. \$156k grant.	2000 unique users past cycle
Ecology Action	Youth SRTS Bike/Pedestrian Education	\$59,000	\$59,113	\$65,893	Hands-on school-based bicycle and pedestrian safety education through the Walk Smart and Bike Smart programs, which provide 2nd graders pedestrian safety training and 5th graders bicycling safety training throughout Santa Cruz County, including Watsonville, Live Oak, San Lorenzo Valley and Scotts Valley.	Safety. Recommend focus on schools with higher proportion of low income students, SLV, and areas with high youth ped/bike use.	750 total
Lift Line	Lift Line's EV Modernization Project	\$325,000	\$495,903	\$560,154	Replace gas-powered vehicles with electric vehicles. <i>Requested funding for 3 vehicles.</i>	System preservation, reduce emissions and operating costs, transit service. Consider balance for other transit funds/grants in future. Recommend funding for 2 vehicles	10,000 rides/yr
SCMTD	Santa Cruz METRO CNG Articulated Bus Replacements	\$1,000,000	\$1,770,600	\$2,013,000	Replace 2002 diesel-fueled articulated buses with new 60' Compressed natural gas (CNG) articulated buses to increase service on Bus Routes 15, 19, and 22 and maintain current service on Routes 10, 18 and 20. <i>Request is for funding for 2 buses.</i>	System preservation, reduce emissions and operating costs, transit service. Partial funding would cover cost of 1 vehicle. Consider balance for other transit funds/grants in future.	798/day
SCMTD	ParaCruz Operation Facility	\$0	\$2,273,595	\$6,103,161	Convert Soquel Dr Park and Ride lot (3003 Paul Sweet Rd, Santa Cruz) to permanent ParaCruz facility-Paratransit vehicle parking, admin offices, operations, Mobility Services Center (MSC), dispatch, customer service, admin facilities	Transit- mobility for seniors and persons with disabilities via MSC, expand future capacity. Consider for other transit funds/grants	250/day

Agency	Project Name	Staff & ITAC Recommendation	Funds Requested	Total Cost	Description <i>(for projects recommended for partial funding, scope may be reduced)</i>	Primary Benefits, Notes & Committee Recommendations	Anticipated users
Scotts Valley	Granite Creek Rd Overcrossing	\$500,000	\$538,800	\$608,800	Repaving of asphalt surface and restriping on Granite Creek Rd from Scotts Valley Dr to the intersection at Santas Village Rd and SV Dr/Santas Village Rd intersection. Widening bike lanes-narrowing travel lanes, adding green treatment to bike lanes, adding a bike box. Adds retaining wall to shore up sloughing under sidewalks. Repaving of AC sidewalks to meet ADA grades. Addition of truncated domes where they are missing at the two intersections.	System Preservation, Bike, Pedestrian Access. Regionally significant roadway. <i>E&DTAC and staff recommend funding be contingent on lighting being added.</i>	10K-25K/day
Santa Cruz, city	Chestnut Street St Storm Drain and Paving Rehab and Safety Improvements	\$1,000,000	\$1,100,000	\$2,150,226	Rehab pavement, install bike/ped improvements including new curb ramps and crossings from Laurel Street to Mission Street (Rte 1). <i>Other funds being used to replace the storm drain system.</i>	System Preservation & Bike, Pedestrian, School Access. City's #1 priority	5500/day
Santa Cruz, city	Ocean Street Pavement Rehab and Bike/Ped Upgrades	\$600,000	\$1,200,000	\$1,500,000	Ocean Street pavement rehabilitation and bike and pedestrian upgrades between Felker St and Water Street	System Preservation & Bike, Pedestrian, Transit Access. Regionally significant road.	18K-28K/day
Santa Cruz, city	Swanton Boulevard Multiuse Path	\$0	\$592,000	\$792,000	12' wide multiuse path on the west side of Swanton Blvd. between West Cliff Dr and Delaware; connect to existing West Cliff Dr multiuse trail.	Safety & Access. City's 3rd priority, lower use, opportunities to fund with other grants	unknown
Watsonville	Complete Streets Downtown	\$1,248,000	\$1,248,000	\$1,410,000	Pedestrian and bicycle improvements, including curb ramps, bulbouts, pavement markings and signage. Rodriguez St from 550 feet south of Main St to Second St; Brennan St from Palm St to 5th St and Union St from Alexander St to Elm St	Safety, Active Transportation, Equity. Watsonville's only application, fills gaps in ped network, high collision rates.	2146/day
SCCRTC	SLV Schools Complex Circulation and Access Study	\$105,000	\$210,000	\$300,000	Gather data, preliminary engineering, traffic analysis, and feasibility and needs assessment for Hwy 9 in Felton and within the SLV Schools Complex (SLV High, Middle, and Elementary Schools). Includes bicycle and walking facilities providing access to SLV Schools Complex from Felton neighborhoods and Glen Arbor Rd.	Study options. System performance, bike, ped access. Use \$105k Measure D. Partnership \$ with School District.	19,000/day
SCCRTC	State Route 1 - Freedom to State Park Auxiliary Lanes, Bus on Shoulder, and Coastal Rail Trail Segment 12 (Design Phase)	\$1,000,000	\$4,000,000	\$135,201,328	Construct auxiliary lanes on State Route 1 between Freedom Boulevard and State Park Drive Interchanges, construct bus on shoulder facility, construct soundwalls and retaining walls, and 1.25 mile segment of the coastal rail trail.	System Performance, bike/ped, transit access to schools. Consider using Measure D for balance of design. <i>E&DTAC recommends safety lights be added at pedestrian crossings at Highway 1 interchanges.</i>	94,800/day
SCCRTC	Planning, programming, and monitoring (PPM) - 5% of STIP-Covid & 2022 STIP	\$290,000	\$290,650	\$500,000	Funding for 3 years of programming and monitoring use of funds per state and federal mandates, including staff time associated with this grant cycle.	Required to meet state and federal mandates.	countywide
Staff Recommendation		\$11,231,000					
			<i>Funds Requested</i>	\$26,232,281			

Regional Transportation Improvement Program (RTIP)
Amendments to Previously Approved Projects
Proposed for the December 2, 2021 RTC meeting

Action	Project #	Project	Proposed Amendment
Shift funds between projects	CO 85 & CO 86	CO 85: Scotts Valley Area Routes Resurfacing CO86: Zayante Corridor Resurfacing	Shift \$355,060 RSTPX cost savings from the Scotts Valley Area to the Zayante resurfacing project. Projects were funded by a combination of RSTPX, STIP and local funds.

Attachment 4-Comments Received

11/4/21 Statement from the County of Santa Cruz DPW regarding preliminary staff recommendations:

The County maintains nearly 600 miles of roadway with an estimated funding backlog of approximately \$490 Million for deferred pavement needs alone, given this immense unfunded backlog the County aggressively pursues road maintenance and puts every funding source we can obtain toward these needs. RSTP/STBG & STIP grant funds are important components in road maintenance for the County, which is generally reflected in our grant requests. The County Road network is spread out geographically, traversing steep terrain, watercourses, and difficult geology, making it more difficult to maintain compared to the systems of our neighboring City jurisdictions (as an example the County incurred over \$100 Million in roadway storm damage in 2017 which has tied up the bulk of our SB-1 funding since that time). Among the local jurisdictions, the County has 49% of the population, maintains 67% (two thirds) of roadways by lane mileage, and the County roadways have the lowest pavement condition. In past requests the County has based its total amount of grant requests on 50% of available grant funding as we view this as the County's fair share of these funds based on maintained mileage and population, however over the past four competitive grant cycles (2013, 2014, 2016, 2018) the County has been awarded an average of 30% of total available funding, the current proposal for this cycle is 36% of total funding. While maintenance of existing infrastructure is becoming a greater priority Statewide, the County feels that our requests locally to put grant funding toward roadway maintenance have not been met with great success. We believe the maintenance of our system is important, serving all user groups (motor vehicles, emergency services, transit routes, bicycles, and pedestrians) and providing connectivity to the other local jurisdictions. We strongly urge RTC staff and Committees to consider recommending full funding of proposed County pavement maintenance projects (Jamison & Alba Roads, San Andreas Road, Soquel San Jose Road/Porter Street, and Holohan Road).

County DPW Comment

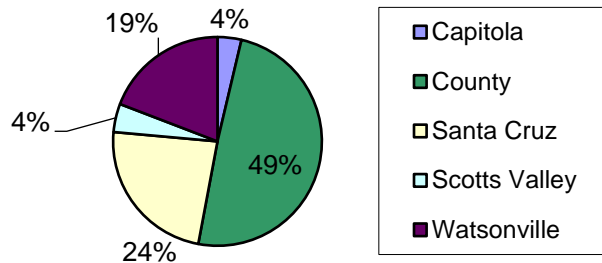
Analysis of Population & Lane Mileage in Santa Cruz County by Jurisdiction

Population & Mileage by Jurisdiction						
Agency	Population		Lane Miles		Other Stats	
	#	%	#	%	Maint.Miles	Avg PCI
Capitola	10108	3.73%	53	3.01%	26	65
County	133493	49.22%	1188	67.54%	596	46
Santa Cruz	64424	23.75%	272	15.46%	136	67
Scotts Valley	11693	4.31%	72	4.09%	32	58
Watsonville	51515	18.99%	174	9.89%	85	53

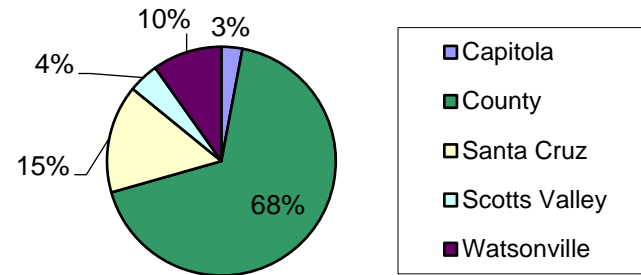
Totals: 271233 100.00% 1759 100.00%

*Data From Latest RTC Measure D Formula Apportionment Schedule and Agency Reporting

Population by Jurisdiction



Lane Mileage by Jurisdiction



County DPW Comment

Review of Funding Distribution to County in Past RTC Grant Cycles			
Grant Cycle	Total Available Grant Funding	Funding Awarded to County	% of Total
2013 RSTP	\$5,309,000	\$2,251,000	42%
2014 STIP/RSTP	\$9,353,000	\$2,708,000	29%
2016 STBG	\$7,000,000	\$2,024,000	29%
2018 RTIP	\$22,420,000	\$6,317,000	28%

Total:	\$44,082,000	\$13,300,000
	Average Awarded to County=	30%

(in past 4 competitive grant cycles)

RTC STAFF NOTE: The RTC has regularly programmed some of its discretionary funds to highway, transit, and other regional projects in addition to local road projects.

County DPW Comment on Preliminary Staff Recommendations

Review of RTC Recommendations for 2022 RTIP Grant Funding Distribution				
District	Grant Package	County Requested Funding	RTC Recommended Funding	% of Request
1&2	Soquel Drive Buffered Bike Lanes & Congestion Mitigation Project (5.6 miles of Soquel Avenue/Drive in unincorporated County between La Fonda and State Park.)	\$5,500,000	\$1,000,000	18%
2	San Andreas Road Resurfacing Project	\$1,650,000	\$825,000	50%
1	Soquel San Jose Rd/ Porter St - Road Resurfacing & Multimodal Improvements	\$1,540,000	\$750,000	49%
3&5	Emergency Routes Resurfacing Project: Alba & Jamison Creek Roads RTC recommendation=Jamison	\$1,870,000	\$900,000	48%
4	Holohan Road Resurfacing Project	\$440,000	\$440,000	100%

Total:	\$11,000,000	\$3,915,000
RTC Proposal - % of Total Funding =		36%

RTC Staff NOTE - The County requested 100% of available funds. Staff & ITAC recommendations presented to the RTC for its 12/2/21 meeting include an additional \$500,000 for Alba Road.

County DPW Comment

