



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

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**SPECIAL MEETING AGENDA**

**1:30pm - 3:30pm**

**Tuesday, January 11, 2022**

**NOTE: TELECONFERENCE**

Join the online meeting to see presentations:

<https://us02web.zoom.us/j/88583719110>

Meeting ID: 885 8371 9110

Dial by your location: +1 669 900 9128 US (San Jose)

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

Due to precautions associated with COVID-19, and following current state law (AB 361) regarding the Brown Act, all RTC and committee meetings until further notice will be held by teleconference only. Members of the public can listen and participate in meetings over the phone and through the internet.

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

**1:42pm- CONSENT AGENDA**

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

*the item from the Consent Agenda as long as no other E&D TAC member objects to the change.*

- 5. Approve Minutes from November 16, 2021 — pg. 4**
- 6. Receive RTC Meeting Highlights — pg. 8**
- 7. Receive 2022 E&D TAC Meeting Schedule — pg. 11**
- 8. Receive Information Items — pg. 12**
  - a) FTA Section 5310 Program Fact Sheet
  - b) Caltrans Complete Streets Director's Policy

### **REGULAR AGENDA**

- 9. 1:55 pm — Receive Program Updates — pg. 23**
  - a. Volunteer Center
  - b. Community Bridges
  - c. Santa Cruz Metro
  - d. SCCRTC
  - e. Pedestrian Ad-hoc Subcommittee
    - i. Pedestrian Hazard Report
- 10. 2:30 pm — Release of Draft 2045 Regional Transportation Plan (RTP)— pg. 24**
- 11. 3:30 pm — Adjourn**

**Next meeting: 1:30 pm, February 8, 2022 via teleconference.**

### **HOW TO REACH US**

*Santa Cruz County Regional Transportation  
Commission  
1101 Pacific Avenue. Suite 250,  
Santa Cruz, CA 95060  
Phone: (831) 460-3200 / fax (831) 460-3215  
Email: [info@sccrtc.org](mailto:info@sccrtc.org) / website: [www.sccrtc.org](http://www.sccrtc.org)*

## **ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES**

*The Santa Cruz County Regional Transportation Commission does not discriminate on the basis of disability and no person shall, by reason of a disability, be denied the benefits of its services, programs, or activities. This meeting location is an accessible facility. If you wish to attend this meeting and require special assistance in order to participate, please contact RTC staff at 460-3200 (CRS 800/735-2929) at least three working days in advance of this meeting to make arrangements. People with disabilities may request a copy of the agenda in an alternative format. As a courtesy to those person 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 make advance arrangements (at least three days in advance by calling (831) 460-3200.*

## **TITLE VI NOTICE**

*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 1101 Pacific Avenue, Suite 250, Santa Cruz, CA, 95060 or online at [www.sccrtc.org](http://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.*

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Santa Cruz County Regional Transportation Commission's  
**Elderly & Disabled Transportation Advisory Committee**

*(Also serves as the Social Service Transportation Advisory Council)*

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**Draft MINUTES**

**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, 2<sup>nd</sup> 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 2<sup>nd</sup>, 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 41<sup>st</sup> Ave Intersection and Roadway Rehabilitation Project include accessible features at intersections for all pedestrians, increased pedestrian lighting on 41<sup>st</sup> 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



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

## **Santa Cruz County Regional Transportation Commission (RTC) December 2, 2021 Meeting Highlights**

### **Election of 2022 Chair and Vice Chair**

The Commission RTC voted unanimously to select Commissioner Sandy Brown as chair and Commissioner Manu Koenig as vice chair of the commission for 2022.

### **Coastal Rail Trail Segment 5 – Phase 2 and Highway 1 Cotoni-Coast Dairies Overcrossing Shortlisted for Federal Funding**

Executive Director Guy Preston announced that the RTC's North Coast Rail Trail Project- Phase 2 construction and a new Highway 1 Overcrossing at Yellowbank/Panther Beach to Cotoni-Coast Dairies National Monument preconstruction and construction funding has been shortlisted for a Federal Lands Access Program (FLAP) grant in the amount of \$10.65 million. Being on the shortlist means that the project is no longer competing against other projects for funding, but final award is contingent on the FLAP team's evaluation of the project's feasibility during the scoping process. Assuming this grant award is finalized, the full north coast rail trail segment from Wilder Ranch to Davenport would be fully funded, as well as an active transportation bridge over Highway 1 to the Cotoni-Coast Dairy Monument and its new trail system.

The Bureau of Land Management, as owner of Cotoni-Coast Dairies, is a key partner in the Highway 1 overcrossing project, and the Commission appreciates their support to obtain FLAP funding for this project. The RTC also appreciates both the Coastal Conservancy and the Land Trust of Santa Cruz County for their contributions to the North Coast Rail Trail funding plan.

### **Release of Draft 2045 Regional Transportation Plan**

The Commission reviewed and provided input on the Draft 2045 Regional Transportation Plan (RTP), and authorized staff to release the plan for public review from December 2, 2021 to January 31, 2022. The RTP identifies transportation needs and priorities in Santa Cruz County over the next 25 years. It sets policy and a vision for the transportation system and estimates the amount of funding that will be available for planned transportation projects. The plan is an essential first step in securing funding from federal, state, and local sources. 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. A public hearing to receive input from members of the public on the RTP is scheduled for the January 13, 2022 RTC



meeting. The Draft 2045 RTP is available for review at [www.sccrtc.org/2045rtp](http://www.sccrtc.org/2045rtp) and comments can be submitted by email to [2045rtp@sccrtc.org](mailto:2045rtp@sccrtc.org).

### **2021 Consolidated Grants and 2022 Regional Transportation Improvement Program**

Following consideration of public and advisory committee input, the Commission adopted the 2021 Consolidated Grant Program and 2022 Regional Transportation Improvement Program (RTIP), approving County and city road, bike, and pedestrian projects to receive the region's anticipated formula share of certain state and federal funds. With a vote of 8-4, the commission directed staff to adjust funding amounts to add an additional \$2 million for County public works road resurfacing projects due to the poor condition of County roads. Projects approved for funding include pavement maintenance and roadway rehabilitation projects on local roads, new and upgraded bike and pedestrian facilities in Capitola, Santa Cruz, Scotts Valley, Watsonville, and on Soquel Avenue/Drive in the county (see full list [here](#)). Staff will make the adjustments based on Commission direction, and the final programming document will be provided to advisory committees and posted on the RTC website.

### **Upcoming RTC and Committee Meetings**

Due to precautions associated with COVID-19 (coronavirus), **all RTC and committee meetings have been held by video conference**. On September 16, 2021, Governor Newsom signed AB 361 which continues the Brown Act waivers and allows the RTC to continue Commission and committee meetings in a virtual format. Beginning in January, the RTC will hold its commission meetings in a hybrid (virtual and in-person) format. Please check the RTC website [<https://sccrtc.org/meetings/calendar/>] or call 460-3200 to confirm meeting and video conference information for future meetings. Agendas are posted to the website at least 3 days before the meeting and will also include attendance information. Meetings may be canceled if there are no action items to be considered by the committee.

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

### **Regional Transportation Commission Meeting**

Thursday, January 13, 2022, 9:00 a.m.

### **Bicycle Advisory Committee**

Monday, December 13, 2021, 6:00 p.m.

### **Interagency Technical Advisory Committee**

Thursday, December 16, 2021, 1:30 p.m.

### **Elderly & Disabled Transportation Advisory Committee**

Tuesday, January 11, 2022, 1:30 p.m. (Special Meeting)

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



# Elderly & Disabled Transportation Advisory Committee ~ Annual Meeting Schedule ~ 2022

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- **Most meetings are held on the 2<sup>nd</sup> Tuesday of even numbered months at 1:30 pm in the SCCRTC Conference room or via teleconference as needed. One meeting held annually in an alternate location.**
- **This is a draft list of meeting topics. Additional transportation planning, policy and funding items and committee items are discussed, as needed. Please check the RTC website for the current packet agenda (posted about 3 days before the meeting).**

<b>February 8</b>	Review Preliminary Draft <b>Unmet Needs</b> Review <b>TDA Calendar</b> Review <b>Roster/Membership update</b>
<b>April 12</b>	Review <u>draft</u> <b>TDA Claims for Volunteer Center, Community Bridges and METRO</b> Elect <b>Chair and Vice Chair</b> Recommend <b>Final Unmet Needs list</b>
<b>June 14</b>	Transp. Planning, Policy and Funding Items, as needed Transp. Project and Service Items, as needed
<b>August 9</b>	Transp. Planning, Policy and Funding Items, as needed Transp. Project and Service Items, as needed
<b>October 11</b>	Transp. Planning, Policy and Funding Items, as needed Transp. Project and Service Items, as needed
<b>December 13</b>	Transp. Planning, Policy and Funding Items, as needed Transp. Project and Service Items, as needed
<b>Info items:</b>	<b>Minutes</b> from last meeting <b>Monthly TDA Revenues</b> (get from latest RTC packet) <b>RTC Highlights</b> (w/o meeting list) <b>Letters</b> from the committee <b>Agency Updates</b> , including <b>Quarterly TDA reports</b> <b>Committee Appointments</b>
<b>As Needed:</b>	Recommend <b>TDA Claims from local jurisdictions</b> Review <b>Updates to Guide for Specialization</b> Review <b>Triennial Performance Audit (every 3 years)</b> Review <b>Coordinated Plan (update every 4 years)</b> <b>Other timely items that are within the purview of the committee</b>

**Parking:** There is a parking structure located at the corner of Locust and Cedar.

**Bus:** The Pacific Station MetroCenter, a destination for most buses, is approximately four blocks down Pacific Avenue. The following bus route stops on Cedar Street approximately one block from the office: the 'Route 10 via High' while outbound from the MetroCenter toward UCSC.



# 5310 PROGRAM FACT SHEET

FTA SECTION 5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES



## Program Purpose

To improve mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding the transportation mobility options available.



## Service Expansion Vehicle (Traditional) Projects

- Services to additional seniors and or individuals with disabilities; or
- Expanding the service area or hours of service; or
- Increasing the number and/or frequency of trips



## Funding for Federal Fiscal Years 2020-2021

- Approximately \$20 Million in Federal Grant funds for Large Urbanized Areas and \$15 Million for Small Urban and Rural communities.
- This is a competitive grant process.
- The Federal Transit Administration (FTA) mandates that at least 55% of funding is used for Capital (Traditional) Projects.
- FTA mandates that no more than 45% of funding be used for Expanded Projects.



## Examples of Eligible Mobility Management (Expanded) Projects

- Planning, development, implementation of coordinated transportation services
- Travel training/trip planning
- One-Stop Call Center



## Eligible Application

- Private non-profit corporations (Traditional and Expanded Projects)
- Public Agencies where no non-profits provide service (Traditional Projects)
- Public Agencies approved by the State to coordinate services (Traditional Projects)
- Public Agencies (Expanded Projects)



## Examples of Eligible Operating Assistance (Expanded) Projects

- Expansion of hours/service of paratransit service beyond the requirement of the American with Disabilities Act (ADA)
- Enhancement of services (same day; etc.)
- Volunteer Driver Programs



## Eligible Capital Expenses (Traditional) Projects

- Accessible vans and buses
- Related equipment such as mobile radios, computer hardware, software, etc.



## Program Requirements

- Grantees are responsible for the proper use, operating costs, and maintenance of all FTA funded equipment.
- Grantees certify that they will comply with State and Federal requirements.
- Grantees must certify that all projects are ready for implementation at time of application.



## Vehicle Replacement (Traditional) Projects

- Vehicle(s) must be in active service
- A replacement bus or van must meet or exceed useful life at the time of application.



## Information

- See Caltrans Division of Rail and Mass Transportation (DRMT) Section 5310 web page at: <https://dot.ca.gov/programs/rail-and-mass-transportation/enhanced-mobility-of-seniors-and-individuals-with-disabilities-program-fta-5310>
- Applications are accessed and submitted through BlackCat at: <https://secure.blackcatgrants.com/Login.aspx?site=cadot>
- Call for projects expected on January 3, 2022.



# 5310 PROGRAM TIMELINE

FTA SECTION 5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES  
For 2022 Call for Projects (Federal Fiscal Years 2020 and 2021)



## FALL 2021

- MPO/RTPA/Subrecipient Survey
- RTPA/MPO coordination meetings



## JANUARY/FEBRUARY 2022

- Applications released **January 3, 2022** via the BlackCat Transit Data Management System (BlackCat)
- Application Workshop/Webinar and Technical Consultations
- Applicant Coordination with RTPA/MPO



## MARCH/APRIL 2022

- Application submittal deadline by **March 2, 2022 at 3:00 pm** (in BlackCat)
- MPO/RTPA Score Applications
- The State Review Committee scores and verifies MPO/RTPA scores



## MAY 2022

- Project Scores are merged into a statewide prioritized list
- Draft list for the Small Urban and Rural projects are developed and submitted to the California Transportation Commission (CTC)
- The CTC distributes public draft of Small Urban and Rural Program of Projects (POP) and presents at the May CTC meeting



## JUNE 2022

- Appeals hearing for Small Urban and Rural projects
- The CTC conducts public hearing to adopt final POP
- Final POP distributed publicly
- Projects are programmed in the Federal Transportation Improvement Program (FTIP)



## SUMMER/FALL 2022 AND BEYOND

- Projects on the POP are verified for Programming requirements and submitted to FTA for grant funding approval
- After FTA approval, Successful Applicant Workshops will be scheduled
- Standard Agreements begin to be issued and procurement and awarded projects begin



## PROGRAM NOTE:

FTA Section 5310 vehicles are purchased by Caltrans using a State procurement process. Upon Caltrans approval, public agencies may follow their own local procurement process. However, the grantee must comply with State and Federal procurement procedures when purchasing with local funds. Upon project completion, the grantee request reimbursement from Caltrans for the Federal Share.

**\* Timeline dates are subject to change.**

# Director's Policy

Number: DP-37

Effective Date: December 7, 2021

Supersedes: DD-64-R2 (10/16/2014)

Responsible

Programs: Finance  
Maintenance & Operations  
Planning and Modal Programs  
Project Delivery  
Safety Programs  
Sustainability

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**Title** Complete Streets

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## **Policy**

The California Department of Transportation (Caltrans) recognizes that walking, biking, transit, and passenger rail are integral to our vision of delivering a brighter future for all through a world-class transportation network. Additionally, Caltrans recognizes that streets are not only used for transportation but are also valuable community spaces.

Accordingly, in locations with current and/or future pedestrian, bicycle, or transit needs, **all transportation projects funded or overseen by Caltrans will provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail unless an exception is documented and approved.**

When decisions are made not to include complete streets elements in capital and maintenance projects, the justification will be documented with final approval by the responsible District Director.

Opportunities for complete streets exist in all phases of project development from planning and design to construction, operations, and maintenance. Complete streets projects should prioritize underserved communities that have been historically harmed and segmented by the transportation network and should serve people of all ages and abilities. Furthermore, Caltrans commits to removing unnecessary policy and procedural barriers and partnering with communities and agencies to ensure projects on local and state transportation systems improve the connectivity to existing and planned pedestrian, bicycle, and transit facilities, and accessibility to existing and planned destinations, where possible.

### **Intended Results**

This policy establishes Caltrans' organizational priority to encourage and maximize walking, biking, transit, and passenger rail as a strategy to not only meet state climate, health, equity, and environmental goals but also to foster socially and economically vibrant, thriving, and resilient communities. To achieve this vision, Caltrans will maximize the use of design flexibility to provide context-sensitive solutions and networks for travelers of all ages and abilities.

### **Definitions**

#### *Complete Street*

A complete street is a transportation facility that is planned, designed, constructed, operated, and maintained to provide comfortable and convenient mobility, and improve accessibility and connectivity to essential community destinations for all users, regardless of whether they are travelling as pedestrians, bicyclists, public transportation riders, or drivers. Complete streets are especially attuned to the needs of people walking, using assistive mobility devices, rolling, biking, and riding transit. Complete streets also maximize the use of the existing right-of-way by prioritizing space-efficient forms of mobility, such as walking and biking, while also facilitating goods movement in a manner with the least environmental and social impacts. Complete streets shift the focus of transportation planning and project development from vehicle movement as the primary goal to the movement of people and goods.

#### *All Ages and Abilities*

The "all ages and abilities" concept strives to serve all users—regardless of age, gender, race, or ability and inclusive of the mobility needs of children, older adults, and people with disabilities—by embodying national and international best practices related to traffic calming, speed reduction, universal design, and roadway design to increase user safety and comfort, as well as accessibility for people with disabilities. This approach also includes the use of traffic calming elements or facilities separated from motor vehicle traffic, both of which can offer a greater feeling of security and appeal to a wider spectrum of the public.

#### *Design Flexibility*



Caltrans policy supports designers in their application of guidance to achieve our goals of developing complete facilities to serve all members of the community.

Design flexibility refers to the ability to develop a design suited to its users and context, and to employ professional judgment and experience to interpret, apply, and adapt appropriate design standards and guidance. Flexibility in design is essential to achieving Caltrans' goals of putting safety first, enhancing and connecting the multimodal network, leading on climate action, and advancing equity and livability in all communities. Design flexibility includes consideration of diverse user needs, assessment of risk, review of applicable guidance, and documentation of design decisions.

#### *Underserved Community*

Underserved communities include low-income, frontline environmental justice, and vulnerable communities, including but not limited to Black and Indigenous peoples, communities of color, people experiencing homelessness, people with disabilities, older adults, and youth. Refer to guidance from the Caltrans Office of Race and Equity for the most current definition.

#### *Accessibility (Access to Destinations)*

Accessibility is the ease by which travelers can reach – or access – desired destinations such as work, shopping and other retail, school, health care, and recreation. Accessibility reflects the number and proximity of destinations, as well as the directness and condition of walking, biking, and transit facilities. This is distinct from accessibility in the context of the Americans with Disabilities Act (ADA); refer to Deputy Directive 42 for more information on ADA and State Disability Laws.

#### *Connectivity*

A connected multimodal network allows people to travel by whichever mode they choose and provides convenient, accessible connections between different modes.

#### *State Transportation Network (STN)*



Refers to the State Highway System (SHS) and all other multimodal facilities, including parallel and intersecting paths, frontage roads, and other facilities not directly on the SHS mainline.

### **Responsibilities**

All employees in the following functional groups have specific responsibilities related to implementation of this policy in their program areas:

#### **Director's Office – Headquarters Sustainability**

- Lead, coordinate, and facilitate development of implementation plan for this policy in coordination with appropriate functional groups.
- Facilitate alignment of policy, guidance, and training to meet state's climate, health, equity, walking, biking, transit, and passenger rail goals.
- Facilitate coordination, information sharing, and collaboration among Divisions and Districts on topics related to complete streets.
- Track, monitor, report, and communicate Caltrans' progress toward meeting its policy and strategic goals related to walking, biking, transit, and passenger rail.
- Establish and facilitate internal/external advisory committees to provide technical input, strategic direction, and implementation guidance to Caltrans policies related to complete streets.

### **Planning and Modal Programs**

#### *Headquarters*

- Develop, maintain, and update state plans, training, and resources to assist in the identification and prioritization of pedestrian, bicycle, transit, and passenger rail needs and recommended improvements on or across the SHS.
- Develop guidance for integrating pedestrian, bicycle, transit, and passenger rail needs from the corridor planning process into future complete streets projects.
- Identify best practices for increased and meaningful engagement with partners, stakeholders, and communities during the development of plans and projects that facilitate the inclusion of complete streets elements as appropriate.
- Work with local and regional transit and rail partners to identify and implement first mile/last mile solutions, both on and off the STN.
- Provide technical support and guidance to internal and external stakeholders on enhancing rail and transit reliability and operations related to complete streets within and adjacent to the STN.
- Promote Caltrans policies related to complete streets in rail and transit planning documents and grant program guidelines.

#### *Districts*

- Develop, maintain, and update plans, tools, and other planning documents to identify and prioritize pedestrian, bicycle, and transit needs and recommended improvements on or across the SHS.
- Verify that proposed projects are in alignment with local, regional, and state planning documents detailing pedestrian, bicycle, transit, and passenger rail needs on or across the SHS.
- Integrate pedestrian, bicycle, transit, and passenger rail improvements from the corridor planning process into projects.
- Include complete streets elements in projects during the pre-Project Initiation Document (pre-PID) and PID phases.
- Participate in Project Development Teams (PDTs) to assist in delivering complete streets elements identified in PID phase.
- Develop and implement strategy for meaningful engagement with partners, stakeholders, and communities during the development of plans and projects that facilitate the inclusion of complete streets elements as appropriate.
- Identify and pursue partnerships and funding opportunities with local, regional, and state agencies.
- Work with local and regional transit and rail partners to identify and implement first mile/last mile solutions, both on and off the STN.
- Promote pedestrian, bicycle, and transit improvements and land uses supportive of these modes in local projects through the Local Development-Intergovernmental Review process.

### **Project Delivery**

#### *Headquarters*

- Develop, maintain, and update policy, procedures, guidance, and standards pertaining to the design and construction of complete streets facilities in alignment with Caltrans and state walking, biking, transit, and passenger rail goals, including but not limited to temporary access during construction.
- Provide training and guidance to promote the use of "world-class" design best practices related to complete streets throughout Caltrans, including the adoption of design flexibility guidance, contextual guidance, and others.
- Cultivate subject-matter expertise for design excellence of complete streets facilities in projects on or across the STN.
- Designate a complete streets asset manager to track and monitor progress of complete streets statewide as an asset in the State Highway System Management Plan (SHSMP) and develop funding and performance targets for complete streets in the State Highway Operation and Protection Program (SHOPP).
- Establish and oversee processes for documenting decisions related to complete streets elements.

#### *Districts*

*"Provide a safe and reliable transportation network that serves all people and respects the environment."*



- Implement project delivery strategies and best practices to further enhance the delivery of complete streets, including coordination of community engagement efforts.
- Implement "world-class" design best practices related to complete streets.
- Cultivate subject-matter expertise for design excellence of complete streets facilities in projects on or across the STN.
- Promote and exercise design flexibility throughout project development process.
- Document decisions related to complete streets elements.
- Implement and oversee use of standard plans and specifications, as well as best practices, for temporary pedestrian, bicycle, and transit access routes during construction.

### **Maintenance**

#### *Headquarters*

- Develop, maintain, and update policy, procedures, guidance, manuals, training and standards pertaining to the maintenance of complete streets facilities.
- Work with Districts to determine equipment needs for maintenance of current and future complete streets facilities, including application-specific equipment such as sweepers for sidewalks and bikeways where standard maintenance equipment cannot be used.
- Coordinate with Division of Equipment to procure complete streets maintenance equipment.
- Develop and provide training to Maintenance staff on maintenance best practices for complete street facilities.
- Facilitate collection and maintenance of active transportation facility inventory and condition data to inform maintenance decisions.
- Develop, maintain, and update maintenance agreement templates for complete streets facilities.

#### *Districts*

- Maintain complete streets facilities on the SHS in accordance with maintenance policy, procedures, guidance, manuals, and standards.
- Develop, execute, and update, as needed, maintenance agreements with local agencies for complete street facilities that are mutually beneficial to both entities and protect the investments made in new infrastructure.
- Collaborate with Headquarters Divisions of Maintenance and Equipment to purchase or lease equipment necessary to maintain current and future complete streets facilities, including application-specific equipment such as sweepers for sidewalks and bikeways where standard maintenance equipment cannot be utilized.
- Maintain and use active transportation facility inventory and condition data to inform maintenance decisions.

- Collaborate with Planning, Safety, and Complete Streets Coordinators to identify opportunities for complete streets improvements in Highway Maintenance projects.

### **Traffic Operations**

#### *Headquarters*

- Develop, maintain, and update policy, procedures, guidance, and standards pertaining to the operations of facilities to improve access to destinations by walking, biking, transit, and passenger rail, including but not limited to temporary access during construction.
- Develop policy and framework for collecting and maintaining current pedestrian and bicycle count data.
- Develop, maintain, and update training, guidance, and procedures to improve encroachment permit application process for local agency-sponsored complete streets projects that are on or cross the SHS.
- Identify and develop proposals to address policy and procedural barriers to implementing locally-sponsored complete streets projects on and across the SHS.

#### *Districts*

- Collect and maintain current pedestrian and bicycle count data.
- Identify opportunities to leverage traffic control devices, where needed, to better facilitate the throughput of people walking, biking, and taking transit.
- Implement standard plans and specifications for temporary pedestrian, bicycle, and transit access routes during construction.
- Support the delivery of complete streets improvements in capital projects.
- Identify strategies to streamline the approval process for complete streets projects seeking encroachment permits.

### **Safety Programs**

#### *Headquarters*

- Develop, maintain, and update policy, procedures, guidance, plans, documents, and technical assistance to proactively or responsively identify pedestrian and bicycle safety needs on the SHS.
- Develop and administer programs to investigate locations and provide recommendations for improvements at locations with pedestrian and bicycle safety needs.
- Identify opportunities to leverage traffic control devices, where needed, to better facilitate the throughput of people walking, biking, and taking transit.

#### *Districts*

- Develop and implement innovative, context-sensitive solutions to address the safety of vulnerable roadway users.



- Investigate and implement countermeasures at locations with pedestrian and/or bicycle safety concerns/needs.
- Engage with internal functions and seek input from external stakeholders on pedestrian and bicycle safety needs during investigations.

### **Equipment**

- Procure and provide training on equipment needed to maintain current and future complete streets facilities.
- Track and share with districts the national state of the practice for equipment used to maintain pedestrian, bicycle, and transit features.

### **Asset Management**

#### *Headquarters*

- Track, monitor, and report on progress of complete streets as an asset in the SHSMP.
- Finalize funding and SHSMP performance targets for complete streets in the SHOPP.
- Support Districts in tracking and reporting on complete streets assets.

#### *Districts*

- Compile identified complete streets needs into SHOPP projects to support Districts in meeting performance targets.
- Regularly update Asset Management Tool with complete streets assets identified in all projects.
- Track and monitor progress of complete streets as an asset in the SHSMP and report progress to Headquarters Asset Management and Complete Streets Program Manager.

### **Local Assistance**

#### *Headquarters*

- Provide support and technical assistance to local and regional agencies and Caltrans Districts applying for state or federal active transportation funding.
- Provide tools, training, and resources to support the successful delivery of local and regional active transportation projects on time, in scope, and within budget.

#### *Districts*

- Provide support and technical assistance to local and regional agencies and Caltrans Districts applying for state or federal active transportation funding.
- Provide tools, training, and resources to support the successful delivery of local and regional active transportation projects on time, in scope, and within budget.

**Legal**

- Provide counsel and support on legal issues pertaining to complete streets policies, procedures, and projects.

**District-Designated Complete Streets Coordinator(s)**

- District Directors will designate complete streets coordinator(s).
- Work with PDTs to maximize opportunities for inclusion of complete streets in all project phases by actively participating in the pre-scoping, project initiation, and project development phases.
- Support the asset manager in tracking and monitoring complete streets assets.
- Assist with identifying project-specific complete streets needs throughout project planning, development, and delivery.
- Review and provide concurrence to decision documents related to complete streets.
- Work with other functions to provide technical assistance to local agency sponsored projects that are on or cross the SHS to incorporate complete streets elements.
- Collaborate with local and regional partners, advocacy and community groups, and District engineers to identify pedestrian, bicycle, and transit gaps to incorporate into planning documents and projects.
- Provide recommendations for partnerships and funding opportunities with local, regional, and state agencies.

**Applicability**

This policy applies to all Caltrans employees.



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Toks Omishakin  
Director

12/07/2021

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Date Signed

# E & D TAC Pedestrian Hazard Reports

12/28

Date	First Name	Last Name	Location	Cross Street	City	Category	Additional Comments	Forwarded to	Forwarded Date	Response
12/06/21	Deborah	Benham	224 Kings Village Rd	N/A	Scotts Valley	Ped: Lighting problem	Flashing lights on pedestrian crosswalk signal not working on the Goodwill Store side of the street.	Trish McGrath, Kimarie Jones, Chris Lamm, Tyler Thomas	12/07/21	Follow up email sent 12/28/21
11/27/21	Jean	Brocklebank	1965 7th Ave	N/A	Santa Cruz	Ped: Vehicles or objects blocking sidewalk	The home to the north also frequently has a vehicle intruding onto the sidewalk. This was the case the day we took the picture at 1965 7th Avenue. I checked "minor" for this report, but it is chronic. This blockage of sidewalks throughout Santa Cruz is increasing as more people, with more cars, reside in homes.	DPW	12/02/21	<b>12/2/21 Dorothy Morgan:</b> 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.
11/12/21	Richard	Stover	631 Almar Ave	Handley St	Santa Cruz	Ped: Plant overgrowth or interference, Vehicles or objects blocking sidewalk	Combination of vehicle on sidewalk and overgrowth makes sidewalk unusable. This is across the street from a City park on a street that is often busy. Pedestrians are forced into the street.	Claire Gallogly, Nathan Nguyen, Dan Estranero	11/19/21	<b>11/19/21 Dan Estranero:</b> Good Afternoon, We have sent notices to the property owner and are working on having the vegetation trimmed.
11/09/21	William	Brigham	3851 Brommer St	N/A	Santa Cruz	Ped: Pole blocking walkway	A "No Parking" sign was hit and is leaning over the sidewalk.	Steve Jesberg, Kailash Mozumder, Matt Kotila	11/15/21	<b>11/15/21 Steve Jesberg:</b> Capitola Public Works has dispatched a crew to the site.

**AGENDA:** January 11, 2022

**TO:** Regional Transportation Commission (RTC)

**FROM:** Amy Naranjo, Transportation Planner

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

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## **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>).

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## **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 Committee 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](http://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](http://www.sccrtc.org/2045rtp), and the 2045 MTP-SCS/RTP EIR is available on the AMBAG website at [www.ambag.org](http://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](http://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.

## 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.