



**Santa Cruz County Regional
Transportation Commission's
BICYCLE ADVISORY COMMITTEE**

MEETING AGENDA

Monday, December 13, 2021

6:00 pm to 8:30 pm

NOTE: TELECONFERENCE

Join the online meeting to see presentations:

<https://us02web.zoom.us/j/89047193411?pwd=UFJ5MTdnQVpLK2x4V2E2Q1BTQmpEUT09>

Online meeting ID: 890 4719 3411

Password: 010149

Dial-in: +1 669 900 9128

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

This meeting is being held by teleconference in accordance with the Brown Act as currently in effect under the State Emergency Services Act, the Governor's Emergency Declaration related to COVID-19, the Governor's Executive Order N-29-20, and AB 361, 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.](#)

COMMITTEE MEMBERSHIP

Member

Scott Roseman
Kathleen Bortolussi
Peter Scott
Anna Kammer
Rick Hyman
Paula Bradley
Matt Farrell
Richard Masoner
Murray Fontes
Amelia Conlen, Chair
Leo Jed

Alternate

Corrina McFarlane
John Hunt
Sally Arnold
Liz Hernandez
Theresia Rogerson
Mike Moore
Grace Voss
Vacant
Drew Rogers
Matt Miller
Arnold Shir

Representing

District 1
District 2
District 3
District 4
District 5
City of Capitola
City of Santa Cruz
City of Scotts Valley
City of Watsonville
Ecology Action/Bike To Work
Comm. Traffic Safety Coalition

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

1. Call to Order
2. Introductions

3. Announcements – RTC staff
4. Oral communications – members and public

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

5. Additions or deletions to consent and regular agendas

CONSENT AGENDA

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

6. Approve draft minutes of the November 8, 2021 Bicycle Advisory Committee meeting
7. Accept summary of hazard reports

REGULAR AGENDA

8. Mar Vista Overcrossing final design and aesthetics – Zach Siviglia, consultant staff, Sarah Christensen, Sr. Transportation Engineer
9. Draft 2045 Regional Transportation Plan (RTP) – Amy Naranjo, Transportation Planner
10. Updates related to Committee functions – Committee members (oral updates)
11. Adjourn

NEXT MEETING: The next Bicycle Committee meeting is scheduled for February 7, 2022 from 6:00pm to 8:30pm via teleconference.

HOW TO REACH US

Santa Cruz County Regional Transportation Commission
1101 Pacific Avenue Ste. 250, Santa Cruz, CA 95060
phone: (831) 460-3200 / fax (831) 460-3215
email: info@sccrtc.org / website: www.sccrtc.org

AGENDAS ONLINE

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

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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 make advance arrangements at least three days in advance by calling (831) 460-3200.)

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**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.)

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

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

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, since 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 actually 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

Bicycle Hazard Reports

December 3, 2021

Date	First Name	Last Name	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response
11/28/21	Jules	Vern	East end of Holohan Rd	N/A	Watsonville	Bike: Debris on shoulder or bikeway	Cyclists have to ride in the travel lane to get by.	DPW	12/02/21	12/2/21 Dorothy Morgan: Good afternoon SCCRTC, I have included our Road Maintenance Dispatch who will review your request. You can follow up with them directly at 831-477-3999.
11/22/21	Debra	Menges	213 Casserly Rd	Webb Rd	Watsonville	Bike: Rough pavement or potholes, Pavement cracks	Huge Deep Pot Hole on street. I reported this several months ago and it has not been fixed. A large group of riders ride this road every Thursday and it is only a matter a time before someone gets hurt or killed by this extremely large, deep pot hole. Location is on Casserly Road, close to Dias Lane. If I need to report this to another agency, please notify me. Thank you, Debra Menges 831.818.2629	DPW	11/24/21	11/24/21 Jana Vargas: Good afternoon, Thank you for your email. I will forward to our Road Maintenance Department for review and response. 11/24/21 Road Maintenance Dispatch: Hello, Debra reported a pothole in August but gave an address of 330 Casserly Rd at that time (email attached). We then entered a service request for that location and filled the pothole shortly after. This new request is for 213 Casserly Rd and close to Dias Ln, so maybe that is why there is some confusion as to why it was never taken care of. Either way I have entered a new request for pothole patching at 213 Casserly Rd and will add that it is close to Dias Ln. in the request.
11/22/21	Peter	Stanger	222 Mt Madonna Rd	N/A	Watsonville	Bike: Rough pavement or potholes	The bump is in the middle of the lane at the far end of the bridge and is not visibly obvious because it is a smooth bump that just throws you like a ski jump and can knock your hands off the handle bars. It is possible to avoid it by steering near the yellow line. If you try to avoid it on the outside, there is a serious pothole there that might even be more dangerous. I reported it to the Highway Patrolman who responded to the 911 call, and he will pass it along, but seemed to think it was a problem of exceeding the safe speed at that point. It is dangerous at anything over about 15mph and it is easy to be going 20-25 at that point, within the speed limit.... We are using these back roads to try to safely stay away from automobile traffic.	DPW	11/24/21	Duplicate Report
11/13/21	Rick	Hyman	1714 Brommer St	17th Ave	Santa Cruz	Bike: Traffic signal problem	traveling north on 17th entering the left turn lane (to go on to Brommer), the signal does not go green for cyclists. I have previously reported this. I was going to report it again some months ago, because it still wasn't sensing bikes, but then I noticed red paint on the pavement denoting the bike sensor so it appeared that Public Works was going to adjust this sensor. But, alas, a couple of months later the paint is gone and the turn arrow still does not sense bikes. I know because I waited through two full cycles of the signal.	DPW	11/19/21	11/19/21 Jana Vargas: Good afternoon, Thank you for your email. I will forward your request to our Road Maintenance Department for review. 11/22/21 Road Maintenance Dispatch: CAL WEST NOTIFIED .
11/12/21	Brian	Hoover	12895 Central Ave	N/A	Boulder Creek	Bike: Bikeway not clearly marked, Lack of sidewalk, Sidewalk too narrow, Constructi on hazard	A culvert was recently installed under the roadway. When it was repaved, there was an asphalt curb added that took out what little space was there for bicycles and pedestrians to stay out of the roadway. It would have been much better if there was a low retaining wall built so that a proper walkway could be retained. No stripes have been added so cars are now free to enter what was marked prior as a bike lane. Bicyclists riding to the right are now forced into the highway without much warning.	Nancy Cross, Caltrans	11/19/21	11/22/21 Katie Osekowsky: Hi, thanks everyone. I will look into this

Bicycle Hazard Reports

December 3, 2021

Date	First Name	Last Name	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response
11/04/21	John	Howerton	21016 E Cliff Dr	Prospect St	Santa Cruz	Bike: Plant overgrowth or interference, Debris on shoulder or bikeway, Bikeway not clearly marked, Other	Homeowners have encroaching landscaping into bike lane, especially at 2694 east cliff. All homes of East Cliff at this area have dirt or vegetation beyond property line and past utility poles. Debris build-up is not regularly cleaned from bike lane especially north of Prospect to the extent that the "bike lane" lettering will not fit in the lane. Recently painted bike lane striping on east cliff beginning at 7th ave going east does not include the "bike lane" lettering and motorists may be confused to what striping may mean. Lane should be marked with lettering and signage installed warning of ticketing for parking in bike lane. This is a major thoroughfare for east/west bike travel and parking in the bike lane to some degree is nearly constant and a major hazard for bike travel.	DPW	11/08/21	11/8/21 Dorothy Morgan: Dear SCCRTC, I have forwarded your email to our Road Maintenance Dispatch. They will review and respond to you directly. 12/3/21 Alex Sandoval: We have taken care of the bike lane sweeping and clearing. The request for markings and signage is with the Traffic Team downtown. Nothing further from our end.
10/27/21	Richard	Masoner	68 Mt Hermon Rd	N/A	Scotts Valley	Bike: Debris on shoulder or bikeway	Please clear the storm debris from the bike lane. This includes a large rock and big piles of leaves and twigs obstructing the bike lane, forcing cyclists towards the main travel lane. This is especially hazardous after dark. View some of the debris here: https://photos.app.goo.gl/TYdK4kGyRZqBxtu66	Trish McGrath, Kimarie Jones, Chris Lamm, Tyler Thomas	10/27/21	Follow-up email sent 12/2/21
10/13/21	Pam	N/A	170 Summerhill Drive	Glenwood Dr	Scotts Valley	Bike: Hazardous drain grate	New drain installed as part of bike lane project does not catch the water. The water misses it to instead run along the curb and ends up in the gully behind the house at 170 Summerhill. This also causes the drain to get clogged with leaves. Page C-1.5 of the bike lane plans.	Trish McGrath, Kimarie Jones, Chris Lamm, Tyler Thomas	10/18/21	Follow-up email sent 12/2/21
10/09/21	Dave	Wade	102 Falcon Ridge Rd	Green Hills Rd	Scotts Valley	Bike: Plant overgrowth or interference, Debris on shoulder or bikeway, Other	1. Vegetation growing through freeway right of way fence into bike lane, varying heights, but frequently blocking most of bike lane. 2. bike lane almost disappears in places, covered with dead leaves and debris trapped by silt fencing at road edge. 3. Big chunk of pavement missing opposite corner with Falcon Ridge Road.	Trish McGrath, Kimarie Jones, Chris Lamm, Tyler Thomas	10/18/21	Follow-up email sent 12/2/21

AGENDA: December 13, 2021

TO: Bicycle Advisory Committee

FROM: Sarah Christensen, P.E., Highway 1 Program Manager

RE: Highway 1 Mar Vista Drive Bicycle and Pedestrian Overcrossing Update

RECOMMENDATIONS

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

BACKGROUND

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

In December 2020, the California Transportation Commission (CTC) awarded \$107 million in grant funding for a package of projects included in the Watsonville-Santa Cruz Multimodal Corridor Program. The grant fully funds this project through construction.

In December 2020, the design team made a presentation and requested feedback from the Bicycle Advisory Committee regarding the Mar Vista Overcrossing. Included were design concepts and a preliminary signage and striping exhibit of the Mar Vista Drive/McGregor Drive intersection. The early design work had incorporated public input received in a fall 2020 virtual public meeting and survey.

In August 2021, after considering and incorporating some of the Committee's input, the design team made a presentation and requested additional feedback. Committee members requested consideration of further aesthetic improvements to the railing along the ramps, brought attention to needed bicycle safety improvements at the State Park Drive interchange even after construction of the new overcrossing nearby, and repeated a request to consider a minimum standard of 5-foot-wide bike lanes on McGregor. A request from several members was made either to add additional new marked crosswalks across all three legs of the Mar Vista/McGregor intersection, or add enhanced pavement treatment to treat the entire intersection as a "scramble" crossing for bicyclists and pedestrians.

DISCUSSION

The project fact sheet is included as Attachment 1. This project is part of the Highway 1 Corridor Investment Program of projects which includes auxiliary lanes to improve mainline operations on Highway 1, Bus on Shoulder elements to improve transit travel time and reliability of METRO commuter routes, and new bicycle and pedestrian overcrossings to provide connectivity and access over Highway 1.

The environmental phase was completed in spring 2021 for the Highway 1 Auxiliary Lanes Project between the Bay Avenue/Porter Street and the State Park Drive interchanges which includes construction of northbound and southbound auxiliary lanes, Bus-on-Shoulder operations at interchanges, a new Capitola Avenue bridge with standard sidewalks and bike lanes, and a new pedestrian and bicycle overcrossing at Mar Vista Drive. The project reached the 95% final design milestone in November 2021, and the project is scheduled to go to construction in 2023.

Measure D, Senate Bill 1 (SB1), and State Transportation Improvement Program (STIP), and RSTPX funds are being used for this project. The current estimate for construction of the entire project is \$93.4 million (capital and support). Staff successfully secured SB1 funding through the Solutions for Congested Corridors Program (SCCP) and the Local Partnership Competitive Program (LPP-c) to cover \$76.3 million, with Measure D funds used as a match.

The latest Mar Vista bicycle and pedestrian overcrossing design exhibit, showing the proposed layout and aesthetic design, is included as Attachment 2.

SUMMARY

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

ATTACHMENTS

1. Project Fact Sheet
2. Design exhibits



PROJECT FACT SHEET

Updated July 2021

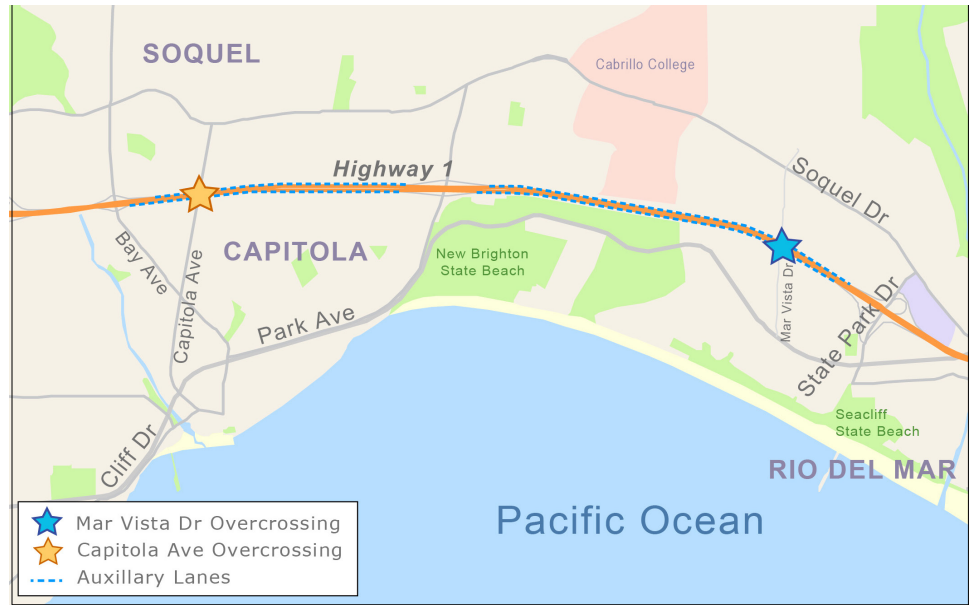
Highway Corridor: Highway 1 Aux Lanes, BOS (Bay Avenue/Porter Street to State Park Drive), and Mar Vista Bicycle/Pedestrian Overcrossing

Project Description

The project will construct northbound and southbound auxiliary lanes and bus-on-shoulder improvements between the Bay Avenue/Porter Street and State Park Drive interchanges and replace the existing Capitola Avenue local roadway overcrossing. This section of Highway 1 is one of the busiest in the county, providing access to the City of Capitola, Soquel and Aptos villages, and Cabrillo College. The auxiliary lanes will connect the on-ramps with the next off-ramp, thereby extending the weaving and merging distance between the ramps, improving traffic operations, and reducing cut-through traffic diverting to local streets and neighborhoods.

The new Capitola Avenue overcrossing will include enhanced bicycle and pedestrian facilities to improve connectivity for bicyclists and pedestrians between Soquel Drive to the north and the future Coastal Rail Trail to the south. The overcrossing, soundwalls, and retaining walls will incorporate aesthetic treatments consistent with the visual character of the corridor and the adjacent community.

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



Project Highlights

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

Project Delivery Strategy

The RTC is leading the delivery of this project. Measure D-Highway Corridor funds and other RTC discretionary funds are being used to complete the work necessary to ready the project for construction. RTC was successful in securing Cycle 2 SB1 Solutions to Congested Corridors and Local Partnership Program competitive funds in 2020, which fully funds construction of this project.



Highway Corridor: Highway 1 Aux Lanes, BOS (Bay Avenue/Porter Street to State Park Drive), and Mar Vista Bicycle/Pedestrian Overcrossing

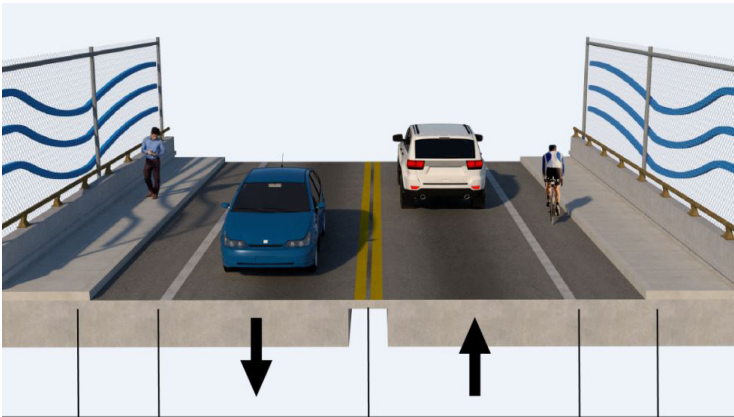
Project Funding

Estimated Total Cost	\$	94.2M
Funding Sources		
Measure D (Highway)	\$	17.9M
Other Secured*	\$	76.3M

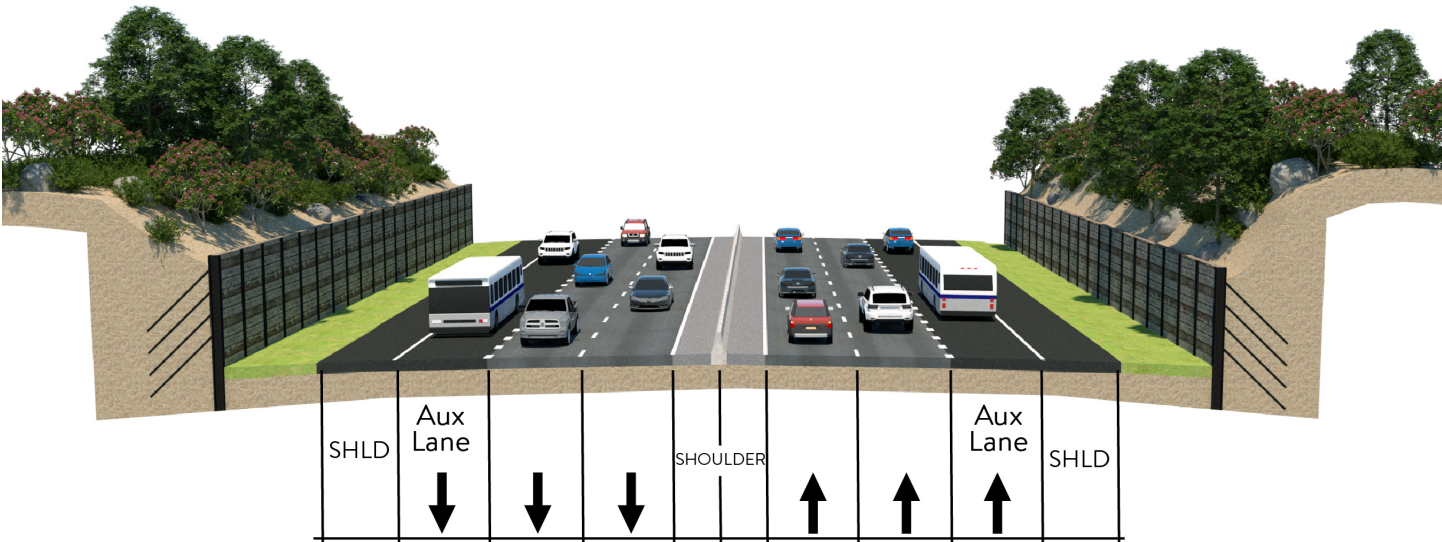
*Includes STIP and SB1 (SCCP and LPP programs) funds.

Project Status/Schedule

Environmental review was completed in 2021. Final design is underway and expected to be completed in 2022. The project is expected to be construction-ready at the end of 2022.

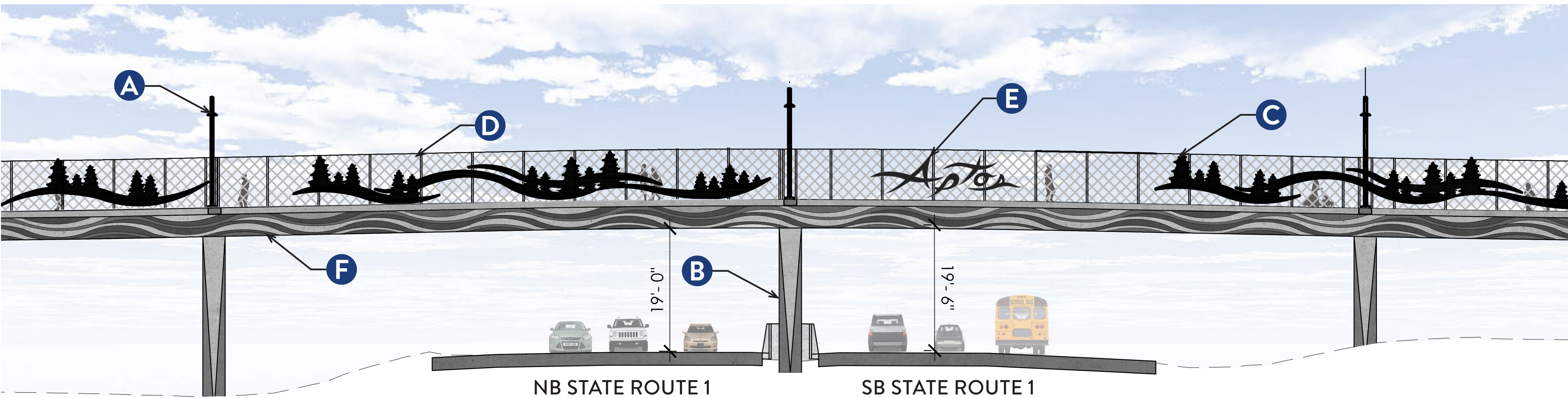


Preliminary rendering of Capitola Avenue Overcrossing



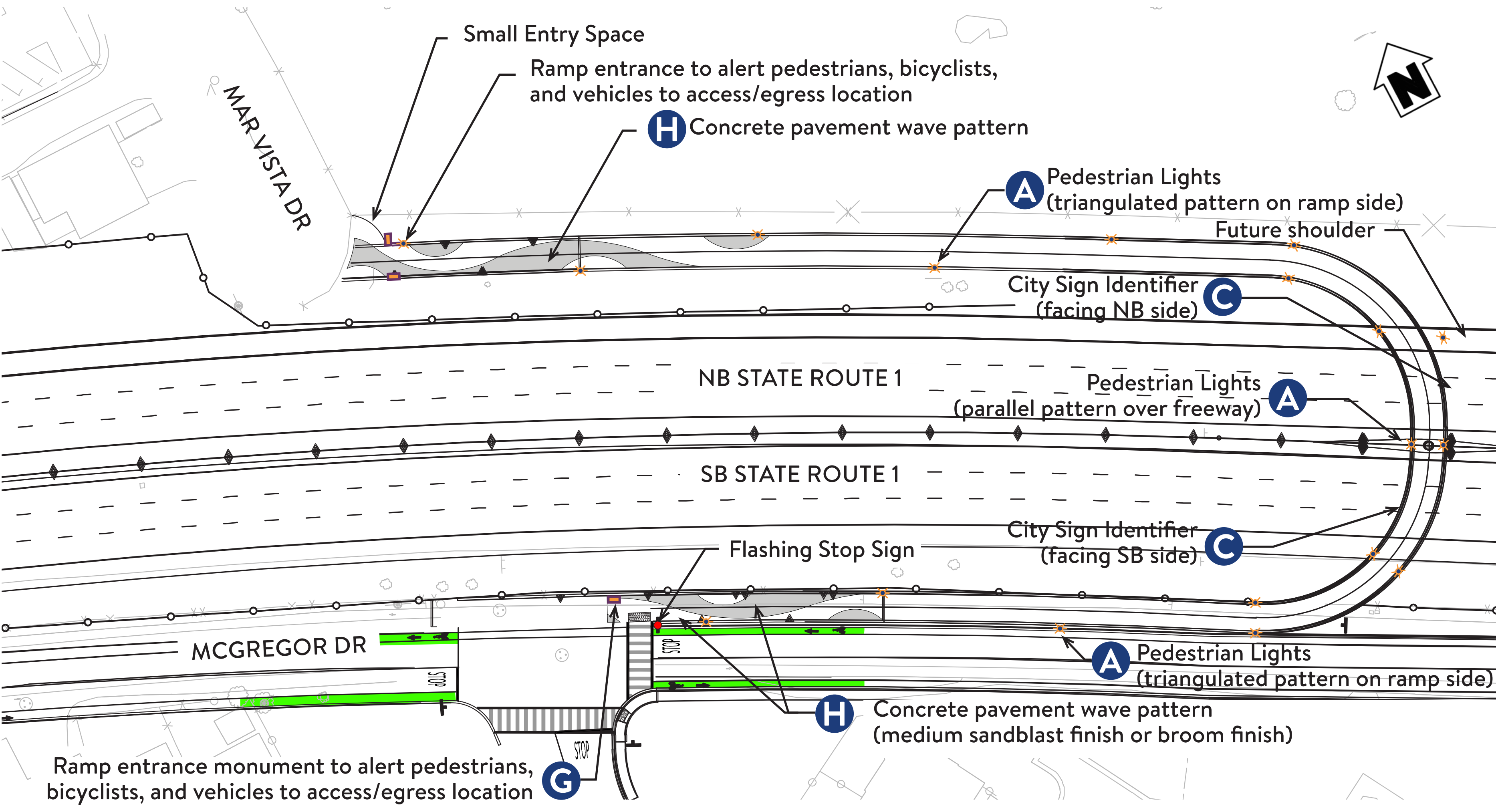
Preliminary rendering of auxiliary lanes

HWY 1 BAY PORTER TO STATE PARK AESTHETICS



NEW OVERCROSSING DESIGN

SCALE 1" = 40'



PLAN VIEW OF COMMUNITY IDENTIFIER LOCATIONS

SCALE 1" = 40'

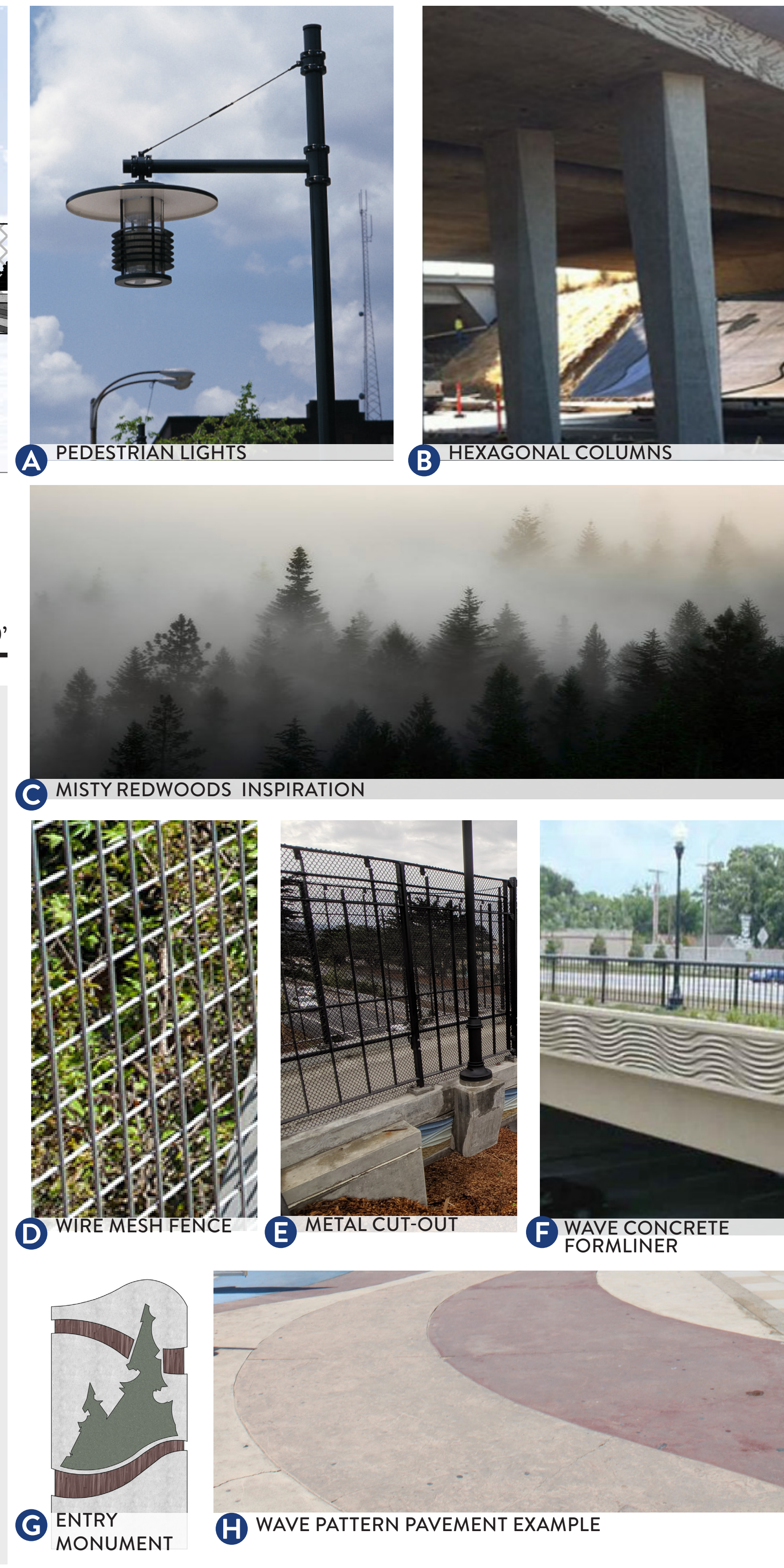
APTOS
Argyle Socks Thick

APTOS
Charmini Extra Bold Alt

Aptos
Wavy Mist

Aptos
Forte

FONT OPTIONS



TREATMENT EXAMPLES

APTOS COMMUNITY IDENTIFIER

AGENDA: December 13, 2021

TO: Bicycle Advisory Committee

FROM: Amy Naranjo, Transportation Planner

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

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission Advisory Committee review and provide input on the Draft 2045 Regional Transportation Plan (Attachment 1 – Executive Summary; full document available at <https://sccrtc.org/2045rtp>).

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, policies, 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 Advisory Committees provide input on the Draft 2045 Regional Transportation Plan.**

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 released 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 is available online at www.ambag.org. 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.

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 (Zoom)
- January 12/19/24/27, 2022 – 2045 MTP-SCS/RTP EIR Virtual 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 released 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 is available 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.

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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.

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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

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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:

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- 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.