



**Santa Cruz County  
Regional Transportation Commission**

---

**AGENDA**

**Thursday, May 05, 2022  
9:00 a.m.**

**REMOTE MEETING**

**Community TV Zoom**

**Web: <https://us02web.zoom.us/j/81296262340>**

**Dial-in: +1 669 900 6833**

**Webinar ID: 812 9626 2340**

*Accessibility: See last page for details.*

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

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

[sccrtc.org/about/esubscriptions/](http://sccrtc.org/about/esubscriptions/)

**COMMISSION MEMBERSHIP**

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

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

1. Roll call
2. Oral communications

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

*Speakers are requested to state their name clearly so that it can be accurately recorded in the minutes of the meeting.*

3. Additions or deletions to consent and regular agendas

### **CONSENT AGENDA**

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

### **MINUTES**

4. Accept draft minutes of the March 17, 2022 Interagency Technical Advisory Committee meeting
5. Accept draft minutes of the March 30, 2022 Measure D Taxpayer Oversight Committee meeting
6. Accept draft minutes of the April 6, 2022 Measure D Taxpayer Oversight Committee meeting
7. Approve draft minutes of the April 07, 2022 Regional Transportation Commission meeting
8. Accept draft minutes of the April 11, 2022 Bicycle Advisory Committee meeting
9. Accept draft minutes of the April 12, 2022 Elderly & Disabled Transportation Advisory Committee meeting
10. Accept draft minutes of the April 21, 2022 Interagency Technical Advisory Committee

**POLICY ITEMS**

*No consent items*

**PROJECTS and PLANNING ITEMS**

11. Approve rejection of Bid for the Pajaro River Bridge Rehabilitation Project along the Santa Cruz Branch Line
12. Approve authorizing the Executive Director to negotiate and enter into a funding cooperative agreement with San Lorenzo Valley Unified School District (SLVUSD) for the San Lorenzo Valley (SLV) Schools Complex Circulation and Access Study (**Resolution**)
13. Approve the draft final fiscal year (FY) 2022-23 RTC work program (**Resolution**)

**BUDGET AND EXPENDITURES ITEMS**

14. Accept status report on Transportation Development Act (TDA) revenues
15. Accept status report on Measure D revenues

**ADMINISTRATION ITEMS**

16. Accept FY 2020-21 Fiscal Audit for the SCCRTC
17. Adopt Assembly Bill 361 Findings for Virtual and Hybrid Meetings
18. Approve nomination and appointment to the Bicycle Advisory Committee (BAC)

**INFORMATION/OTHER ITEMS**

19. Accept monthly meeting schedule
20. Accept correspondence log
21. Accept letters from RTC committees and staff to other agencies - *none*
22. Accept information items
  - a. April 5, 2022 News Release: Caltrans District 5 Awarded \$2.34 Million to Plan Sustainable Transportation Projects in Local Communities

**REGULAR AGENDA**

23. Commissioner reports – oral reports

24. Director's Report – oral report  
(*Guy Preston, Executive Director*)
25. Caltrans report
  - a. Santa Cruz County project updates
26. **PUBLIC HEARING 9:30 a.m:** 2022 Unmet Transit and Paratransit Needs List  
(*Amanda Marino, Transportation Planner*)
  - a. Staff Report
  - b. Final Draft 2022 Unmet Transit and Paratransit Needs
  - c. Public Comment on Unmet Paratransit and Transit Needs list
27. Presentation from the City of Capitola Department of Public Works  
(*Kailash Mozumder & Steve Jesberg, Department of Public Works*)
  - a. Staff Report
28. **PUBLIC HEARING 10:30 a.m:** Measure D-2016 Highway Corridors and Active Transportation – Five-Year Program of Projects  
(*RTC Staff*)
  - a. Staff Report
  - b. Resolution with exhibits
  - c. SIP Financing Policy 4.5
  - d. Coastal Rail Trail Map
  - e. Description of Trail Alignment Scenarios and Total Costs
  - f. Remaining Trail Segments
29. Review of items to be discussed in closed session

### **CLOSED SESSION**

30. Conference with Labor Negotiators (pursuant to Government Code 54957.6)

Commission Negotiators: Thomas Manniello, Lozano and Smith, Guy Preston and Yesenia Parra, RTC

Bargaining Units: Mid-Management Unit and Community of RTC Employees (CORE)

## **OPEN SESSION**

31. Report on closed session
32. Next meetings

The next RTC meeting is scheduled for Thursday, June 02, 2022 at 9:00 a.m. See [agenda](#) for location.

The next Transportation Policy Workshop meeting is scheduled for Thursday, May 19, 2022 at 9:00 a.m. by Zoom teleconference.

### **HOW TO REACH US**

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

### **LIVE BROADCASTS**

*Note: Due to technical difficulties, Community Television of Santa Cruz will be unable to broadcast the RTC meeting live. The meeting will be recorded and can be viewed later at [www.communitytv.org](http://www.communitytv.org). For questions, call (831) 425-8848.*

### **AGENDA PACKETS**

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

### **COMMENTS FROM THE PUBLIC**

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

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

### **COVID-19 REMOTE MEETING UPDATE**

*On September 16, 2021, Governor Newsom signed AB 361 into law, which allows the RTC to hold virtual and/or hybrid meetings so long as the RTC makes findings that the state of emergency continues to directly impact its*

ability to meet safely in person. Information needed to log into the virtual meeting is listed on the first page of the meeting's agenda. Download the Zoom app: <https://zoom.us/download>.

### **ACCESSIBILITY**

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

### **SERVICIOS DE TRADUCCIÓN/ TRANSLATION SERVICES**

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

### **TITLE VI NOTICE TO BENEFICIARIES**

The RTC operates its programs and services without regard to race, color and national origin in accordance with Title VI of the Civil Rights Act. Any person believing to have been aggrieved by the RTC under Title VI may file a complaint by contacting the RTC at (831) 460-3200 or 1101 Pacific Avenue, Suite 250, Santa Cruz, CA 95060 or online at [www.sccrtc.org](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.

### **AVISO A BENEFICIARIOS SOBRE EL TITULO VI**

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



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

---

**MINUTES**

Thursday, March 17, 2022 1:30 p.m.  
Teleconference

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

**ITAC Members Present**

Joshua Spangrud	Santa Cruz Public Works
Nathan Nguyen	Santa Cruz Planning Proxy
Chris Lamm	Scotts Valley Public Works
Murray Fontes	Watsonville Public Works and Planning Proxy
Casey Carlson	County of Santa Cruz Public Works
Paul Hierling	Association of Monterey Bay Area Governments
Darron Hill	Caltrans District 5
John Urgo	Santa Cruz Metropolitan Transit District
Teresa Buika (Vice Chair)	University of California at Santa Cruz (UCSC)

**RTC Staff Present**

Brianna Goodman, Rachel Moriconi, Amy Naranjo, Guy Preston, Sarah Christensen

**Others Present**

Mark Dettle, Santa Cruz Public Works  
Will Condon, AMBAG  
Miranda Taylor, AMBAG  
Members of Public: Linda Wilshusen

- 1. Call to Order:** Vice Chair Teresa Buika called the meeting to order at 1:35 p.m.
- 2. Introductions:** Introductions were made. All attendees participated by teleconference.
- 3. Oral Communications:** None.
- 4. Additions, deletions, or changes to consent and regular agendas:** Handouts for [Item 11: MTIP Presentation](#) and [Item 13: AB285 Report Summary](#) were posted on the meeting webpage.

## CONSENT AGENDA

5. **Approved Minutes of the January 20, 2022 ITAC meeting**
6. **Received notice: Caltrans Central Coast-Bay Area Interregional Strategic Corridor Meeting April 1, 2022**
7. **Received notice: Caltrans Local Assistance Trainings**

*Committee members present unanimously approved a motion (Fontes/Spangrud) approving the consent agenda, with Carlson, Lamm, Spangrud, Nguyen, Fontes, Hierling, Buika, and Hill voting "yes" by roll call vote. (METRO staff was not present at time of vote)*

## REGULAR AGENDA

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

ITAC members provided updates on projects, programs, studies and planning efforts.

Santa Cruz – Josh Spangrud reported that the Highway 1/9 intersection project is progressing. Nathan Nguyen reported that Phase 2 of Segment 7 of the Rail Trail project and the Chestnut Street paving and storm drain project are out to bid. For Murray Street Bridge, staff is still working on permits and right-of-way certification, but hope to go to bid this summer.

County of Santa Cruz – Casey Carlson reported that the County is still working on finishing the balance of 200 storm damage projects from 2017, with 2 ready to go now and projects at 35 locations going for board approval over next few months. Of 12 storm damage sites from 2021, 2 are out to bid, with other sites in design. The Soquel Multimodal Project is at 100% design, with right-of-way review anticipated to be completed in April, and plans to bid construction this summer. The Holohan/152 intersection project is scheduled for construction this summer. The final draft of the County's Active Transportation Plan is out for review. For the Soquel Dr. adaptive signal project, intersections currently in adaptive mode include: 41<sup>st</sup> Ave/Soquel Drive, 41<sup>st</sup> Ave/Redwood Shopping Center, Soquel/Daubenbliss, Soquel/Porter-Main, and Soquel-San Jose/O'Neill. RRFB have been installed at 10 locations. The 2022 Measure D repaving project will start construction this summer. Environmental review of a Buena Vista Dr. project is delayed, moving construction to summer 2023. The San Andreas Road rehab STIP project is also scheduled for construction for summer 2023. The County is working to get its emergency routes project [Alba and Jamison Creek Roads] out to bid this summer. The County also won a \$5 million Clean

California grant for its Green Valley path and is working on firming up local matching funds and getting it implemented quickly.

Watsonville Public Works - Murray Fontes reported that Watsonville is still waiting for delivery of lighting components for Lincoln Street pedestrian safety project. The Harkins Slough Road bicycle/pedestrian crossing over Highway 1, being implemented in partnership with Caltrans, is in design. The City plans to seek a STIP construction allocation for the Freedom Blvd Improvements project at the June California Transportation Commission (CTC) meeting.

Scotts Valley - Chris Lamm reported that Scotts Valley recently completed a geotechnical report on portions of Bean Creek Road, with design finishing up and the project scheduled to go to bid in May or June 2022.

AMBAG – Paul Hierling reported that AMBAG is the final review phase for the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and Environmental Impact Report (EIR), with adoption scheduled for June 2022.

City of Capitola – On behalf of Kailash Mozumder, Teresa Buika reported that Capitola is in the process of issuing a contract for the 2022 Measure D resurfacing project, in collaboration with the County of Santa Cruz. Construction is scheduled to begin in June. The first phase of the City's 2021 Road Repairs project addressing base repairs and drainage issues was completed last month. The City will be bringing the long-awaited Clares Street project to the community, with project advertisement planned for Spring and construction this Summer. Kailash appreciated the Elderly and Disabled Transportation Advisory Committee (E&D TAC) and Bike Committee for their helpful input on the final Clares St. project design. The City is updating its Pavement Management Plan and should it be completed and an updated Measure D 5-year Plan by the end of the summer.

UCSC – Teresa Buika reported on the regional bike share project, with the contract still under negotiation and launch timing dependent in part on the supply chain/availability of equipment.

## 9. Election of new ITAC Vice Chair

Teresa Buika reported that she has taken a new job at UCSC, will no longer be working at TAPS, and is resigning as ITAC Vice Chair after this meeting. **The Committee unanimously approved a motion (Fontes/Spangrud) electing Chris Lamm, City of Scotts Valley to serve out the remainder of the term through March 2023, with Carlson, Lamm, Spangrud, Nguyen, Fontes, Hierling, Buika, and Hill voting "yes" by roll call vote.**

(METRO staff was not present at time of vote). Kailsah Mozumder remains the Chair.

## 10. Caltrans Asset Management and State Highway Operation and Protection Program (SHOPP) Updates

Darron Hill presented an overview of the Caltrans Asset Management and 10-Year State Highway Operation and Protection Program (SHOPP) fix-it-first maintenance plan. Currently there are over \$381 million in projects planned in Santa Cruz County. He highlighted projects programmed in the 2022 SHOPP that will be ready to list for construction in the next four years. Most of the Project Initiation Documents (PID) for those projects were prepared in 2019 based on the State Highway System Asset Management Plan, which sets statewide targets for safety, maintenance, and other goals. Then Districts are given targets for 32 objectives and a budget to identify priorities. PIDs for the 2024 SHOPP are currently under development for projects expected to be delivered in FY 26/27-27/28. He highlighted four planned projects in Santa Cruz County, including drainage projects for long-toed salamander and fish passage, as well as safety projects and a sixteen lane mile capital maintenance (Cap-M) and complete streets project in Watsonville. It will be one of District 5's largest complete streets projects. Caltrans has also started identifying candidates for the 2026 SHOPP. He **urged agencies to review planned projects and provide comment early**, in order to ensure comments can be integrated into projects.

*John Urgo, Sarah Christensen and Guy Preston joined the meeting at approximately 2:00pm.*

He also reported that Caltrans is still working on how to implement the new Caltrans Complete Streets Directive. He noted that additional budget was not included with the directive and they might have to make cuts to other projects and seek funding from partners. Caltrans will work to connect its facilities with local facilities and will prioritize and integrate complete streets in phases over time, as appropriate and feasible. Caltrans is still looking at how any new complete streets elements will be maintained. The CAT Plan (Active Transportation Plan) goals and metrics are being used to identify priorities. Caltrans will look at where complete street elements can be integrated into planned paving, bridge, and other projects. District 5 project managers will reach out during development of PIDs for input on the scope. **Agencies should provide information about planned bicycle and pedestrian facilities in the area of Caltrans SHOPP projects.** District 5 has a Complete Streets Advisory Committee that will be helping refine priorities; over 300 locations have been identified. A Transportation Planning Scoping Information Sheet and Complete Streets Vision document are being used to identify, evaluate, and get local agency agreement on potential

complete streets elements. He emphasized that could take many many years to implement.

In response to questions, Darron Hill confirmed that the Complete Streets policy applies to the planned Mission Street repaving project, but that there are budget constraints and parallel routes should also be considered. Murray Fontes appreciated the work that Gus Alfaro had done to advocate for complete street projects in Watsonville and requested additional information on who to contact. Rachel Moriconi reported that Orchid Monroy is serving as the interim planner for Santa Cruz County.

## **11. Metropolitan Transportation Improvement Program (MTIP) Update**

Will Condon, AMBAG, provided an overview of the Metropolitan Transportation Improvement Program (MTIP) and the schedule for the 2023-2026 MTIP. He noted federally-funded and regionally-significant projects are required to be included in the MTIP. Project must be included in the Regional Transportation Plan (RTP) and projects are required to address performance targets, including air quality, system performance, and system preservation. He also noted that formal amendments can take around two months, so **agencies should regularly review and ensure project scope, schedule, and cost information is accurately reported in the MTIP. Agencies should submit updates for the 2023-2026 MTIP by May 20.**

## **12. 2022 Coordinated Public Transit-Human Services Transportation Plan Development Process**

Miranda Taylor, AMBAG, provided an overview of and update on the development plan of the 2022 Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan) for the Monterey Bay Area (Santa Cruz, Monterey, and San Benito Counties). The plan is required by federal legislation and needs to be used for grant applications for federal transit funds for elderly, persons with disabilities, and low income individuals (FTA5310). The plan assesses transportation needs, gaps in services, and identifies strategies to address needs and priority projects to implement specific strategies. She reported that AMBAG will be soliciting input from local agencies and the public, in coordination with development of the RTC's annual Unmet Transit Needs list.

## **13. Legislative updates**

Rachel Moriconi reported that the RTC submitted comments to the Governor regarding state budget proposals. She noted that the federal appropriations bill was finally approved and that increases are expected for the Highway

Safety Improvement Program (HSIP) and Active Transportation Program (ATP). She noted that several groups have been meeting to determine how the Infrastructure Investment and Jobs Act (IIJA) will be implemented in California. Amy Naranjo provided a handout and reported on the Strategic Growth Councils AB285 Report and strategies to greenhouse gas, including reconsidering projects that are "in the pipeline." Rachel requested that ITAC members **share any transportation bills they are monitoring or taking positions on.**

#### 14. RTC Major Projects Updates

Rachel Moriconi reported that the RTC received presentations on Segments 8-12 of the Rail Trail in February and has been discussing implementation options. Sarah Christensen provided updates on Highway 1 projects: The 41<sup>st</sup> Ave to Soquel Drive project is scheduled to start construction later this year; RTC received public input on design features for the Bay/Porter to State Park project, with construction scheduled to start in early 2023; the Freedom Blvd to State Park Drive project, which includes Segment 12 of the rail trail, is in environmental review, with the RTC planning to submit an applications for the CTC's Cycle 3 SB1 Solutions for Congested Corridors Program (SCCP) and Local Partnership Program (LPP). The RTC may need to consider financing to provide local match. She also reported that the Pajaro River rail bridge rehabilitation project is going out to bid for construction. Amy Naranjo report that she will be providing an update on the Go Santa Cruz County program to the RTC board and ITAC in April 2022. She highlighted some of the marketing and incentive programs.

#### 15. Discussion of Funding Programs and Priorities

Rachel Moriconi highlighted several upcoming state and federal funding opportunities and provided updates on Measure D revenues, the Taxpayer Oversight Committee meeting, and 5-year plans. She also reminded agencies that **projects approved for funding by the RTC that could impact bicyclists, pedestrians, or people riding transit are required to be reviewed by the RTC's Bicycle Committee and Elderly and Disabled Transportation Advisory Committee (E&D TAC) prior to final design.**

**16. Next meeting.** The next meeting of the ITAC is scheduled for 1:30 p.m. on April 21, 2022 by zoom. ITAC meetings may be cancelled if there are no action items to be considered by the committee.

**Adjournment:** Vice Chair Buika adjourned the meeting at 3:01 p.m.

*Minutes prepared by Rachel Moriconi, Transportation Planner*

*\\RTCSERV2\Shared\ITAC\2022\Mar2022\ITACminutes-Mar2022.docx*



**Santa Cruz County  
Regional Transportation Commission  
Measure D Taxpayer Oversight Committee**



**Draft MINUTES  
Wednesday, March 30, 2022  
6:00 p.m.  
Location: Zoom**

**Taxpayer Oversight Committee Members**

<b>Representing</b>	<b>Name</b>
Supervisory District 1	Sandra Skees
Supervisory District 2	Jake Farrar
Supervisory District 3	Phillip Hodsdon
Supervisory District 4	Trina Coffman Gomez
Supervisory District 5	Andre Duurvoort

1. Call to Order: RTC staff member Shannon Munz called the meeting to order at 6:00 p.m.
2. Introductions

**Members Present:**

Sandra Skees, District 1  
 Jake Farrar, District 2  
 Trina Coffman Gomez, District 4  
 Andre Duurvoort, District 5

**RTC Staff:**

Luis Mendez, Deputy Director  
 Rachel Moriconi, Senior Transportation Planner  
 Shannon Munz, Communications Specialist

**Guests:**

Selena Andrews, Finance Manager, City of Scotts Valley  
 Jesus Bojorquez, Program Director, Lift Line  
 Murray Fontes, Principal Engineer, City of Watsonville  
 Nick Gong, Accountant, City of Santa Cruz  
 Italo Jimenez, Fiscal Officer, County of Santa Cruz  
 Chris Lamb, Director of Public Works, City of Scotts Valley

Kailash Mozumder, Public Works Project Manager, City of Capitola  
Nathan Nguyen, Assistant Director of Public Works, City of Santa Cruz  
Doug Underhill, Chief Financial Officer, Lift Line  
John Urgo, Planning Director, METRO  
Linda Wilshusen, member of the public

3. Additions, deletions, or other changes to consent and regular agendas:  
None

### **REGULAR AGENDA**

4. Election of Officers: Committee chair and vice chair

Vice Chair Duurvoort was nominated for the chair position and member Farrar was nominated for the vice-chair position. A motion was made (Coffman Gomez/Skees) to elect member Duurvoort as chair and member Farrar as vice chair. The motion passed unanimously with committee members Skees, Farrar, Coffman Gomez, and Duurvoort voting "aye."

*At this point, Andre Duurvoort took over to chair the meeting*

5. Fiscal Year 2020/2021 (FY20/21) Measure D Audits and Expenditure Reports

Rachel Moriconi, Senior Transportation Planner, provided an overview of Measure D and a summary of the FY20/21 fiscal audits and expenditure reports from Measure D recipient agencies: RTC, cities of Capitola, Santa Cruz, Scotts Valley and Watsonville, the County of Santa Cruz, Santa Cruz Metropolitan Transit District, and Community Bridges/Lift Line. Funding agreements with recipient agencies require each agency receiving Measure D revenues to annually provide an expenditure report and audited financial statements showing how Measure D funds were spent in the prior fiscal year.

Ms. Moriconi stated that for FY20/21 \$24.7M in revenue was generated. This was 16% higher than FY19/20. Of the revenue generated, \$17.7M was spent by the recipient agencies with many carrying over balances. Some of the carryover balances will be used on construction of large projects that are in the preliminary development stages at this time.

Ms. Moriconi also stated that all of the audits had no "material finding," meaning there were no significant errors or risks found by the independent auditors in the recipient agencies' financial information.

Representatives from each of the recipient agencies discussed the various projects they used their Measure D funds on in FY20/21. These projects included: local roadway repairs, new bike facilities, new sidewalks, traffic calming, bike and walk safety education, safe routes to school. Funds were also used by METRO to avoid service cuts and for the purchase of replacement vehicles, and by Lift Line to expand service and purchase new vans.

For regional projects overseen by the RTC, funds were spent on the Highway 1 Bus-on-Shoulder/Aux Lane and Bike-Ped Bridge development, traveler assistance and safety programs, Coastal Rail Trail projects, Highway 9 complete streets project evaluation, and the Highway 17 wildlife crossing. Many agencies indicated they are using Measure D funds to leverage other grants.

Committee members asked questions about specific projects; fuel cost and other potential impacts on revenue forecasts; impacts of COVID and shelter-in-place on project implementation, construction, staffing, and uncertainties; electric vehicle conversion requirements for transit. A member of the public asked about reimbursement from the Federal Emergency Management Agency (FEMA) for storm damage repairs paid by Measure D.

#### 6. Oversight Committee Annual Report

Shannon Munz, RTC Communications Specialist, discussed the oversight committee's requirement to prepare an annual report commenting on whether expenditures conform to the provisions and requirements of the Measure D Ordinance, and asked the committee for guidance on content of the FY20/21 report, including any additional information they would like it to include.

Committee members said they liked how the report was done last year and would like to keep the same format, with the committee providing a letter stating their purpose and findings and staff taking the lead on putting the rest of the report together.

Member Skees suggested that the annual report highlight that Measure D funds are working hard, are leveraging more money, help projects be shovel ready, provided flexibility for transit and other agencies in response to COVID-19, and are creating a more sustainable Santa Cruz County. The report could break out these categories.

Member Coffman Gomez said it is important to show a year-on-year pattern in the report. Are we doing more with the money? How is the money evolving?

Chair Duurvoort said that the challenges and uncertainties of last two fiscal years have been really paramount. The report should address how Measure D funds provided stop-gap measures and helped to keep work moving along even with these challenges. He also said the report should address the large reserves that are put aside year over year and communicate planned uses of balances.

7. Committee Member and Staff Comments or Questions: None
8. Public Comment on Matters Not on the Agenda: None
9. Next meetings: RTC staff member Shannon Munz to send a Doodle poll to identify dates/times for the next meeting
10. Adjourn: The meeting adjourned at 7:38

---

*\\rtcserver2\shared\measured\oversightcommittee\meetings\mar2022\minutesmeasd-toc-mar2022.docx*



**Santa Cruz County  
Regional Transportation Commission  
Measure D Taxpayer Oversight Committee**



**Special Meeting**

**DRAFT MINUTES  
Wednesday, April 6, 2022  
5:00 p.m.  
Location: Zoom**

**Taxpayer Oversight Committee Members**

<b>Representing</b>	<b>Name</b>
Supervisory District 1	Sandra Skees
Supervisory District 2	Jake Farrar
Supervisory District 3	Philip Hodsdon
Supervisory District 4	Trina Coffman Gomez
Supervisory District 5	Andre Duurvoort

1. Call to Order: Chair Duurvoort called the meeting to order at 5:00 p.m.
2. Introductions

**Members Present:**

Jake Farrar, District 2  
Philip Hodsdon, District 3  
Andre Duurvoort, District 5

**Excused Absences:**

Sandra Skees, District 1  
Trina Coffman Gomez, District 4

**RTC Staff:**

Luis Mendez, Deputy Director  
Rachel Moriconi, Senior Transportation Planner  
Shannon Munz, Communications Specialist  
Tracy New, Director of Finance and Budget

**Guests:**

Jesus Bojorquez, Program Director, Lift Line  
Chris Lamm, Director of Public Works, City of Scotts Valley

3. Additions, deletions, or other changes to consent and regular agendas:  
None

### **CONSENT AGENDA**

*A motion (Farrar/Duurvoort) was made to approve the consent agenda. The motion passed with members Farrar, Duurvoot and Hodsdon voting in favor. Members Skees and Coffman Gomez were absent.*

4. Approved Minutes of the March 29, 2021 Oversight Committee meeting
5. Approved Minutes of the March 30, 2022 Oversight Committee meeting

### **REGULAR AGENDA**

6. Fiscal Year 2020/2021 (FY20/21) Measure D Audits and Expenditure Reports *(continued from the March 30, 2022 meeting)*

Member Philip Hodsdon asked for more transparent information in the annual report describing when funds are being carried over for longer-term projects.

RTC Senior Transportation Planner Rachel Moriconi responded that in each agency's annual report, there is a section of the cover sheet where agencies provide information on fund balances and a description of how the agencies plan to spend their carryover funds in the future. Information on planned uses is also included in the 5-Year Plans for every agency or regional category of funds.

Chair Duurvoort said that as a committee, a theme that keeps coming up is how Measure D is being used to leverage funds from grants. It is important that this is highlighted as one of the main benefits of the tax measure.

Tracy New, RTC director of finance and budget, said that the RTC is responsible for a Strategic Implementation Plan (SIP) that spans the 30 years of the measure. The SIP is updated every two years and is currently in the process of being updated. It includes more information about future years and the spending that is planned, including where the bulk of the money will be targeted to leverage other grant money.

Chair Duurvoort asked for a statement from staff regarding the 2022 Measure D that is on the ballot regarding rail planning and if it will have an impact on how the 2016 Measure D tax funds are spent if it passes

since 8 percent of the funds from the 2016 measure go to the rail category.

RTC Deputy Director Luis Mendez said that they are two completely different measures. The 2016 Measure D is a transaction and use tax and revenue comes from items people purchase. He added that the RTC has begun conversations on the implications if the 2022 measure passes.

7. Oversight Committee Annual Report *(continued from the March 30, 2022 meeting)*

Chair Duurvoort said there are several themes that the committee would like to see highlighted in the annual report: how funds are being used to get projects shovel ready; how funds are enabling the recipient agencies to apply for and secure competitive grants; how funds have provided flexibility for agencies to carry on in the face of challenges such as COVID, supply chain issues, and labor shortages; and how the funds are being used from a sustainability standpoint.

Chair Duurvoort would also like the annual report to show year-over-year revenues or expenditures in a visual chart format.

Member Hodsdon said that people want to see that the money that is being spent results in something tangible and shows a positive trend either on throughput or number of people served.

Chair Duurvoort directed staff to begin putting together the annual report in a format similar to last year's report with the few new items added in. Staff will draft the annual report and send it to committee members to review. The committee will provide a letter stating their purpose and findings to include in the report.

8. Committee Member and Staff Comments or Questions: None

9. Public Comment on Matters Not on the Agenda: None

10. Next meetings: There are no upcoming meetings scheduled.

11. Adjourn: Meeting adjourned at 5:56 p.m.

*Minutes prepared by Shannon Munz, SCCRTC Staff*

*\\rtcserv2\shared\measured\oversightcommittee\meetings\2022\april2022\minutesmeasd-toc-apr2022.docx*



**Santa Cruz County  
Regional Transportation Commission**

---

**Draft MINUTES**

**Thursday, April 07, 2022  
9:00 a.m.**

**Remote Meeting  
Community TV Zoom**

**Web: <https://us02web.zoom.us/j/81296262340>**

**Dial-in: +1 669 900 6833**

**Webinar ID: 812 9626 2340**

1. Roll call.

The meeting was called to order at 9:00 a.m.

Members present:

Sandy Brown	Felipe Hernandez (Alt)
Jacques Bertrand	Andy Schiffrin (Alt)
Randy Johnson	Lowell Hurst (Alt)
Kristen Brown	Ari Parker
Manu Koenig	Mike Rotkin
Bruce McPherson	Scott Eades (Ex-Officio)

Staff present:

Guy Preston	Tracy New
Luis Mendez	Sarah Christensen
Yesenia Parra	Amanda Marino
Shannon Munz	Stephanie Britt
Krista Corwin	Rachel Moriconi
Amy Naranjo	Riley Gerbrandt
Tommy Travers	Tom Manniello (Labor Negotiator Counsel)
Grace Blakeslee	Steven Mattas (RTC Counsel)
Cindy Convisser	

2. Oral communications.

Received public comment from:

Brian Peoples, Trail Now  
Michael Saint, Campaign for Sustainable Transportation  
Trink Praxel  
Barry Scott  
Sally Arnold  
Lani Faulkner  
David Van Brink

Commissioners requested information on any potential legal issues pertaining to the display of 2016 Measure D signage on public agency vehicles in light of the 2022 ballot measure D; directed staff to coordinate & communicate with agencies to clarify the expectations on displaying the 2016 Measure D signs.

3. Additions or deletions to consent and regular agendas. - *none*

### **CONSENT AGENDA**

Commissioner Rotkin moved and Commissioner Alternate Schiffrin seconded the motion to approve the consent agenda. The motion passed unanimously with Commissioners Bertrand, S. Brown, Johnson, Koenig, McPherson, K. Brown, Parker, Rotkin, and Commissioner Alternates Hurst, Hernandez, and Schiffrin.

Received public comment from:

Michael Saint

### **MINUTES**

4. Approved draft minutes of the February 17, 2022 Transportation Policy Workshop
5. Approved draft minutes of the March 03, 2022 Regional Transportation Commission meeting
6. Approved draft minutes of the March 13, 2022 Budget & Administration/Personnel Committee meeting
7. Approved draft minutes of the March 17, 2022 Transportation Policy Workshop

## **POLICY ITEMS**

*No consent items*

## **PROJECTS and PLANNING ITEMS**

8. Adopted a resolution programming Santa Cruz County's formula shares of FY21/22 Low Carbon Transit Operations Program (LCTOP) to Community Bridges Lift Line and to Santa Cruz METRO and amend the RTC budget (**Resolution 41-22**)
9. Approved authorizing the Executive Director to execute Contract Change Order (CCO) #2 with Top Tier Grading, LLC for storm damage Site 3 on the Santa Cruz Branch Rail Line (**Resolution 42-22**)

## **BUDGET AND EXPENDITURES ITEMS**

10. Accepted status report on Transportation Development Act (TDA) revenues
11. Accepted status report on Measure D revenues
12. Approved amendments to the fiscal year FY2021-22 budget and work program (**Resolution 43-22**)

## **ADMINISTRATION ITEMS**

13. Adopted Assembly Bill 361 Findings for Virtual and Hybrid Meetings
14. Accepted FY 2020-21 Fiscal Audit for the SCCRTC Measure D Fund

## **INFORMATION/OTHER ITEMS**

15. Accepted monthly meeting schedule
16. Accepted correspondence log
17. Accepted letters from RTC committees and staff to other agencies
  - a. March 03, 2022 Letter from Chair Sandy Brown to Governor Newsom regarding State Budget – Opposition to suspension of adjustment to fuel excise tax; Support for surplus funds to transportation programs
18. Accepted information items
  - a. February 23, 2022 News Release: \$312 Million in Clean California Projects to Beautify and Revitalize Public Spaces Throughout the State

- b. March 3, 2022 News Release: Caltrans Announces Local Projects Receiving Part of the Nearly \$300 Million in Clean California Grants

### **REGULAR AGENDA**

19. Commissioner reports

Commissioner McPherson announced the ribbon cutting of the Highway 17 Wildlife Crossing at Laurel Curve which will take place on April 29<sup>th</sup> at 9:00am. The highly-anticipated project is partially funded by Measure D and funds raised by the Land Trust of Santa Cruz County.

Commissioner Koenig reported on the Commission's participation at the Central Coast Coalition Legislative Day, which he, Chair Sandy Brown, and members of staff attended last week. The Coalition met with legislators, members of Governor Newsom's cabinet, and members of the California Transportation Commission to communicate opposition to state assembly bills that would remove local control of sales tax revenues; and to discuss transportation improvements in the future, VMT calculations, investment in automobile infrastructure on the Central Coast, and state funding for active transportation and buses.

20. Director's Report

Executive Director Guy Preston delivered the director's report, noting that a funding presentation that was requested by Commissioner Alternate Virginia Johnson is scheduled for the April 21, 2022 Transportation Policy Workshop, and highlighting \$786,000 in Caltrans grants awarded to the RTC for planning work on climate adaptation and transportation equity.

Director Preston also introduced Stephanie Britt, who was recently hired to fill the Transportation Planning Technician vacancy.

Commissioners discussed: excitement for the equity planning grant and addition of bilingual staff to meet the needs of South County residents.

Received public comment from:  
Brian Peoples, Trail Now

21. Caltrans report

Caltrans District 5 Deputy Director Scott Eades offered congratulations to RTC staff for the grants awarded to the RTC and communicated that AMBAG was awarded a grant for a freight study along the Central Coast; that the state is moving towards a complete streets design model; information on a

state proposal for highways-to-boulevards funding program; and that additional SHOPP funds were secured for complete streets in Watsonville.

Commissioners discussed: gratitude for safety and efficiency improvements at the Route 129 roundabout; supply chain issues and AMBAG's sustainable freight study; and the complete streets proposal along route 152 improving walkability in downtown Watsonville.

## 22. Measure D Potential Financing Options Presentation

Director of Budget and Finance Tracy New delivered the staff report and introduced KNN Public Finance staff. Executive Director Guy Preston delivered an overview of the presentation.

David Leifer and Melissa Schick of KNN Public Finance delivered a presentation providing information to the Commission on the primary options for bonding using Measure D funds.

Mr. Leifer responded to questions from Commissioners and Commissioners discussed: the decision-making process leading up to applying for grants to implement passenger rail transit; CEQA compliance and funding; projects which would be eligible for bonding with respect to the local revenue streams; expected increases in federal interest rates; cashflow model as a top priority; and background on SMART train bond and tax measure.

### Received public comment from:

Michael Saint  
Jacob Wysocki  
Lani Faulkner  
Trink Praxel

Commissioners discussed: funding status of active transportation and auxiliary lanes projects; dependency of sales tax on the movement of goods; and infeasibility of bonding before the ballot measure in June.

## 23. GO Santa Cruz County Program Update

Transportation Planner Amy Naranjo delivered the staff report and a presentation.

Ms. Naranjo and Luis Mendez, Deputy Director responded to Commissioners' questions and commissioners discussed: data comparison between RTC's Cruz 511 trip logging program and similar programs implemented by other Bay Area transportation agencies; efforts to increase the numbers of users

who are actively logging trips; new transit pool and walk pool options; numbers of carpool and vanpool users; applying to e-bike rebate programs; rising gasoline prices; whether the RideAmigos app has an impact on mode shift; interest in nonrenewal of the RideAmigos contract and reinvestment in rebates for e-bikes and scooters; the platform's performance in similarly comparable commute programs; the difference that incentives make; and mode-shift tracking via surveys.

Received public comment from:

Sally Arnold  
David Van Brink  
Lani Faulkner

Commissioner Alternate Schiffrin moved and Commissioner Rotkin seconded the motion to approve the staff recommendations.

Commissioner Koenig made a substitute motion and Commissioner Parker seconded the motion for staff to come back before the contract expires in June with more information about daily active users on RideAmigos in other communities including carpools formed and what an alternative GO Santa Cruz County program without RideAmigos and with more e-bike and scooter rebates could look like.

Commissioners discussed and Ms. Naranjo responded to questions regarding: impacts of COVID on the success of the program; time required to provide the additional requested information; jurisdictions utilizing the RideAmigos platform on this contract (including UC Santa Cruz and the City of Santa Cruz) would have no alternative if the contract were terminated; pandemic-induced uncertainties affecting the participation of major employers; e-bike incentive programs in existence and lowering barriers for applicants

Commissioner Koenig withdrew and Commissioner Parker agreed to withdraw the substitute motion. Commissioner Alternate Schiffrin amended his original motion to approve the staff recommendation to:

1. Receive information about Cruz511 and GO Santa Cruz County
2. Authorize the Executive Director to amend the agreement for a commute manager platform with RideAmigos (**Resolution 44-22**)

And adding a direction to staff to return with the information requested by Commissioner Koenig this time next year prior to the contract expiration to allow time for review.

The motion passed unanimously with Commissioners Bertrand, S. Brown, Johnson, Koenig, McPherson, K. Brown, Parker, Rotkin, and Commissioner Alternates Hurst, Hernandez, and Schiffrin voting "aye."

#### 24. Fiscal Year (FY) 2022-23 Proposed Budget

Director of Budget and Finance Tracy New delivered the staff report

Commissioners discussed: confirmation that the formula used for distributing Measure D funds is based on the text or the measure, which includes population.

Commissioner Rotkin made a motion and Commissioner Alternate Schiffrin seconded the motion to approve the staff recommendation to:

1. Adopt **Resolution 45-22** approving the proposed FY2022-23 RTC and Measure D budgets as shown on Exhibit A of Attachment 1;
2. Accept the Transportation Development Act (TDA) revenue forecast for FY 2022-23 provided by the County Auditor;
3. Accept the Measure D revenue forecast for FY 2022-23 provided by HDL Services;
4. Accept the 30-year Measure D revenue projection which incorporates the HDL forecast for FY 2022-23;
5. Accept the 5-year Measure D revenue estimates for direct recipients which incorporate the HDL forecast and calculation of the revenue distribution for local jurisdictions with updated data;
6. Adopt the **Resolution 46-22** authorizing the Executive Director to sign:
  - a. The California Employers' Pension Prefunding Trust Program (CEPPT) Agreement and Election to Prefund Employer Contributions to a Defined Benefit Pension Plan through CalPERS as the Presiding Officer (Exhibit A);
  - b. The California Employers' Pension Prefunding Trust (CEPPT) Certification of Funding Policy (Exhibit B); and
  - c. Delegation of Authority to Request Disbursements from the California Employers' Pension Prefunding Trust (CEPPT) to the positions of Executive Director and Deputy Director (Exhibit C); and
7. Adopt **Resolution 47-22** authorizing the Executive Director to sign:

- a. Agreement and Election to Prefund Other Post-Employment Benefits through CalPERS as the Presiding Officer (Exhibit A);
- b. The California Employers' Retirement Benefit Trust (CERBT) Certification of Funding Policy (Exhibit B); and
- c. Delegation of Authority to Request Disbursements from the California Employers' Retirement Benefit Trust (CERBT) to the positions of Executive Director and Deputy Director (Exhibit C);

And directing staff to provide additional information requested by Commissioner Johnson regarding Measure D formula-based funding allocations.

The motion passed unanimously with Commissioners Bertrand, S. Brown, Johnson, Koenig, McPherson, K. Brown, Parker, Rotkin, and Commissioner Alternates Hurst, Hernandez, and Schiffrin voting "aye."

25. Review of items to be discussed in closed session

RTC Counsel Steve Mattas provided an overview of the two items: labor negotiations with the Mid-Management and CORE bargaining units and potential litigation with significant exposure to one case regarding potential repairs to the right-of-way way that RTC owns at Manresa Beach.

The Commission adjourned open session at 11:59 a.m.

### **CLOSED SESSION**

#### **Closed session began at 12:00 p.m.**

Administrative Services Officer Yesenia Parra left the meeting for the RAMM portion of the closed session. Executive Director Guy Preston abstained and left the meeting for a portion of the RAMM portion of the closed session. The closed session ended at 1:05 p.m.

26. CONFERENCE WITH LABOR NEGOTIATORS pursuant to Government Code 54957.6

Commission Negotiators: Thomas Manniello, Lozano and Smith and Yesenia Parra, RTC

Bargaining Units: Mid-Management Unit and Community of RTC Employees (CORE)

27. Conference with Legal Counsel – Anticipated Litigation (pursuant to Government Code 54956.9(d)(2).)

## **OPEN SESSION**

### 28. Report on closed session

There were no reportable actions for item 26 on the closed session agenda.

For item 27, RTC Legal Counsel Steven Mattas reported that on a 9-0 vote, the Commission directed Executive Director, Guy Preston to not enter into an agreement for repairs to the rail line right-of-way at Manresa Beach.

### 29. Next meetings

The next RTC meeting is scheduled for Thursday, May 05, 2022 at 9:00 a.m. See agenda for location.

The next Transportation Policy Workshop meeting is scheduled for Thursday, April 21, 2022 at 9:00 a.m. by Zoom teleconference.

Respectfully Submitted,

Yesenia Parra  
Administrative Services Officer

#### Attendees

Barry Scott  
Lani Faulkner  
Michael Saint  
Sally Arnold for Rail & Trail  
Trink Praxel  
BobFi  
David <3 public transit  
Heather Adamson, AMBAG  
Jacob Wysocki  
Jeanette Guire RC RR  
Jesus Bojorquez  
Jim MacKenzie  
Johanna Lighthill  
Kevin Drabinski  
Kieren Kelly  
Linda Wilshusen  
Murray Fontes  
Paula Bradley  
Rob Tidmore  
Shane McKeithen



Santa Cruz County Regional  
Transportation Commission's

BICYCLE ADVISORY COMMITTEE

---

MEETING  
DRAFT MINUTES

Monday, April 11, 2022  
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:**

Scott Roseman, District 1  
John Hunt, District 2 (Alt.)  
Sally Arnold, District 3  
Peter Scott, 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  
Grace Voss, City of Santa Cruz (Alt.)  
Richard Masoner, City of Scotts Valley  
Amelia Conlen, Bike-to-Work, Chair  
Leo Jed, CTSC  
Arnold Shir, CTSC (Alt.)

**Staff:**

Tommy Travers, Transportation Planner  
Grace Blakeslee, Sr. Transportation Planner  
Sarah Christensen, Sr. Transportation Engineer  
Rachel Moriconi, Sr. Transportation Planner  
Guy Preston, Executive Director

**Guests:**

Robert Tidmore, County of Santa Cruz  
Zach Siviglia, Mark Thomas & Co.  
Piet Canin, Ecology Action  
Gina Cole, nomination pending

**Unexcused Absences:**

**Excused Absences:**

Corrina McFarlane, District 1 (Alt.)  
Kathleen Bortolussi, District 2  
Liz Hernandez, District 4 (Alt.)  
Michael Moore, City of Capitola (Alt.)  
Drew Rogers, City of Watsonville (Alt.)  
Matt Miller, Bike-to-Work (Alt.)

**Vacancies:**

City of Scotts Valley – Alternate  
City of Watsonville - Primary

William Menchine, Joni Steele, Johanna Lighthill, Tim Brattan, Jean Brocklebank, Barry Scott, Lani Faulkner, Judy Gittlesohn, members of the public

3. Staff announcements – none
4. Oral communications – Anna Kammer announced that the City of Watsonville did not receive grant funding to prepare an Active Transportation Plan, and that the City was awarded \$1 million in funding for construction of the first phase of the Lee Road Trail and construction will begin in 2023 or 2024. William Menchine asked if the committee would have him present at a future meeting on his proposed bicycle improvements for lower Graham Hill Road. Piet Canin announced that May will be Bike Month, with Bike to Work funding from the RTC, and will include the online challenge “Love to Ride” as well as in-person events.
5. Additions or deletions to consent and regular agendas – as indicated in the item 13 staff report, additional exhibits were posted to the Committee meetings & agendas webpage. Contrary to the indication in the item 10 staff report, progress reports were not posted to the Committee meetings & agendas webpage.

#### **CONSENT AGENDA**

A motion (Roseman/Jed) was made to approve the consent agenda. The motion passed unanimously with members Roseman, Hunt, Arnold, Kammer, Hyman, Bradley, Farrell, Masoner, Conlen, and Jed voting in favor.

6. Approved draft minutes of the February 7, 2022 Bicycle Advisory Committee meeting
7. Accepted summary of hazard reports
8. Approved recommendation to the RTC of nomination of new Committee member
9. Approved recommendation to the RTC to approve Ecology Action’s Transportation Development Act (TDA) allocation request for \$72,000 for the Bike to Work/School Program- Committee members expressed appreciation of the program’s sponsored safe group rides in Watsonville
10. Approved recommendation to the RTC to approve the county Health Services Agency’s TDA allocation request for \$156,000 for the Community Traffic Safety Coalition (CTSC) and the Ride N Stride Bicycle and Pedestrian Education Programs – Committee members requested more data about the outcomes of these programs, expressed appreciation for the CTSC’s support of the Watsonville Vision Zero Task Force, and invited other members to attend meetings of the CTSC or join its email list.
11. Accept correspondence from Caltrans District 5 staff regarding Active Transportation Plan

#### **REGULAR AGENDA**

12. Committee Elections for Chair and Vice Chair.

John Hunt nominated Amelia Conlen for Chair and Sally Arnold seconded. The vote passed unanimously with members Roseman, Hunt, Arnold, Kammer, Hyman, Bradley, Farrell, Masoner, Conlen, and Jed voting in favor.

Matt Farrell nominated Anna Kammer for Vice Chair and Sally Arnold seconded. The vote passed unanimously with members Roseman, Hunt, Arnold, Kammer, Hyman, Bradley, Farrell, Masoner, Conlen, and Jed voting in favor.

13. MBSST Coastal Rail Trail Segments 8/9, 10/11, and 12 projects – Grace Blakeslee, Sr. Transportation Planner, provided a general overview of all three projects and explained that the purpose of the presentation is to seek comments on the design elements of both the “interim” and “ultimate” schematic design options. Robert Tidmore, Segment 10/11 project manager with the County of Santa Cruz, presented a description of the two design options and reviewed the cost estimates for all three projects.

After Mr. Tidmore presented the designs for Segment 8/9, committee members asked questions regarding the costs for the trail options for each trail segment, requested future discussion on costs and provided the following comments:

- The trail would be a better active transportation facility with fewer delays from yielding to uncontrolled automobile traffic at the road crossings;
- Add pavement markings guiding users through the U turn connecting the Boardwalk parking lot to the San Lorenzo River bridge ramp;
- Appreciate the planned sidewalk widening and consider relocating of the sidewalk on Beach Street where on-street parking causes conflicts with the cycle track;
- Bike and ped connections needed between the trail and small craft harbor on both sides of the harbor; and
- Further study is needed of bicycle and pedestrian circulation between 7<sup>th</sup> Ave. and Seabright Ave. to minimize use of highly congested Murray Street and the study should consider an additional railroad grade crossing.

Mr. Tidmore presented the Segment 10/11 project schematic plans, noted alignment options for the ultimate configuration along Park Ave, noted that several proposed new rail grade crossings for the ultimate configuration will be subject to CPUC approval, and noted locations where plans differ from the MBSST Master Plan. He announced the in-person open house for the project on April 13.

Committee members commented on coordination between the design for segments under development and future segments and trail widths, and discussed consideration of overall transportation needs in the Pajaro to Santa Cruz corridor.

Sarah Christensen, Sr. Transportation Engineer, presented an overview of the Segment 12 project. Zach Siviglia, design consultant, presented the schematic plans and noted that the interim bridges over Highway 1 are designed with abutments that allow for shifting the bridge decks when the time comes for a railroad bridge.

The Committee received comments from several members of the public.

14. Measure D 5-Year Plan for MBSST/Active Transportation – Rachel Moriconi, Sr. Transportation Planner, introduced the Measure D 5-Year Plan for MBSST/Active

Transportation funding allocations by the RTC. She described options for project funding ranging from approving funding for Segments 8 through 12 and corridor maintenance as shown in the report and issuing bonds for funding to be available earlier than the Measure D tax money is collected, to reducing fund amounts to match pay-as-you-go capacity. Committee members discussed the role of railbanking in advancing trail projects and the cost of bonding. Some members expressed reluctance to provide input on options that might require bonding, or concern about not knowing enough about the costs of bonding.

A motion (Hyman/Jed) was made to state Committee support for all the current MBSST coastal rail trail segment projects to move forward, but for not speaking to either endorsing or not endorsing the funding amounts allocated to each element of the 5-Year Plan. A substitute motion (Hyman/Arnold) was made matching the motion above but also including support for bonding to allow adequate RTC funds to support upcoming grant applications. The motion passed (6-1-2) with members Hunt, Arnold, Kammer, Hyman, Bradley, and Conlen voting in favor, Jed voting against, Roseman and Masoner abstaining, and Farrell not present.

15. Updates related to Committee functions – Theresia Rogerson announced that there will be a new federal grant funding source from the FHWA for which local jurisdictions with Vision Zero plans will be eligible.
16. Adjourn – 8:55 pm

**NEXT MEETING:** The next Bicycle Committee meeting is scheduled for June 13, 2022 from 6:00pm to 8:30pm. The meeting will be held **via teleconference**.

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



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

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

---

**DRAFT MINUTES**

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

**Tuesday, April 12, 2022**

**NOTE: Meeting was held as teleconference**

1. Roll call

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

***Members present:***

Tara Ireland, Social Service Provider-Persons of Limited Means  
Jesus Bojorquez, CTSA (Lift Line)  
Eileen Wagley, SCMTD (Metro)  
Michael Pisano, Potential transit User (60+)  
Janet Edwards, 1st District  
Veronica Elsea, 3rd District  
Nadia Noriega, CTSA (Lift Line)

***Unexcused absences:***

Alex Weske, Social Service Provider – Disabled  
Paul Elerick, 2<sup>nd</sup> District  
Martha Rubbo, 4<sup>th</sup> District  
Clay Kempf, Social Service Provider-Seniors  
Lisa Berkowitz, CTSA (Community Bridges)  
Caroline Lamb, Potential Transit User (Disabled)  
Ed Hutton, 5<sup>th</sup> District

***RTC staff present:***

Amanda Marino, Transportation Planner  
Grace Blakeslee, Senior Transportation Planner  
Sarah Christensen, Principal Engineer  
Guy Preston, Executive Director  
Brianna Goodman, Transportation Planner

***Others present:***

Patrice Theriot, City of Watsonville  
Rob Tidmore, County of Santa Cruz

Becky Steinbruner, Cabrillo Host Lions Club  
Barbara Chamberlin, Cabrillo Host Lions Club  
Tim Brattan, Grey Bears  
Johanna Lighthill, Member of the Public  
Daniel Young, Member of the Public  
Wondimu Mengistu, Santa Cruz METRO

2. Introductions

3. Oral communications

Committee member Janet Edwards provided information on City of Capitola's survey listing the number of people with disabilities and age of people living in Capitola posted in the April 14<sup>th</sup> City Council meeting.

Becky Steinbruner, member of the public, representing the Cabrillo Host Lions Club communicated information on the transportation element of the County of Santa Cruz Sustainability Update to the General Plan.

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

### **CONSENT AGENDA**

5. Approved minutes from February 8, 2022

*A motion (Pisano/Edwards) was made to approve the minutes with corrections to item 19. The motion passed with members Tara Ireland, Jesus Bojorquez, Eileen Wagley, Michael Pisano, Janet Edwards, Veronica Elsea, Nadia Noriega voting in favor.*

6. Received RTC Meeting Highlights

7. Received 2022 E&D TAC Membership Roster

8. Received Information Items

- a. California Air Resources Board UCLA Center for Neighborhood Knowledge Transportation Disparities Mapping Tool User Guide
- b. Pediatric Disaster Surge Training Flyer

*A motion (Edwards/Bojorquez) was made to approve the consent agenda. The motion passed with members Tara Ireland, Jesus Bojorquez, Eileen Wagley, Michael Pisano, Janet Edwards, Veronica Elsea, Nadia Noriega*

*voting in favor.*

## **REGULAR AGENDA**

### 9. Received Program Updates

#### a. Volunteer Center – TDA Second Quarter Summary Report

Tara Ireland communicated that there are no new program updates.

#### b. Community Bridges

Jesus Bojorquez informed the committee that Lift Line hired a new driver.

#### c. Santa Cruz METRO

Eileen Wagley announced that METRO is providing free transit and paratransit rides on April 22<sup>nd</sup> celebrating Earth Day. Additionally, Michael Tree, METRO's new General Manager, will start on April 21<sup>st</sup> and two new ParaCruz drivers were hired. More information on available positions can be found on Santa Cruz METRO's website.

#### d. SCCRTC

Amanda Marino, Transportation Planner, announced that the RTC applied to be an Access Fund Administrator for the TNC Access For All Program in Santa Cruz County.

Veronica Elsea, E&D TAC Chair, requested that we inform the committee of the next Budget Administration and Personnel Committee (BAP) meeting date at the next E&D TAC meeting.

#### e. Pedestrian Ad-Hoc Subcommittee

##### i. Pedestrian Hazard Report

Chair Veronica Elsea informed the committee that the subcommittee is continuing to monitor the Pedestrian Hazard Reports and responses. The subcommittee requested information from local jurisdictions on the process of working with developers to mitigate pedestrian safety issues. Ms. Elsea also thanked Gus Alfaro for working with the subcommittee as the Caltrans District 5 committee liaison. Mr. Alfaro is now working for the Clean California Program.

The subcommittee is additionally monitoring the update to the Santa Cruz County Wireless Communication Ordinance. The subcommittee is working to ensure that pedestrian pathways are not obstructed by the placement of new electrical boxes. This item is being considered

by the Santa Cruz County Board of Supervisors at their meeting on May 10<sup>th</sup>.

*A motion (Pisano/Edwards) was made for the Pedestrian Ad-hoc Subcommittee to write a letter to the Santa Cruz County Board of Supervisors on behalf of the E&D TAC to ensure accessible pedestrian pathways in the update of the Santa Cruz County Wireless Communication Ordinance. The motion passed with members Tara Ireland, Jesus Bojorquez, Eileen Wagley, Michael Pisano, Janet Edwards, Veronica Elsea, Nadia Noriega voting in favor.*

#### 10. Chair and Vice Chair Elections

*A motion (Pisano/Edwards) was made to elect Veronica Elsea as Chair for a two-year term. The motion passed with members Tara Ireland, Jesus Bojorquez, Eileen Wagley, Michael Pisano, Janet Edwards, Veronica Elsea, Nadia Noriega voting in favor.*

*A motion (Edwards/Bojorquez) was made to elect Janet Edwards as Vice Chair for a two-year term. The motion passed with members Tara Ireland, Jesus Bojorquez, Eileen Wagley, Michael Pisano, Janet Edwards, Veronica Elsea, Nadia Noriega voting in favor.*

#### 11. Draft 2022 Unmet Transit and Paratransit Needs List

Veronica Elsea, E&D TAC Chair, and Amanda Marino, Transportation Planner, explained that annually the E&D TAC prepares the Unmet Transit and Paratransit Needs List to identify unmet transportation needs of seniors and people with disabilities and/or limited means to provide a useful tool to access and prioritize needs in the region. The E&D TAC considered the Preliminary Draft 2022 Unmet Paratransit and Transit Needs List at their February 8, 2022 meeting. Revisions from the Preliminary Draft to the Draft are shown using underline and strikeout and reflect recommendations made by the E&D TAC, input from members of the public, partner agencies, and RTC staff. Committee members and members of the public are encouraged to provide comments using the [online form](#) or by emailing [amarino@sccrtc.org](mailto:amarino@sccrtc.org).

*A motion (Edwards/ Bojorquez) was made to approve the Final Draft 2022 Unmet Transit and Paratransit Needs List, and forward the list to the RTC for their consideration on May 5, 2022 with amendments as needed following the public hearing. The motion passed with members Tara Ireland, Jesus Bojorquez, Eileen Wagley, Michael Pisano, Janet Edwards, Veronica Elsea, Nadia Noriega voting in favor.*

## 12. Coastal Rail Trail Segments 8 through 12 Schematic Plans

RTC Senior Transportation Planner Grace Blakeslee, County of Santa Cruz Project Manager Rob Tidmore, and RTC Principal Engineer Sarah Christensen presented the schematic plans for Coastal Rail Trail Segments 8 & 9 (Pacific Avenue to 17th), Segments 10 & 11 (17th to State Park Drive) and Segment 12 (State Park Drive to Rio Del Mar Boulevard). The committee provided comments and questions regarding topics related to ADA accessibility, trail width, trail connections, and trail crossings.

*No action taken.*

## 13. Measure D Active Transportation- Monterey Bay Sanctuary Scenic Trail Network (MBSST)/Coastal Rail Trail Five-Year Program of Projects

Grace Blakeslee, Senior Transportation Planner, gave an overview of the options and priorities for Measure D Active Transportation funds through FY26/27 (MBSST 5-Year Plan). This includes staff recommending allocating funding to Segments 8 & 9, Segments 10 & 11, Segment 12, and rail corridor maintenance, encroachments, planning and oversight.

*No action taken.*

## 14. City of Watsonville, Freedom Blvd. Reconstruction Project

Patrice Theriot, City of Watsonville Public Works Principal Engineer shared the Freedom Blvd. reconstruction plans with the committee identifying pedestrian accessibility improvements including updating curb ramps, crosswalks, traffic signals, and pedestrian actuated signals with audible countdowns.

*No action taken.*

Meeting adjourned at approximately 4:00 pm.

The next E&D TAC meeting is scheduled for Tuesday, March 10, 2022 at 1:30 p.m. NOTE: Teleconference may be necessary due to COVID-19.

Respectfully submitted, Amanda Marino, Staff



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

---

**DRAFT MINUTES**

Thursday, April 21, 2022, 1:30 p.m.  
Teleconference

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

**ITAC Members Present**

Capitola Public Works	Kailash Mozumder (Chair)
Santa Cruz Public Works	Nathan Nguyen
Santa Cruz Planning Proxy	Mark Dettle
Scotts Valley Public Works	Chris Lamm
Watsonville Public Works	Murray Fontes
Watsonville Community Development	Justin Meek
County of Santa Cruz Public Works	Casey Carlson
Association of Monterey Bay Area Governments	Paul Hierling
Ecology Action- Transportation Program	Piet Canin
Santa Cruz Metropolitan Transit District & Proxy	John Urgo
Caltrans District 5 Planning	Ingrid McRoberts

**RTC Staff Present**

Grace Blakeslee, Sarah Christensen, Rachel Moriconi, Amy Naranjo, Guy Preston

**Others Present**

Rob Tidmore, Santa Cruz County Public Works  
Members of Public: Joni Steele, Brian Peoples

1. **Call to Order:** Chair Kailash Mozumder called the meeting to order at 1:33 p.m.
2. **Introductions:** Introductions were made. All attendees participated by teleconference.
3. **Oral Communications:** Brian Peoples requested that Caltrans, City of Santa Cruz, County of Santa Cruz and RTC initiate public outreach on construction schedules for the Murray Street Bridge and parallel projects.

Rachel Moriconi reminded public works departments to complete the Statewide Local Streets and Roads (LSR) Needs Assessment Survey and requested agencies identify staff working on the survey. She reported that

Caltrans plans to issue the call for projects for the Highway Safety Improvement Program (HSIP) on May 9, with a focus on vulnerable users. She also reported on state meetings regarding Infrastructure Investment and Jobs Act (IIJA) implementation and shared webinar information for the New USDOT Safe Streets for All program:

<https://www.transportation.gov/grants/SS4A/webinars>

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

Item 6 was moved to the end of the agenda.

**CONSENT AGENDA**

**5. Approved Minutes of the March 17, 2022, ITAC meeting**

*Committee members present unanimously approved a motion (Lamm/Fontes) approving the consent agenda, with Urgo, Mozumder, Nguyen, Dettle, Lamm, Fontes, Carlson, Hierling, Canin, and McRoberts voting "yes" by roll call vote. Member Meek was not present at time of vote.*

**REGULAR AGENDA**

**7. Caltrans District 5 Active Transportation Plan (CAT Plan)**

Ingrid McRoberts, Caltrans District 5 Planning presented the District 5 Active Transportation Plan (CAT Plan), which was completed earlier this year. District 5 was the first district in the state to develop this Plan and there are currently efforts underway to incorporate new data, methodology, and youth-based outreach activities into subsequent Plans. Going forward it will be important to be able to site the inclusion of a need in the Plan on grant applications.

**8. Draft Active Transportation- Monterey Bay Sanctuary Scenic Trail Network (MBSST)/Coastal Rail Trail Five-Year Program of Projects for Measure Revenues (MBSST 5-Year Plan)**

Rachel Moriconi presented options for programming Measure D-Active Transportation category funds, including consideration of requests for additional Measure D-Active Transportation funds from the City of Santa Cruz (\$370,000) for Segments 8-9 and from the County of Santa Cruz for 20% of Segment 10-11 cost, plus \$12.6 million estimated to be needed for Segment 12, and \$3.6 million for maintenance and oversight of the Coastal Rail Trail. *[Amounts subsequently changed after the committee meeting.]* Any commitments by the RTC would be reflected in grant applications being submitted later this year. She noted that financing may be needed based on current schedules if the RTC approves funding amounts for Segments 10 &

11 and Segment 12 trail alignments next to the railroad tracks as described in the staff report.

In response to questions from committee members, Rob Tidmore and Nathan Nguyen clarified that they plan to submit ATP applications for the trail alignment next to railroad tracks. Sarah Christensen provided additional information on the joint Segment 12 and Highway 1 project. **The committee unanimously approved a motion (Fontes/Nguyen) recommending that the RTC approve funding for Segments 8–12 and ongoing maintenance and corridor maintenance as shown in Attachment 1: 5 Year Project List [Additional \$370,000 for Segments 8/9; additional \$10 million for Segments 10/11; \$12.6 million for Segment 12; and \$3.6 million for maintenance and management], and issue bonds if needed to meet those funding commitments, with members Urgo, Mozumder, Nguyen, Dettle, Lamm, Meek, Fontes, Carlson, Hierling, Canin, and McRoberts voting “yes”.**

*Guy Preston & Grace Blakeslee left the meeting at approximately 2:45pm.*

## **9. Go Santa Cruz County Program Update**

Amy Naranjo, RTC Transportation Planner, provided an update to the Go Santa Cruz County program. She highlighted elements of the program, including services for employers such as system impact and heat map reports, and incentives and rewards for participants. She encouraged members to try out the program, commit to and track smart commutes, and invite them to provide feedback and use data collected.

*Nathan Nguyen, Mark Dettle, Justin Meek, and John Urgo left the meeting at about 2:55pm.*

## **6. Status of transportation projects, programs, studies, and planning documents** *(Item was discussed after Item 9)*

ITAC members provided updates on projects, programs, studies and planning efforts.

County of Santa Cruz – Casey Carlson reported that the County is still working on 2017 storm damage sites, with two recently awarded projects and 35 locations going before the board for approval over next two months. The Soquel Multimodal Project is at 100% design. The Holohan/152 intersection project is projected to start construction this summer. The final draft of the County's Active Transportation Plan is out for review. For the Soquel area adaptive signal project, intersections currently in adaptive mode include: 41st Ave/Soquel Drive, 41st Ave/Redwood Shopping Center,

Soquel/Daubenbliss, Soquel/Porter-Main, and Soquel-San Jose/O'Neill Lane. Rectangular Rapid Flashing Beacons have been installed at another 12 locations. The 2022 Measure D repaving project in partnership with Capitola is moving forward. County sanitation division is also working on projects and plan to add green lanes on Portola Drive. Environmental review of the Buena Vista Dr. project is delayed, moving construction to summer 2023. The County is working to get its emergency routes project [Alba and Jamison Creek Roads] out to bid this summer. The San Andreas Road rehab STIP project is also scheduled for construction for summer 2023. The County also won a \$5 million Clean California grant for its Green Valley path and will be getting consultants to help with design.

Watsonville Public Works - Murray Fontes reported that while Watsonville is still waiting for delivery of lighting components for the Lincoln Street pedestrian safety project, utility work is underway that will be needed for several other planned projects. He reported that Caltrans incorporated many of Watsonville's complete streets plans into its Highway 129 and Highway 152 projects. Patrice Theriot is preparing information for the statewide local roads needs assessment. He noted that Watsonville has no bridge projects planned. The city is working on an ATP application for various bike and pedestrian projects near schools identified in complete streets and downtown plans.

Scotts Valley – Chris Lamm reported that the city's Measure D 5-year plan and SB1 project list is going before the City Council on May 4. Chris will be the contact for the statewide local roads needs assessment report. They are recruiting a new senior civil engineer and Council awarded about 20 on-call professional services contracts, including civil engineering, project management, grant support, and construction support services to help address some of the backlog of projects. He reported that candidates for ATP or HSIP have not been identified yet.

City of Capitola – Kailash Mozumder reported 2022 road resurfacing work is going to be done in coordination with the County in June. The city is advertising for construction bids for the Clares Street project. They are still a few months out from bringing an updated Measure D 5-year plan to council. The city's adaptive signals on 41<sup>st</sup> Ave. from Jade St. to Clares St. are expected to go into detection mode before the end of the month, with adaptive signals at Caltrans intersections expected in next few months. He also reported that the regional bike share program agreement with a contractor is being finalized and expressed interested in trip information from Go Santa Cruz County to identify station locations. He noted that the City has not identified projects for ATP or HSIP applications.

AMBAG - Paul Hierling reported that AMBAG received a Caltrans Partnership Planning grant to develop an updated Central Coast Sustainable Freight Study, which will integrate California Transportation Plan 2050 (CTP), the State Freight Mobility Plan 2020, Climate Action Plan for Transportation Infrastructure (CAPTI), and sustainability and equity.

Ecology Action – Piet Canin announced May Bike Month. He encouraged everyone to participate: <https://ecoact.org/bikemonth/>. He reported that Ecology Action is implementing several grants, including outreach on EVs for low-income residents. Ecology Action is also partnering with UCSC for implementing bike safety education projects and may submit a Cycle 6 ATP application to expand the UCSC Slug Bike Life (#slugbikelife) program.

SCCRTC - Rachel Moriconi shared the Measure D Taxpayer Oversight Committee's appreciation for work done on annual reports and audits. She reported that the RTC has been awarded Caltrans planning grants for equity and climate resiliency planning. She announced that the RTC has hired Stephanie Britt as a new planning technician. Sarah Christensen reported that the RTC submitted a federal RAISE grant application for \$14.8 million for the Hwy 1 Soquel-41<sup>st</sup> auxiliary lanes/bus-on-shoulder and zero-emission buses project. RTC is working with Caltrans to prepare a \$30 million application for a federal Rural Mega grant for the Highway 1 Freedom Blvd. to State Park Dr., plus Segment 12 project.

**10. Next meeting.** The next meeting of the ITAC is scheduled for 1:30 p.m. on May 19, 2022, by Zoom. ITAC meetings may be cancelled if there are no action items to be considered by the committee.

**Adjournment:** Chair Mozumder adjourned the meeting at 3:20 p.m.

*Minutes prepared by Cindy Convisser and Rachel Moriconi*

\\RTCSERV2\Shared\ITAC\2022\Apr2022\ITACminutes-Apr2022.docx

**AGENDA:** May 5, 2022

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

**FROM:** Riley Gerbrandt, P.E., Associate Transportation Engineer & Sarah Christensen, P.E., Senior Transportation Engineer

**RE:** Rejection of Bid for the Pajaro River Bridge Rehabilitation Project along the Santa Cruz Branch Line

---

## **RECOMMENDATIONS**

Staff recommends that the Regional Transportation Commission (RTC) reject the bid for the Pajaro River Bridge Rehabilitation Project along the Santa Cruz Branch Line.

---

## **BACKGROUND**

The 32-mile Santa Cruz Branch Rail Line (SCBRL) has 37 bridges, 100 public and private grade crossings, and 92 drainage cross culverts. The infrastructure preservation needs of the SCBRL include bridge repairs or replacements, drainage improvements such as repairs or replacements to cross culverts, coastal erosion repair, slope stabilization, retaining walls, grade crossing improvements and repairs, storm-related repairs, and railbed repairs.

In 2018, RTC staff released a Request for Qualifications (RFQ) for engineering services and established a list of qualified on-call engineering consultants for civil engineering, structural engineering/inspections, and construction management services for infrastructure projects along the SCBRL corridor. The Commission authorized contracts with on-call engineering consultants on the approved on-call list for the first set of task orders including inspections, analysis and recommendation of repair and rehabilitation work for bridges, culverts, and other infrastructure on the SCBRL right-of-way. The bridges along the SCBRL corridor were inspected in 2018, and draft inspection reports were developed by on-call engineering consultant RailPros, Inc.

In December of 2019, the RTC awarded a professional engineering services agreement to STV, Inc. who was the top ranked firm from the on-call list of structural engineering firms, for engineering services to prepare the plans, specifications, and engineers estimate for the first phase of bridge repairs, which included the Pajaro River Bridge at MP 1.06. On August 5, 2021 the

Commission adopted the plans, specifications, and engineer's estimate for the Pajaro River Bridge Rehabilitation Project.

## **DISCUSSION**

The project was advertised for construction bids by releasing an Invitation for Bid (IFB) number 2144 in March of 2022 through BidExpress, which is the RTC's advertisement platform for formally advertised construction projects. The project's scope of work includes the replacement of bridge superstructure and bridge substructure elements for the MP 1.06 bridge, which comprises two timber trestle approaches and a steel through girder central bridge. Excluding contingencies, the engineer's estimate prepared by STV, Inc. ranged from \$243,035.25 for the base bid items, to \$354,024.28 when including all bid alternative items. The estimate was based on historic unit prices for similar bid work on other construction contracts, with allowances made for recent significant increases in unit prices and specialized work.

A mandatory pre-bid walk took place on March 23, 2022 to review the scope of work for the bridge rehabilitation, with 5 people from 5 construction firms in attendance. On April 25, 2022, the RTC received 1 complete and responsive bid of \$1,512,075 (522% over the Engineer's Estimate) for the base bid and \$1,709,470 including bid alternatives by Hamilton Construction Co. The detailed bid summary is included as Attachment 1. The bid total does not include an allowance for contingencies.

Staff believes that the bid prices may have been higher than typical unit prices for recent construction projects due to lack of both competition and the availability (and therefore increased cost of) materials and labor forces needed to complete the rehabilitation work, as well as unfavorable work windows mandated by the railroad operator's contractor serving freight in Watsonville.

Through the development of the bid package and advertisement period, staff took measures to make the contract more attractive to bidders by both requesting a 2-week work window from the freight operator, which was declined by the operator, and extending the date by which Contract work must be completed to April 30, 2023. Staff worked with the engineering consultants to develop bid alternatives that would provide the most flexibility and likelihood of receiving competitive bids that would result in Contract award. Staff considers the bid received to be unreasonable, and rejection of the bid is in the public's best interest.

Therefore, **staff recommends the RTC reject the bid by Hamilton Construction Co. for the Pajaro River Bridge Rehabilitation Project along the Santa Cruz Branch Rail Line.**

In August of 2021, the RTC completed the repair work of the Santa Cruz Branch Line up to Milepost (MP) 7.0 pursuant to Section 5.1 of the Administration, Coordination, and License (ACL) Agreement. Per the ACL, the RTC has no further obligation to maintain or repair the Freight Easement Property or Railroad Facilities. The St. Paul & Pacific Railroad's contracted freight provider has been making periodic repairs to the Pajaro River Bridge as needed for their ongoing operations. Re-packaging and re-advertising the project would likely not result in more competitive construction bids. Therefore, staff recommends cancelling the project and not re-advertising for construction bids. The repairs of the bridge will be conducted by St. Paul & Pacific Railroad and/or their contracted freight provider in Watsonville.

### **FISCAL IMPACT**

Rejecting the bid and canceling the project has no new fiscal impacts to the RTC. The RTC secured \$285,000 of state Short-Line Railroad Improvement Program, \$170,000 private funds in the form of several years of lease revenue, and \$114,000 of Measure D Rail Category funds to fund the capital construction costs of the project. RTC has invested an additional \$150,000 of Measure D Rail Category Funds to-date for the preconstruction and construction support components of the project. Sufficient capacity does not exist in the current Measure D Rail Category 5-year Program of Projects and budget to award this contract.

Staff contacted the Short-Line Railroad Improvement Program manager to request additional funds to award this contract, which was declined. Staff contacted St. Paul & Pacific Railroad as well as their contracted freight provider in Watsonville to request additional private funds to award this contract which was declined. By canceling the project the RTC foregoes the \$285,000 of competitive grant funds from the State, and frees up the committed Measure D Rail Category and private lease revenue to fund other rail infrastructure preservation needs along the Santa Cruz Branch Line.

### **SUMMARY**

Staff advertised the Pajaro River Bridge Rehabilitation Invitation for Bids (IFB) in March of 2022 and received 1 bid on April 25, 2022. Staff recommends rejecting the bid and not moving forward with the project.

### **ATTACHMENTS:**

1. Bid Summary

Bid Summary for  
 Pajaro River Bridge Rehabilitation Project  
 IFB 2144

Item	Engineers Estimate				Hamilton Construction Co.			
	Units	Quantity	Unit Price	Extension	Unit Price	Extension	\$ Diff from ENG	% Diff from ENG
<b>BID ITEM LIST - BASE BID</b>								
070030 - Lead Compliance Plan	LS	1.00	\$1,500.00	\$1,500.00	\$2,550.00	\$2,550.00	\$1,050.00	70%
120090 - Construction Area Signs	LS	1.00	\$1,500.00	\$1,500.00	\$7,500.00	\$7,500.00	\$6,000.00	400%
130100 - Job Site Management	LS	1.00	\$10,000.00	\$10,000.00	\$176,750.00	\$176,750.00	\$166,750.00	1668%
130200 - Prepare Water Pollution Control Plan	LS	1.00	\$2,000.00	\$2,000.00	\$2,500.00	\$2,500.00	\$500.00	25%
130670 - Temporary Reinforced Silt Fence (Type 1)	LF	300.00	\$15.00	\$4,500.00	\$25.00	\$7,500.00	\$3,000.00	67%
140003 - Asbestos Compliance Plan	LS	1.00	\$5,000.00	\$5,000.00	\$2,500.00	\$2,500.00	-\$2,500.00	-50%
160103 - Clearing and Grubbing	LS	1.00	\$10,000.00	\$10,000.00	\$225,000.00	\$225,000.00	\$215,000.00	2150%
210212 - Dry Seed	SQFT	18,500.00	\$0.30	\$5,550.00	\$1.75	\$32,375.00	\$26,825.00	483%
210350 - Fiber Rolls	LF	300.00	\$5.71	\$1,713.00	\$60.00	\$18,000.00	\$16,287.00	951%
210420 - Straw	SQFT	18,500.00	\$0.07	\$1,295.00	\$1.00	\$18,500.00	\$17,205.00	1329%
550102 - Structural Steel (Bridge)	LB	1,402.00	\$15.54	\$21,787.08	\$275.00	\$385,550.00	\$363,762.92	1670%
550102A - Structural Steel (Hand Rail Brace)	EA	1.00	\$175.20	\$175.20	\$5,000.00	\$5,000.00	\$4,824.80	2754%
570120E - Treated Lumber and Timber (Stringer)	MFBM	3.42	\$16,855.20	\$57,644.78	\$60,000.00	\$205,200.00	\$147,555.22	256%
570120F - Treated Lumber and Timber (Bent Cap)	MFBM	1.83	\$16,855.20	\$30,845.02	\$55,000.00	\$100,650.00	\$69,804.98	226%
570120G - Treated Lumber and Timber (Sway Brace)	MFBM	0.51	\$16,855.20	\$8,596.15	\$37,500.00	\$19,125.00	\$10,528.85	122%
570120J - Treated Lumber and Timber (Pile Post)	MFBM	0.39	\$16,855.20	\$6,573.53	\$60,000.00	\$23,400.00	\$16,826.47	256%
590116 - Clean and Paint Structural Steel (Existing Bridge)	LS	1.00	\$22,500.00	\$22,500.00	\$75,000.00	\$75,000.00	\$52,500.00	233%
600093A - Remove Timber	MFBM	6.15	\$876.34	\$5,389.49	\$6,500.00	\$39,975.00	\$34,585.51	642%
609999A - Pile Banding	EA	100.00	\$200.00	\$20,000.00	\$150.00	\$15,000.00	-\$5,000.00	-25%
999990 - Mobilization	LS	1.00	\$26,466.00	\$26,466.00	\$150,000.00	<u>\$150,000.00</u>	\$123,534.00	467%
<b>Sub-total</b>				\$243,035.25		\$1,512,075.00	\$1,269,039.75	522%
<b>BID ITEM LIST - BID ALTERNATIVE 1</b>								
070030A - Lead Compliance Plan (Soil)	LS	1.0000	\$1,500.00	\$1,500.00	\$2,500.00	\$2,500.00	\$1,000.00	67%
192003 - Structure Excavation (Bridge)	CY	40.0000	\$271.22	\$10,848.80	\$500.00	\$20,000.00	\$9,151.20	84%
193003 - Structure Backfill (Bridge)	CY	40.0000	\$272.27	\$10,890.80	\$400.00	\$16,000.00	\$5,109.20	47%
570120H - Treated Lumber and Timber (Backwall/Wingwall)	MFBM	1.0000	\$16,855.20	\$16,855.20	\$12,500.00	\$12,500.00	-\$4,355.20	-26%
600093B - Remove Timber	MFBM	1.0000	\$876.34	\$876.34	\$8,000.00	<u>\$8,000.00</u>	\$7,123.66	813%
<b>Sub-total</b>				\$40,971.14		\$59,000.00	\$18,028.86	44%
<b>BID ITEM LIST - BID ALTERNATIVE 2</b>								
570120A - Treated Lumber and Timber (Ties - Timber Spans)		2.1900	\$16,855.20	\$36,912.89	\$20,000.00	\$43,800.00	\$6,887.11	19%
570120B - Treated Lumber and Timber (Ties - Steel Spans)		0.0000	\$16,855.20	\$0.00	\$1.00	\$0.00	\$0.00	
570120C - Treated Lumber and Timber (Guard Timber)		0.0500	\$16,855.20	\$842.76	\$40,000.00	\$2,000.00	\$1,157.24	137%
570120D - Treated Lumber and Timber (Walkway Outrigger)		0.7500	\$16,855.20	\$12,641.40	\$55,000.00	\$41,250.00	\$28,608.60	226%
570120I - Treated Lumber and Timber (Handrail Post)		0.0600	\$16,855.20	\$1,011.31	\$50,000.00	\$3,000.00	\$1,988.69	197%
570120 - Treated Lumber and Timber (Trainmans Hideout)		0.0700	\$16,855.00	\$1,179.85	\$180,000.00	\$12,600.00	\$11,420.15	968%
600093C - Remove Timber (MFBM) - MFBM		3.1200	\$876.34	\$2,734.18	\$5,000.00	\$15,600.00	\$12,865.82	471%
750501A - Miscellaneous Metal (Bridge Walkway Grating)		381.0000	\$5.50	\$2,095.50	\$45.00	\$17,145.00	\$15,049.50	718%
839521A - Cable Railing (Bridge Walkway)		100.0000	\$126.00	\$12,600.00	\$30.00	<u>\$3,000.00</u>	-\$9,600.00	-76%
<b>Sub-total</b>				\$70,017.89		\$138,395.00		
<b>34 Items</b>			<b>Total</b>	\$354,024.28		\$1,709,470.00	\$1,355,445.72	383%
			<b>Alternate Items Total</b>	\$110,989.03		\$197,395.00	\$86,405.97	78%

**TO:** Regional Transportation Commission

**FROM:** Brianna Goodman, Transportation Planner

**RE:** San Lorenzo Valley Schools Complex Circulation and Access Study - Funding Cooperative Agreement with San Lorenzo Valley Unified School District

---

## **RECOMMENDATIONS**

Staff recommends that the Regional Transportation Commission:

1. Adopt a resolution (Attachment 1) to authorize the Executive Director to negotiate and enter into a funding cooperative agreement with San Lorenzo Valley Unified School District (SLVUSD) for the San Lorenzo Valley (SLV) Schools Complex Circulation and Access Study in the amount not to exceed \$90,000; and
  2. Amend the FY22/23 budget accordingly.
- 

## **BACKGROUND**

In 2019 the RTC, in partnership with Caltrans, the County of Santa Cruz, and METRO, completed the Highway 9/San Lorenzo Valley Complete Streets Corridor Plan to help coordinate and prioritize transportation investments for this important corridor. The plan identified the SR 9 corridor adjacent to and the circulation within the San Lorenzo Valley Unified School District (SLVUSD) elementary, middle, and high schools combined campus (SLV Schools Complex) as a top priority in need of active transportation facilities, improved access to transit, and optimized vehicle throughput. Implementing these improvements to this project area, consisting of projects 9, 10, and 11 of the SLV Plan, was defined as the SLV Schools Complex Circulation Project.

In December of 2021 the RTC programmed and budgeted \$105,000 of the competitive Regional Surface Transportation Program Exchange (RSTPX) funds secured for the SLV Schools Complex Circulation and Access Study.

In January 2022, RTC entered into a Memorandum of Understanding with SLVUSD Caltrans, METRO, and the County of Santa Cruz to coordinate delivery of the SLV Schools Complex Circulation Project. RTC staff in

conjunction with Caltrans and the SLVUSD identified the need to carry out more thorough analysis for this project as the first step to implementing the SLV Schools Complex Circulation Project.

In March 2022, RTC executed a professional engineering services contract with Mark Thomas & Company, Inc. (Contract No. TP2136) to prepare the San Lorenzo Valley (SLV) Schools Complex Circulation and Access Study.

## **DISCUSSION**

The SLV Schools Complex Circulation and Access Study includes preliminary engineering, traffic analysis, and a feasibility and needs assessment for the SLV Schools Complex on SR9 just north of Felton, as well as SR9 itself between Graham Hill Road and Glen Arbor Road, which includes improving multimodal system performance within the SLV Schools Complex as well as bicycle and walking facilities for students and other users on SR9.

The TP2136 contract value is \$293,990. SLVUSD has committed \$90,000 in funding toward the Study, which is roughly proportional to the square footage of the total project area on SLVUSD property. The SLVUSD board of directors approved the funding cooperative agreement at their meeting on April 20, 2022.

**RTC staff recommends that the Regional Transportation Commission adopt a resolution (Attachment 1) authorizing the Executive Director to negotiate and enter into a cooperative agreement (Attachment 2) with San Lorenzo Valley Unified School District (SLVUSD) for the San Lorenzo Valley (SLV) Schools Complex Circulation and Access Study in the amount not to exceed \$90,000, and amend the FY22/23 budget accordingly.**

## **FISCAL IMPACT**

Contract TP2136 will be funded by Measure D Highway 9 funds (\$98,990), RSTPX funds (\$105,000) and SLVUSD funds (\$90,000). The RTC programmed and budgeted \$105,000 of RSTPX funds in FY21/22 as part of the December 2021 RTIP adoption. The Measure D-Highway 9 Program 5-year plan includes \$1 million of SLV/Highway 9 Corridor funding in FY21/22 and FY22/23 for preconstruction activities and grant matching for projects to improve safety and access for students of the SLV Schools Complex, a portion of which will fund this study. The \$90,000 in funding revenue from this funding Cooperative Agreement with SLVUSD needs to be budgeted in FY22/23 which lines up with the SLVUSD funding plan for this study.

## **SUMMARY**

The SLV Schools Complex Circulation and Access Study includes preliminary engineering, traffic analysis, and a feasibility and needs assessment on SLVUSD property as well as on State Route 9. SLVUSD has agreed to fund \$90,000 of the Study, as defined in the Funding Cooperative Agreement approved by the SLVUSD board on April 20, 2022. The approval of the funding cooperative agreement will fully fund the SLV Schools Complex Circulation and Access Study.

### Attachments:

1. Resolution
2. Draft Funding Cooperative Agreement

**RESOLUTION NO. \_\_\_\_\_**

Adopted by the Santa Cruz County Regional Transportation Commission  
on the date of May 5, 2022  
on the motion of Commissioner \_\_\_\_\_  
duly seconded by Commissioner \_\_\_\_\_

A RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE  
AND ENTER INTO A FUNDING COOPERATIVE AGREEMENT WITH THE SAN  
LORENZO VALLEY UNIFIED SCHOOL DISTRICT TO ACCEPT THEIR FUNDING  
TO PARTNER ON THE COMPLETION OF THE SLV SCHOOLS COMPLEX  
CIRCULATION AND ACCESS STUDY

**WHEREAS**, the Santa Cruz County Regional Transportation Commission  
("RTC") is the regional transportation planning agency for Santa Cruz  
County;

**WHEREAS**, San Lorenzo Valley Unified School District (SLVUSD) serves the  
residents of the towns of Felton, Ben Lomond, Brookdale, and Boulder  
Creek, located along State Route 9 in the San Lorenzo Valley;

**WHEREAS**, to address immense transportation needs and severe  
transportation funding shortfalls, Santa Cruz County voters approved  
Measure D in November 2016 by over a 2/3 majority; and

**WHEREAS**, the RTC is the agency responsible for delivering and distributing  
funds for regional and other projects in the voter-approved Measure D  
Expenditure Plan including Highway Corridors, Active Transportation (Coastal  
Rail Trail), Rail Corridor, San Lorenzo Valley Highway 9 Corridor  
Improvements, and the Highway 17 Wildlife Crossing;

**WHEREAS**, the RTC worked with the community to prepare a complete  
streets corridor plan for Highway 9 and connecting county roads through San  
Lorenzo Valley (SLV) that identifies, prioritizes, and will facilitate  
implementation of some of the most critical and cost effective transportation  
projects in the corridor;

**WHEREAS**, this Highway 9/SLV Complete Streets Corridor Plan found  
multimodal access to and past the SLV elementary, middle, and high schools  
combined campus in Felton, referred to as the SLV Schools Complex, to be  
the highest priority for the SLV community; and

**WHEREAS**, in 2022 RTC entered into a Memorandum of Understanding with the SLVUSD, Caltrans District 5, Santa Cruz METRO, and the County of Santa Cruz to work together in cooperation to successfully deliver these multimodal improvements as the SLV Schools Complex Circulation Project; and

**WHEREAS**, SLVUSD agrees to fund the study proportionally to the square footage of the study area on SLVUSD property which amounts to \$90,000;

**WHEREAS**, the RTC, SLVUSD, and Caltrans staff participated in the selection of a professional engineering consultant for the San Lorenzo Valley Schools Complex Circulation and Access Study and RTC entered into a professional services agreement with the top consultant firm deemed most qualified to conduct the study;

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

1. The Executive Director is authorized to negotiate and enter into a funding cooperative agreement with San Lorenzo Valley Unified School District (SLVUSD) for the San Lorenzo Valley (SLV) Schools Complex Circulation and Access Study in the amount not to exceed \$90,000 subject to final negotiations and legal counsel review as to form.
2. Amend the FY22/23 budget accordingly.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

---

Sandy Brown, Chair

ATTEST:

---

Guy Preston, Secretary

*Distribution: RTC Fiscal, RTC Programming, and SLVUSD*

FUNDING COOPERATIVE AGREEMENT BETWEEN

**Santa Cruz County Regional Transportation Commission**

and

**San Lorenzo Valley Unified School District**

for the

*San Lorenzo Valley Schools Complex Circulation and Access Study*

**WHEREAS**, the Santa Cruz County Regional Transportation Commission (“RTC”) is the regional transportation planning agency for Santa Cruz County;

**WHEREAS**, San Lorenzo Valley Unified School District (SLVUSD) serves the residents of the towns of Felton, Ben Lomond, Brookdale, and Boulder Creek, located along State Route 9 in the San Lorenzo Valley;

**WHEREAS**, to address immense transportation needs and severe transportation funding shortfalls, Santa Cruz County voters approved Measure D in November 2016 by over a 2/3 majority; and

**WHEREAS**, the RTC is the agency responsible for delivering and distributing funds for regional and other projects in the voter-approved Measure D Expenditure Plan including Highway Corridors, Active Transportation (Coastal Rail Trail), Rail Corridor, San Lorenzo Valley Highway 9 Corridor Improvements, and the Highway 17 Wildlife Crossing; and

**WHEREAS**, the RTC worked with the community to prepare a complete streets corridor plan for Highway 9 and connecting county roads through San Lorenzo Valley (SLV) that identifies, prioritizes, and will facilitate implementation of some of the most critical and cost effective transportation projects in the corridor; and

**WHEREAS**, this Highway 9/SLV Complete Streets Corridor Plan found multimodal access to and past the SLV elementary, middle, and high schools combined campus in Felton, referred to as the SLV Schools Complex, to be the highest priority for the SLV community; and

**WHEREAS**, in 2022 RTC entered into a Memorandum of Understanding with the SLVUSD, Caltrans District 5, Santa Cruz METRO, and the County of Santa Cruz to work together in cooperation to successfully deliver these multimodal improvements as the SLV Schools Complex Circulation Project; and

**WHEREAS**, SLVUSD agrees to fund the study proportionally to the square footage of the study area on SLVUSD property;

**WHEREAS**, the RTC, SLVUSD, and Caltrans staff participated in the selection of a professional engineering consultant for the San Lorenzo Valley Schools Complex Circulation and Access Study and RTC entered into a professional

services agreement with the top consultant firm deemed most qualified to conduct the study;

**NOW, THEREFORE**, the Parties hereby enter into this non-exclusive cooperative agreement (“Agreement”) to memorialize each Party’s roles and responsibilities for implementation of the Project. The Parties agree to participate in this Cooperative Agreement on the terms and conditions set forth herein.

**1. Parties’ Roles and Responsibilities.**

a. RTC. Subject to any qualifications described herein, RTC shall:

1. Contract with professional engineering consultant to complete the study
2. Contribute \$203,990 in funding towards said contract for professional engineering consultant
3. Provide RTC staff to manage the consultant contract

b. SLV Schools. Subject to any qualifications described herein, SLVUSD shall:

1. Contribute \$90,000 towards the SLV Schools Complex Circulation and Access Study.

The contribution shall be paid in monthly installments of \$15,000 each month from July 2022 through December 2022. Requests for payment will include copies of invoices from professional engineering consultant

2. If the contract with the SLV Schools Complex Circulation and Access Study is terminated or compensation is reduced by amendment with the professional engineering, SLVUSD’s contribution shall be reduced by a proportionate share

**2. Communications.**

a. Between the Parties. RTC will schedule monthly meetings and will provide monthly progress reports. All Parties will periodically meet and at mutually agreeable times to review plans and activities. Subject to any specific restrictions contained herein, The RTC retains full control over its funding communications and activities within the context of realizing the mutual goals outlined herein.

b. Public Communications. RTC and SLVUSD will establish approved language for the Parties to use for public communications that explain this joint undertaking and efforts to support the SLV Schools Complex Circulation and Access Study. SLVUSD will give RTC adequate time to review major public communications (website, newsletter, outreach, etc.).

**3. Term**. The term of this Cooperative Agreement commences as of \_\_\_\_\_, and shall continue in effect until terminated by either Party upon thirty (30) days written notice to the other Party.

**4. Expenses**. Unless otherwise agreed to by the Parties or as set forth herein, each Party shall pay any and all expenses incurred by such Party, without the right of reimbursement from the other Parties.

**5. Amendments**. Any modification of this Cooperative Agreement shall be in writing and signed by both Parties.

**6. Mediation**. The Parties agree to mediate any dispute or claim arising between them out of this MOU. The mediation fees shall be divided equally between the Parties.

**7. Notices**. All notices and other communications under this Agreement shall be in writing, addressed to the parties at the addresses set forth below, and delivered by email, personal service, or by Federal Express or other overnight delivery service, or by registered or certified mail, postage prepaid, return receipt requested:

Regional Transportation Commission  
Attn: Guy Preston, Executive Director  
1101 Pacific Avenue Suite 250  
Santa Cruz, CA 95060  
(831) 426-3200

SLV Schools  
Attn: Chris Schiermeyer, Superintendent  
325 Marion Avenue  
Ben Lomond, CA 95005

Any such notice shall be deemed delivered as follows: (a) if personally delivered, the date of delivery to the address of the person to receive such notice; (b) if sent by Federal Express or other courier service, the date of delivery to the address of the person to receive such notice; (c) if mailed, three (3) calendar days after depositing same in the mail. Any party may change its address for notice by written notice given to the other at least five (5) calendar days before the effective date of such change in the manner provided in this Section.

**8. Counterparts.** This Cooperative Agreement and any subsequent amendments may be executed in any number of counterparts, each of which shall be deemed to be an original, but all of which together shall constitute one and the same instrument.

SANTA CRUZ COUNTY REGIONAL  
TRANSPORTATION COMMISSION

By: \_\_\_\_\_  
Guy Preston  
Executive Director

Date: \_\_\_\_\_

SAN LORENZO VALLEY UNIFIED SCHOOL DISTRICT

By: \_\_\_\_\_  
Chris Schiermeyer  
SLVUSD Superintendent

Date: \_\_\_\_\_

APPROVED AS TO FORM

By: \_\_\_\_\_

Date: \_\_\_\_\_

Printed Name: \_\_\_\_\_  
RTC Legal Counsel

5091644.1

**TO:** Regional Transportation Commission (RTC)  
**FROM:** Luis Pavel Mendez, Deputy Director  
**RE:** Fiscal Year (FY) 2022-23 Work Program

---

## **RECOMMENDATIONS**

Staff recommends that the Santa Cruz County Regional Transportation Commission (RTC) adopt the attached resolution ([Attachment 1](#)) approving the draft final fiscal year (FY) 2022-23 RTC work program (Exhibit A to [Attachment 1](#)).

---

## **BACKGROUND**

Each year the RTC works with Caltrans to prepare a work program for the following fiscal year based on the budget approved by the RTC as well as state and federal requirements. The work program is required for RTC to receive federal and state transportation planning funds and must include the work necessary to meet federal and state transportation planning requirements. The RTC's work program also includes all of the other work that the RTC performs. The work program provides summary information on the work that the RTC will perform with the state and federal planning funds as well as a summary schedule and work products.

## **DISCUSSION**

RTC staff prepared a draft FY 2022-23 work program for the RTC and submitted it to Caltrans for review. The draft final included as Exhibit A to [Attachment 1](#) has incorporated Caltrans comments and suggestions. As in past years, the FY 2022-23 RTC work program (Exhibit A to [Attachment 1](#)) addresses state-mandated responsibilities and RTC priorities including:

- Completion and implementation of the 2045 RTP and 2045 Metropolitan Transportation Plan (MTP)/Sustainable Community Strategy (SCS) in coordination and coordination with AMBAG, Caltrans, neighboring regional transportation planning agencies and other partners;
- Production and implementation of the various required state and federal funding documents including the Regional Transportation Improvement Program (RTIP);
- Initiation of specific planning efforts including a Transportation Equity Action Plan and a Climate Adaptation-Vulnerability Assessment and Priorities Report for which the RTC was recently awarded state planning funds;
- Completion of design and environmental documents for Highway 1 auxiliary lane, bicycle and pedestrian overcrossing, and bus on shoulder projects and ensure their construction;

- Implementation of the new federal transportation law, Infrastructure Investment and Jobs Act (IIJA);
- Management, operation and planning for the Santa Cruz Branch Rail Line;
- Continued implementation of the Measure D ½-cent transactions and use tax for transportation;
- Continued maintenance and enhancement of various public information outlets, including information and outreach in Spanish;
- Continued work with project sponsors and funding agencies on securing funds for high priority projects for all modes of transportation;
- Implementation of the Monterey Bay Sanctuary Scenic Trail (MBSST) Network master plan;
- Monitor and participate in local, state and federal efforts to address global warming and sustainability;
- Continued services to Santa Cruz area travelers through the Cruz511, Go Santa Cruz County, SAFE callbox, Safe on 17 and Freeway Service Patrol programs, including coordination with partner agencies to ensure the best possible service.

**Staff recommends that the Santa Cruz County Regional Transportation Commission (RTC) adopt the attached resolution (Attachment 1) approving the draft final FY2022-23 RTC work program (Exhibit A to Attachment 1).**

## **FISCAL IMPACT**

The work program is consistent with the approved RTC budget and summarizes the work to be done by the RTC using the budget already approved by the RTC. The RTC was recently awarded two planning grants, which have not yet been incorporated into the RTC budget and will be incorporated in the next amendment not the budget. As required by Caltrans, work program elements are included for those two planning grants. The budget includes a variety of federal, state and local funding sources that will be used to fund the work described in the work program. Some work may be completed within the 2022-23 fiscal year and some may not. The work not completed within the fiscal year will roll over to the next fiscal year along with its corresponding funding.

## **SUMMARY**

The RTC must prepare a work program to receive state and federal transportation planning funds. The attached draft final FY 2022-23 RTC work program includes state-mandated responsibilities and RTC priorities. The draft FY 2022-23 work program has been reviewed by Caltrans and their comments and suggestions have been incorporated. Staff recommends that the RTC adopt the attached resolution (Attachment 1) approving the draft final FY 2022-23 RTC work program (Exhibit A to Attachment 1).

### Attachments:

1. Resolution approving the Draft Final FY 2022-23 Work Program

**RESOLUTION NO.**

Adopted by the Santa Cruz County Regional Transportation Commission

on the date of May 5, 2022  
on the motion of  
duly seconded by

**A RESOLUTION ADOPTING THE FY 2022-23 WORK PROGRAM FOR  
THE REGIONAL TRANSPORTATION COMMISSION**

WHEREAS, the Santa Cruz County Regional Transportation Commission adopts and periodically amends a budget and work program for each fiscal year to guide its expenses and work;

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

1. The FY 2022-23 Work Program for the Santa Cruz County Regional Transportation Commission (RTC) is hereby adopted as shown in Exhibit A; and
2. The RTC Executive Director is authorized to make revisions and amendments to the FY 2022-23 Work Program for the Santa Cruz County Regional Transportation Commission as needed to incorporate RTC budget changes, and to ensure state approval and receipt of planning funds secured by the RTC by formula or grant award.

AYES: COMMISSIONERS:

NOES: COMMISSIONERS:

ABSTAIN: COMMISSIONERS

---

Sandy Brown, Chair

ATTEST:

---

Guy Preston, Secretary

Attachment: Exhibit A - SCCRTC FY 2022-23 RTC Work Program



# **Santa Cruz County Regional Transportation Commission**

## **FISCAL YEAR 2022 - 2023 FINAL DRAFT WORK PROGRAM**

**Final Draft May 5, 2022**

## Table of Contents

	<b>Page</b>
Introduction.....	1
A. Work Element 101 – Overall Work Program .....	13
B. Work Element 102 – Transportation Development Act Administration.....	15
C. Work Element 112 – Transportation Plans Coordination and Interagency Liaison.....	17
D. Work Element 113 – Public Participation Program .....	20
E. Work Element 177 – Freeway Service Patrol .....	22
F. Work Element 178 – Service Authority for Freeway Emergencies.....	24
G. Work Element 179 – Transportation Demand Management: Cruz511/Rideshare.....	26
H. Work Element 413 – SCC Climate Adaptation-Vulnerability & Transportation Priorities Report .....	28
I. Work Element 415 – SSC Transportation Equity Action Plan.....	30
J. Work Element 614 – Bicycle and Pedestrian Planning .....	32
K. Work Element 615 – Bicycle and Pedestrian Projects and Programs .....	34
L. Work Element 621 – Elderly and Disabled and Americans with Disabilities Act .....	36
M. Work Element 622 – Transportation Planning for the Region.....	38
N. Work Element 641 – Transportation Improvement Program.....	40
O. Work Element 682 – Santa Cruz Branch Rail Line.....	43
P. Work Element 683 – Highway and Roadway Planning .....	45
Q. Work element 684 – Highway 1 Corridor Investment Program .....	47
R. Work Element 801 – Measure D Implementation .....	49
S. SCCRTC Work Program Funding Summary.....	51

I:\FISCAL\BUDGET\FY22-23BUDGET\2. APRIL2022\FINALDRAFTOWP\FINALDRAFTWPCOVER&INTRO2023\_0522.DOCX

## INTRODUCTION

Santa Cruz County is the second smallest of California's 58 counties with 445 square miles of land area. Santa Cruz County is on the coast 65 miles south of San Francisco, 35 miles north of Monterey, and 35 miles southwest of Silicon Valley. The California Department of Finance estimates the population of Santa Cruz County for 2020 at 261,115 and is estimated to increase to nearly 295,000 by 2040. The largest population (131,747) is in the unincorporated area of the county and the remainder in the four incorporated cities of Capitola (10,091), Scotts Valley (11,755), Watsonville (51,366) and Santa Cruz (56,156). About 80% of the population lives in approximately 20% of the area of the county. The population is clustered primarily along the coast between the City of Santa Cruz and Aptos and in Watsonville, Scotts Valley and the San Lorenzo Valley. Seniors aged 70 and over make up about 11% of the current population and will make up about 20% of the population in 2045.

Most work trips (78% or 99,440) are within county boundaries; however, 16% or 21,090 of Santa Cruz County commuters travel to San Francisco Bay Area counties, about 5% or 6,490 to Monterey County and about 1% or 1,248 go elsewhere. There are also about 18,000 who commute into Santa Cruz County for work. The Santa Cruz Conference and Visitors Council estimates that normally approximately 3 million people visit Santa Cruz County per year and the great majority during the summer months. This number has been significantly lower during the COVID-19 pandemic. Nearly one third of Santa Cruz County residents – notably children, the elderly and disabled, and low income individuals and families who cannot afford a car – do not drive a personal vehicle. The vast majority of Santa Cruz County's low income and minority populations live in the south eastern part of the County in and around the City of Watsonville and much of their employment is located in and around the City of Santa Cruz.

The COVID-19 pandemic upended typical commute patterns and forced many employers to shift to remote work, especially for white-collar workers. Many were forced to stop or alter their daily commute to and from work. According to movement data tracked by Google, travel to workplaces within Santa Cruz County dropped more than 50% at the beginning of the statewide stay-at-home order in March 2020 and remains 30% below pre-pandemic levels. Instead of completely going back to a pre-pandemic work style, many companies are adjusting to hybrid work, with a few days of teleworking and a few days of staggered in-person work schedules.

The demographics, geography, availability of jobs, and desirability of Santa Cruz County as a place to call home and visit significantly impact travel in Santa Cruz County and creates a variety of challenges. This fiscal year (FY) 2022/2023 overall work program for Santa Cruz County provides a summary of the work that the RTC undertakes to address those challenges with the resources that are available to the region. This includes the work of the RTC as a regional transportation planning agency, the authority for implementation of Measure D, and the various other functions of the Regional Transportation Commission. With input from partner agencies, the business community

and the public, the RTC works to address the travel needs of the community through its planning work, its funding decisions and the projects and programs implemented. With the aid of those partnerships, the RTC crafted a ballot measure, Measure D, which was approved in 2016 by a super majority of Santa Cruz County voters and brings in new local revenue for transportation and helps to implement goals and address the challenges of the 2040 Regional Transportation Plan (RTP). Figure 1 below shows the Santa Cruz County transportation planning area along with the major transportation corridors. An additional challenge for this fiscal year is continuing to address the impacts of the COVID-19 pandemic on transportation funding, services, planning, and project implementation. Fortunately, additional revenue began to flow from the implementation of AB 147, the Marketplace Facilitator Act, and that dampened some of the transportation funding impacts associated with the COVID-19 pandemic. Measure D and Transportation Development Act revenues are now at pre-pandemic levels but costs for project and program implementation are now significantly higher than pre-pandemic levels.

# Major Santa Cruz County Transportation Corridors

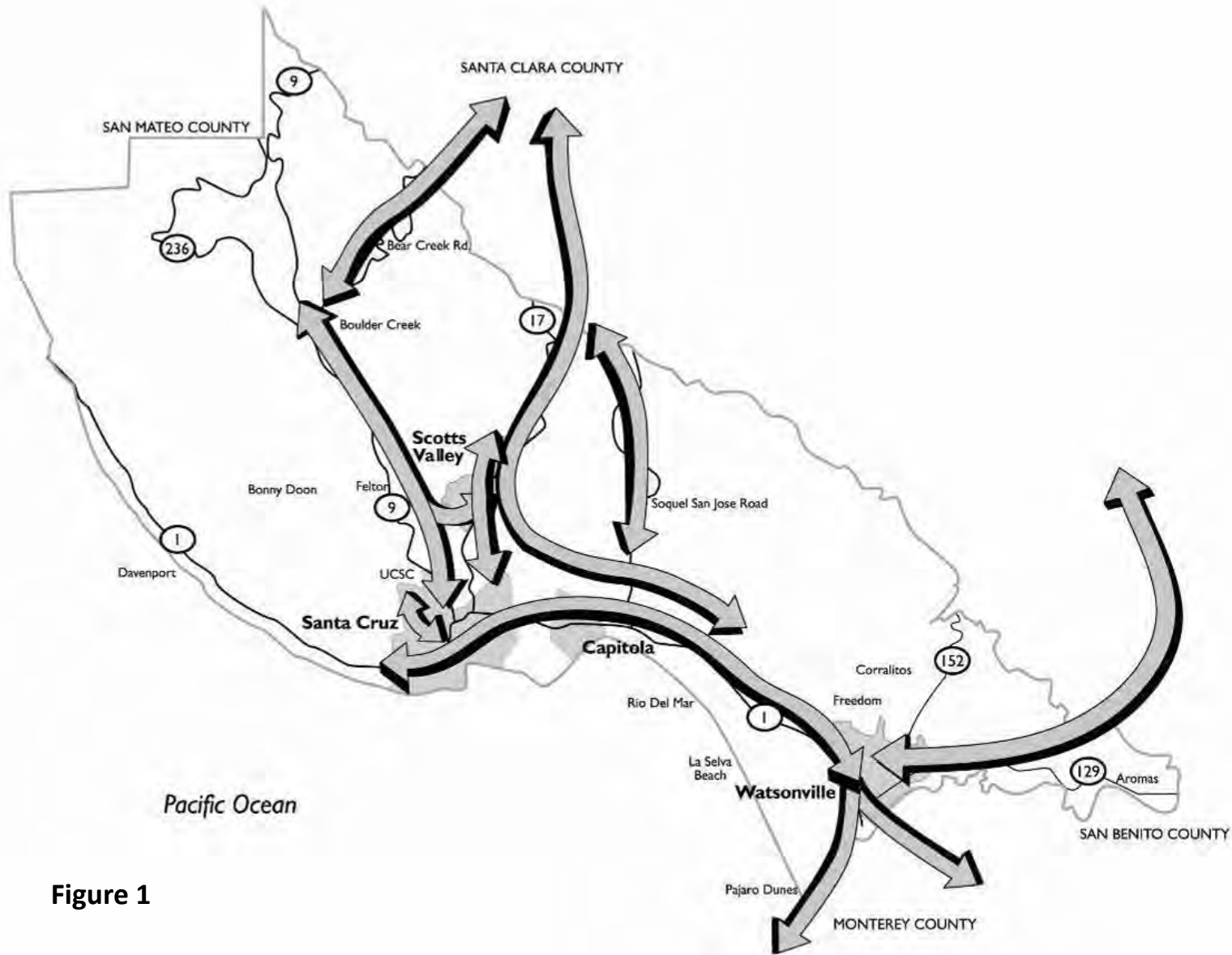


Figure 1

## **The Regional Transportation Commission**

The RTC was created in 1972 to allocate funds raised by the state Transportation Development Act (TDA), which sets aside one quarter-cent of the state sales tax for local transportation purposes. The RTC is now designated in state statute as the Regional Transportation Planning Agency (RTPA) for Santa Cruz County. Responsibilities of this designation include preparation of the long range Regional Transportation Plan (RTP), dissemination of local, state and federal funding, and setting local transportation policy.

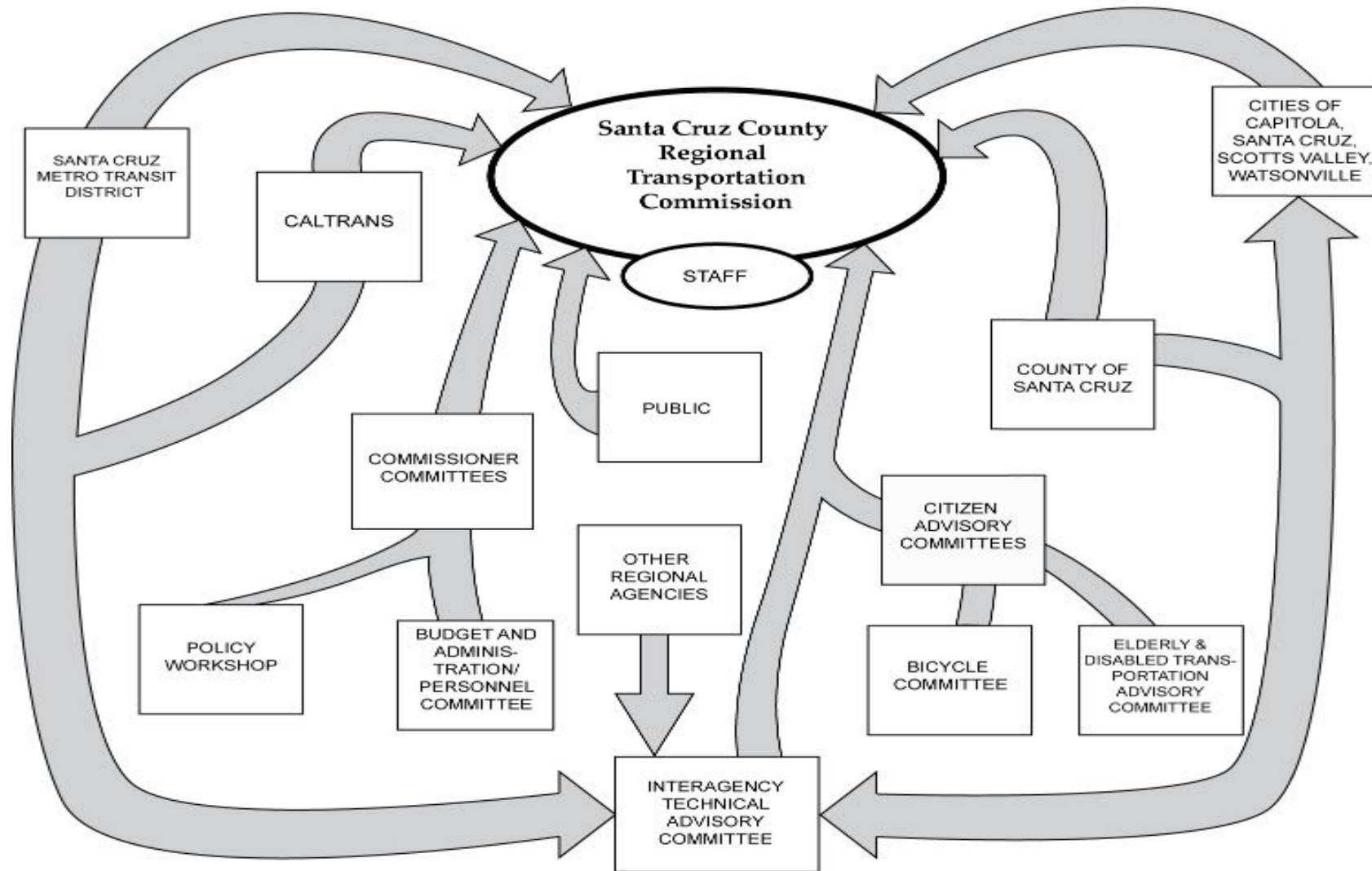
With 12 (twelve) voting members representing all of the county's supervisorial districts, each of the cities and the transit district plus Caltrans as an ex-officio or non-voting member (see Figure 2 below) and a staff of 20 (twenty) full and part-time employees, the RTC works to deliver a full range of convenient, reliable and efficient transportation choices for the community. While promoting long-term sustainability, the RTC provides transportation services, construction management, planning and funding for all travel modes. The RTC board meets once per month for their regular televised meetings and as needed for a Transportation Policy Workshop (TPW). In response to the COVID-19 pandemic all meetings of the RTC since March 2020 have been held via zoom while still ensuring the public participation to which the RTC is committed. Some of the services provided by the RTC include traveler information and travel demand management through its Cruz511 and Go Santa Cruz County programs. The RTC also serves as the Service Authority for Freeway Emergencies (SAFE) for Santa Cruz County. On Highway 1 and 17, the RTC SAFE provides roadside call box services and Freeway Service Patrol tow trucks that quickly respond to and clear highway incidents. In addition, the RTC serves as the "Local Transportation Authority" responsible for implementation of Measure D, the Santa Cruz County Transportation Improvement Plan Measure, which was approved in November 2016 by over two-thirds of Santa Cruz County voters.

To help ensure ample community participation, the RTC works with the area's local and regional agencies, community groups, non-profit organizations, business groups and the public at large not only through its public meetings but also public meetings of the following advisory committees who provide recommendations to the RTC:

- The Budget and Administration/Personnel Committee consists of 6 commissioners selected annually by the RTC and provides oversight and recommendations on Commission administration, budget, policy, finance, audit, and personnel issues.
- The RTC's Bicycle Committee advises the RTC and project sponsors on bicycle-related activities/issues and reviews bicycle-related projects submitted to the RTC for funding.

- The Elderly and Disabled Transportation Advisory Committee serves in an advisory capacity not only to the RTC, but also to the Santa Cruz Metropolitan Transit District, the county's Consolidated Transportation Service Agency (Community Bridges), and local jurisdictions on the planning, funding, and provision of transportation services and pedestrian facilities for seniors and people with physical, mental and economic disabilities. The Elderly and Disabled Transportation Advisory Committee also serves as the designated Social Service Advisory Council, as established by the state.
- The Interagency Technical Advisory Committee is composed of planning and public works representatives from the four cities, County of Santa Cruz, University of California, Santa Cruz (UCSC), Cabrillo College, the Pajaro Valley Transportation Management Association, Ecology Action's Transportation Membership Services program, the Santa Cruz Metropolitan Transit District, Association of Monterey Bay Area Governments, Monterey Bay Unified Air Pollution Control District, and Caltrans. The committee coordinates transportation capital improvement projects and functions as a forum for technical and policy issues.
- In addition to the RTC's three advisory committees, the Traffic Operations System Oversight Committee provides input to Caltrans and the California Highway Patrol (CHP) on the use of changeable and stationary message signs (located on Highways 1 and 17), and other elements of the automated Traffic Operations System. Also, the Safe on 17 Task Force identifies and provides input to Caltrans and the CHP on Highway 17 safety projects and programs.
- As the Local Transportation Authority responsible for the implementation of Measure D, the RTC established a Measure D Oversight Committee. The Committee is composed of one public member from each of the five supervisorial districts. The objective of the Committee is to review the annual independent fiscal audit of the expenditure of the Measure D Transportation Tax funds and issue an annual report on its findings regarding compliance with the requirements of the Expenditure Plan and the Ordinance.

## Santa Cruz County Regional Transportation Commission Organization Chart



**Figure 2**

- 

## Transportation Goals and Challenges

The Santa Cruz County Regional Transportation Commission utilized an independent third party rating system called the Sustainable Transportation Analysis and Rating System (STARS) to develop a sustainability framework for the 2040 RTP and the 2045 RTP, which should be approved by June 2022. 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 2040 RTP and 2045 draft 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 RTP 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 will perform over time in advancing the targets and address the following transportation challenges:

- System Preservation Resiliency – 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. As the transportation system is maintained, it must also be improved to ensure that it is resilient to the impacts of climate change.
- Safety – The federal transportation 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. 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.
- Energy – Global energy demands are predicted to grow by 30% by 2045 as emerging economies increase their energy use comparable to other major energy consuming nations. Transportation relies heavily on fossil fuel which is a finite commodity. It cannot be assumed that fossil fuel will be abundant and inexpensive into the foreseeable future.
- 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 the past few years. Measure D, approved by Santa Cruz County voters in 2016, provides approximately \$25 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 (SB1). The federal government approved the Infrastructure Investment and Jobs Act (IIJA).

The 2040 RTP and 2045 draft RTC endeavor 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.

### **Funding Transportation Needs**

Thanks to the passage of SB1, which was upheld by California voters through rejection of Proposition 6 in 2018, and the approval of Measure D in 2016 by a supermajority of Santa Cruz County voters, funding for Santa Cruz County's transportation system is better than it has been in many years. However, the amount of funding available is still quite insufficient to meet all of the communities transportation needs. According to the draft 2045 RTP, the funding need is about \$10 billion and the available funds are about \$5.35 billion over the next 25 years. The various sources of funding available to the Regional Transportation Commission include State Transportation Improvement Program (STIP) funds, Surface Transportation Block Grant (STBG) funds, Regional Surface Transportation Program (RSTP) Exchange funds, Transportation Development Act (TDA) funds, Measure D funds and funds established through SB1 for various funding programs. The RTC uses these funds to meet the transportation goals and address the transportation challenges of the community, and establishes its funding decisions through the Regional Transportation Improvement Program (RTIP).

The RTIP is developed biennially by the RTC and is due to the CTC by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), which is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of the community. As set forth in the California Transportation Commission (CTC) STIP Guidelines, the RTIP is based on the Regional Transportation Plan that has been developed and updated pursuant to Government Code Section 65080, and a region-wide assessment of transportation needs and deficiencies.

The RTIP is developed in consultation with stakeholders and partner agencies, including Caltrans, the County of Santa Cruz, the cities of Capitola, Santa Cruz, Scotts Valley and Watsonville, the Santa Cruz Metropolitan Transit District (SCMTD), the University of California at Santa Cruz (UCSC), and local non-profits that provide community transportation services or implement local transportation programs. As stated above, the RTIP is reflective of the Santa Cruz County Regional Transportation Plan (RTP), which calls for a balanced multimodal transportation system.

## **Community Participation**

Santa Cruz County is a very engaged community and community participation is a very important and integral part of all of the work done by the RTC. The RTC engages with the community through its various public meetings of the Commission and its committees. Committees include an Interagency Technical Advisory Committee, a Bicycle Advisory Committee, and an Elderly and Disabled Transportation Advisory Committee. The RTC also establishes work groups for planning and funding efforts and develops community participation plans that regularly include open houses, workshops, online surveys, and outreach through email lists, social media, traditional media, radio, television and at established local events. In addition, the RTC produces materials in Spanish and conducts outreach in Spanish to better engage with the Spanish speaking members of the community, about 26% of the population. Under the COVID-19 pandemic, the RTC has continued to have strong engagement with the community holding its meetings and meetings of its committees via zoom and employing a variety of tools such as online virtual open houses, online workshops, and online surveys for a variety of planning and project development efforts.

## **The Work Program**

The fiscal year (FY) 2022-23 work program for the Santa Cruz County Regional Transportation Commission (SCCRTC) describes the activities, to help meet the goals and address the challenges described in the Regional Transportation Plan using the available transportation funds. During the fiscal year beginning July 1, 2022 and ending June 30, 2023 those activities include the following mandated responsibilities and SCCRTC priorities:

- implementation of the 2045 Regional Transportation Plan and 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy in coordination and cooperation with the Association of Monterey Bay Area Governments (AMBAG), the Transportation Agency for Monterey County (TAMC) the San Benito Council of Governments (SBtCOG), local jurisdictions, Caltrans and other local and regional agencies;
- conducting planning efforts, in cooperation with partner agencies and the community, to ensure that the challenges facing our transportation system such as resiliency, equity, safety, etc. are addressed effectively;
- production and implementation of the various required state and federal funding documents including the Regional Transportation Improvement Program (RTIP);
- implementation of the Highway 1 Investment Program which includes environmental work, design work and construction of auxiliary lanes/bus on shoulder projects and bicycle and pedestrian overcrossings from Freedom Boulevard to Soquel Drive;
- management, operation, planning and improvement of the Santa Cruz Branch Rail Line;
- continuation of bridge and track rehabilitation work on the Santa Cruz Branch Rail Line;
- implementation of the master plan for the Monterey Bay Sanctuary Scenic Trail (MBSST) Network, which

includes environmental work, design work and construction of a variety of trail segments from Davenport to Watsonville;

- continued work to carry out the RTC's responsibilities to monitor and coordinate with Caltrans and local agencies on timely implementation of state highway and local projects with state or federal funding participation;
- continued work with project sponsors and funding agencies on securing funds for high priority projects for all modes of transportation;
- continued services to Santa Cruz area travelers through the SAFE callbox, Safe on 17 and Freeway Service Patrol programs, including coordination with partner agencies to ensure the best possible service;
- continued implementation of the Cruz511 and Go Santa Cruz County programs for Santa Cruz County travelers with the added Commute Manager program;
- continuation of the Bike to Work and the Community Traffic Safety Coalition's bicycle and pedestrian education programs;
- continued maintenance and enhancement of a variety of public information outlets, which include information and outreach in Spanish, even under the COVID-19 pandemic;
- continued development and implementation of systems necessary to ensure that the RTC continues to function efficiently and effectively as an independent government agency;
- monitor and participate in local, state, and federal efforts to address global warming and sustainability;
- implement the federal transportation law, Fixing America's Surface Transportation (FAST) Act and Infrastructure Investment and Jobs Act (IIJA);
- maximize the transportation benefits of the Road Repair and Accountability Act of 2017 (SB1);
- implement the Measure D ½-cent transactions and use tax for transportation to maximize the benefits to the community; and
- pursuit of any and all funding sources for transportation projects in the region including the development of local funding sources as well as seeking other new sources.

Through the activities listed in this work program, the RTC works to deliver a full range of safe, convenient, reliable and efficient transportation choices for the community taking into account sustainability, equity and economic vitality. The RTC also addresses the planning factors listed in the FAST Act and Table 1 below shows which planning factors are addressed by each of the work program elements.

**Table 1: Fixing America's Surface Transportation (FAST) Act Planning Factors**

	WE 101	WE 102	WE 112	WE 113	WE 177	WE 178	WE 179	WE 413	WE 415	WE 614	WE 615	WE 621	WE 622	WE 641	WE 682	WE 683	WE 684	WE 801
1 Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.		X			X			X					X	X	X	X	X	X
2 Increase the safety of the transportation system for motorized and non-motorized users.		X			X	X	X	X		X	X	X	X	X	X	X	X	X
3 Increase the security of the transportation system for motorized and non-motorized users.			X			X			X	X	X		X	X	X	X		X
4 Increase the accessibility and mobility of people and for freight.	X	X			X		X	X	X	X	X	X	X	X	X	X	X	X
5 Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.	X	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X
6 Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.	X	X	X					X	X	X	X		X	X	X	X	X	X
7 Promote efficient system management and operation.	X		X	X		X	X	X	X					X	X	X	X	X
8 Emphasize the preservation of the existing transportation system.	X			X			X	X					X	X	X	X	X	X
9 Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater and reduce or mitigate stormwater impacts of surface transportation.		X						X					X	X	X			X
10 Enhance travel and tourism.		X					X	X	X	X	X	X	X	X	X	X	X	X

Note: This table indicates which work program elements contribute to the overall goal of the particular federal FAST Act planning factors.

**WORK ELEMENT NUMBER 101**

**Overall Work Program**

**Agency:** SCCRTC

**Project Manager:** Luis Pavel Mendez, Deputy Director

**Total Budget:**

**\$45,000**

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2022-2023**

<b>EXPENDITURES</b>			<b>REVENUE</b>		
<b>Category</b>	<b>Amount (\$)</b>	<b>Change</b>	<b>Source</b>	<b>Amount (\$)</b>	<b>Change</b>
Personnel	45,000	0	State RPA	0	0
Services & Supplies	0	0	Local	45,000	0
<b>TOTAL</b>	<b>45,000</b>	<b>0</b>	<b>TOTAL</b>	<b>45,000</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

Develop, maintain, and oversee the annual overall work program (OWP) and budget to carry out the transportation planning activities of the Santa Cruz County Regional Transportation Commission (SCCRTC) in accordance with federal, state and local requirements and available funding. This includes OWP development, coordination, and meetings with local, regional, state and federal agencies (including AMBAG, Caltrans, FHWA, TAMC and San Benito COG) to ensure that the entire three-county region is meeting federal requirements. Additionally, this work element provides monitoring and review of policy and legislative activities that impact the production, coordination, implementation and requirements of the OWP. Further duties include quarterly reporting to verify progress in implementing the work program.

**Project Product(s)**

FY 2023-24 Overall Work Program and Budget and amendments; amendments to the FY 2022-23 OWP and Budget; quarterly and annual progress reports.

**Federally Eligible Task**

**Proposed Expenditure of Federal Funding (PL/FTA 5303)**

Develop and implement annual Overall Work Program and Budget

**0%**

Develop, implement and oversee the annual OWP activities and budget in accordance with federal and state requirements in coordination with Caltrans, AMBAG and other partner agencies; and produce quarterly and annual progress reports.

**Previous Accomplishments**

Developed and adopted FY 2021-22 OWP and Budget; Processed two significant amendments to the FY 2021-22 OWP and Budget that affected most of the OWP work elements; provided required quarterly and annual progress reports for transportation planning and project activities to SCCRTC, AMBAG, and Caltrans.

<b>Task</b>	<b>Description</b>	<b>Deliverable</b>	<b>Completion Date</b>
1	Finalize FY 2021-22 revenues and expenditures (staff)	Revenues and expenditures files	8/15/2022
2	Produce final FY 2021-22 work program quarterly report and provide to Caltrans (staff)	Final FY 2021-22 quarterly report	8/15/2022
3	Prepare and adopt the annual fall FY 2022-23 budget and overall work program amendment (staff)	FY 2022-23 amendment and staff reports	11/7/2022

4	Produce FY 2022-23 quarterly work program reports and provide to Caltrans (staff)	Three FY 2022-23 quarterly work program reports	10/28/2022 01/27/2023 04/28/2023
5	Prepare for and participate in annual OWP kick-off meeting with TAMC, AMBAG, Caltrans, FHWA, FTA, SBTCOG, SCMTD and MST (staff and partner agencies)	Meeting with regional partners, agenda and materials	12/21/2022
6	Develop FY 2023-24 draft work program and budget and provide document to Caltrans (staff)	Draft FY 2023-24 draft work program and budget	02/28/23 03/28/23
7	Prepare and adopt the annual spring FY 2022-23 budget and overall work program amendment and provide to AMBAG and Caltrans (staff)	Amendment and staff report	
8	Participate in 2023-24 OWP development and coordination meetings with AMBAG, Caltrans and other agencies in the region (staff and partner agencies)	Meetings, agendas and materials	04/28/23
9	Incorporate comments/suggestions into final draft FY 2023-24 OWP and provide document to AMBAG and Caltrans (staff)	Final draft FY 2023-24 OWP	04/28/23
10	Prepare and present final FY 2023-24 OWP to SCCRTC board for approval (staff)	Final OWP and staff report	05/04/23
11	Prepare the FY 2023-24 OWP agreement and all associated documents and submit to Caltrans for review, incorporate Caltrans comments and submit finals to Caltrans for approval (staff)	OWP Agreement and associated documents	05/13/23
12	Prepare other amendments to the FY 2022-23 budget and work program as necessary and submit to AMBAG and Caltrans (staff)	Amendments and staff reports (two estimated)	06/30/23

**WORK ELEMENT NUMBER 102**

**Transportation Development Act Administration**

**Agency:** SCCRTC

**Project Manager:** Luis Pavel Mendez, Deputy Director  
Tracy New, Director of Finance and Budgets

**Total Budget:** \$1,210,027

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2022-2023**

<b>EXPENDITURES</b>			<b>REVENUE</b>		
<b>Category</b>	<b>Amount (\$)</b>	<b>Change</b>	<b>Source</b>	<b>Amount (\$)</b>	<b>Change</b>
Personnel	240,000	0	Local	1,210,027	0
Services & Supplies	970,027	0			
<b>TOTAL</b>	<b>1,210,027</b>	<b>0</b>	<b>TOTAL</b>	<b>1,210,027</b>	<b>0</b>

**Project Description**

The SCCRTC was originally created in 1972 under the Transportation Development Act (TDA). SCCRTC as Regional Transportation Planning Agency for Santa Cruz county implements and administers the Transportation Development Act for Santa Cruz County and distributes TDA Local Transportation Fund (LTF), State Transit Assistance (STA) funds, and STA State of Good Repair (SGR) funds for planning, transit, bicycle facilities and programs, pedestrian facilities and programs and specialized transportation in accordance with state law and the unmet transit needs process.

**Project Product(s)**

- Transportation Development Act and State Transit Assistance Funds apportionments, allocations and claims
- Triennial performance audit and corresponding modifications
- FY 2021-22 Fiscal Audit
- Adopted Unmet Transit Needs List

**Other Task (Nonfederal)**

Manage, coordinate and distribute TDA, STA and STA SGR funds in accordance with state law and RTC rules and regulations and implement and administer the TDA in accordance with state law and requirements

**Previous Accomplishments**

Every year the RTC obtains TDA fund estimates from the Santa Cruz County Auditors and sets funding apportionments based on those estimates. Due to the COVID-19 impacts, the RTC was forced to use TDA reserve funds at the end of FY 2019-20 to honor funding commitments. Due to anticipated COVID-19 impacts revenue impacts were reduced for FY 2020-21. Fortunately, revenues from on-line sales increased significantly, due to the implementation of AB147, the Marketplace Facilitator Act, and dampened the impact of COVID-19 on TDA revenue. As a result the RTC was able to increase TDA revenue estimates and apportionments for FY 2020-21. Every three years, SCCRTC contracts for triennial performance audits of the transit operators and itself to ensure that the agencies are meeting the requirements of state TDA law. In FY 2018-19 a triennial performance audit for FYs 2015-16, 2016-17 and 2017-18 was initiated and completed in FY 2019-20. In FY 2021-22, the next triennial performance audit for fiscal years 2018-19, 2019-20 and 2020-21 was conducted. Annually, SCCRTC oversees the fiscal TDA audits for the transit operators in Santa Cruz County and itself. In FY 2020-21 TDA fiscal audits were completed for FY 2019-2020.

<b>Task</b>	<b>Description (all tasks below are on-going tasks)</b>	<b>Deliverable</b>	<b>Completion Date</b>
1	Coordinate review of appropriate TDA claims (estimate twelve) with advisory committees (staff and claimants)	Staff reports and resolutions	06/30/23
2	Provide staff support to Budget and Administration/ Personnel Committee (staff)	Agendas and staff reports	06/30/23

3	Coordinate annual unmet transit needs process, including outreach to traditionally underrepresented communities, and adopt resolution of unmet transit needs finding (staff)	Staff reports, presentation, information materials (Spanish), public outreach, meetings and resolution	06/30/23
4	Maintain records and pay claims for TDA, STA and other trust fund accounts (staff)	Files, invoice processing and payments	06/30/23
5	Assist transit operators with annual financial audits (staff)	Phone calls, emails	06/30/23
6	Implement recommendations in most recent performance audit (staff and claimants)	Staff reports and modifications to processes and forms	06/30/23
7	Obtain TDA funds estimates from County Auditor Controller (staff and County Auditor)	Emails and estimate materials	06/30/23
8	Monitor TDA revenue receipts, compare to estimates and adjust estimates as necessary (staff and County Auditor)	Reports to B&A/P Committee and RTC	06/30/23
9	Conduct the FY 2021-22 annual fiscal audit and implement suggested changes (staff)	Audit report and staff reports	06/30/23
10	Produce staff assignment lists, performance evaluations and personnel actions (staff)	Assignment list, individual staff meetings, evaluation forms	06/30/23
11	Prepare and submit to Caltrans the FY 2021-22 indirect cost allocation plan (staff)	ICAP report and staff report	06/30/23
12	Produce and distribute annual financial report (staff)	Financial report and staff reports	06/30/23
13	Coordinate, meet, confer and negotiate with labor representatives; such activities are included in the indirect cost allocation plan (staff and labor units)	Meetings, agenda and information materials	06/30/23
14	Update RTC's Title VI Civil Rights Program and Language Assistance Plan consistent with federal and state requirements (staff)	Updated Civil Rights Program a language assistance plan	06/30/23
15	Conduct triennial performance audit of FY's 2018-19, 2019-20 and 2020-21 (staff and consultant)	Staff reports, procurement and consultant contract	06/30/23

**WORK ELEMENT NUMBER 112**

**Transportation Plans Coordination and Interagency Liaison**

**Agency:** SCCRTC

**Project Manager:** Rachel Moriconi, Senior Transportation Planner

**Total Budget:**

**\$221,350**

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2022-2023**

EXPENDITURES			REVENUE		
Category	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	155,000	0	State RPA	86,417	0
Contractual	66,350	0	Local	134,933	0
<b>TOTAL</b>	<b>221,350</b>	<b>0</b>	<b>TOTAL</b>	<b>221,350</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

Note: No project development nor project implementation tasks included in this work element will be funded by Rural Planning Assistance (RPA) funds

Note: No RPA funds will be used for the contractual work listed in this work element, which will be paid with local funds only and is for hiring legislation and regulation consultants who assist the RTC in obtaining information and producing reports to fully understand the implications of regulatory and statutory changes to transportation planning and funding and adequately communicate such changes and implications and implement them accordingly. Lobbying is not part of any work task under this work element.

**Project Description**

This is an ongoing element concerned with the coordination of regional transportation planning activities consistent with federal and state law to maintain a coordinated approach to transportation planning on a local, regional, state and federal level that addresses all aspects of the transportation system, including safety. This includes coordinated implementation of the the federal FAST Act, and subsequent Infrastructure Investment and Jobs Act (IIJA), and the State's Senate Bill 1, the Road Repair and Accountability Act of 2017.

**Project Product(s)**

Agendas, minutes, reports and presentation materials for Interagency Technical Advisory Committee meetings

Reports and presentation materials for RTC meetings

Agendas, notes and materials for meetings with representatives from local, regional and state entities

**Federally Eligible Task**

**Proposed Expenditure of Federal Funding**

Coordinate the implementation of the FAST Act and IIJA requirements as it relates to regional transportation planning and monitoring **0%**

**Previous Accomplishments**

In FY 2021-22, the SCCRTC held seven regular meetings of the interagency technical advisory committee (ITAC). In FY 2021-22, SCCRTC staff held several meetings with Santa Cruz Metro, AMBAG, TAMIC, San Benito COG, VTA, educational institutions, non-profits, local jurisdictions, the Air District, other regional agencies and Caltrans to discuss and implement coordination efforts. Through these meetings and related efforts, in FY 2020-21 and FY 2021-22, the RTC worked to disseminate information and assist with efforts to respond to the COVID-19 pandemic impacts to transportation including holding meetings via on-line mediums, the CTC's Interim Timely Use of Funds Policy and the federal CARES Act and IIJA. In response to the COVID-19 pandemic, the ITAC held all of its meetings beginning in March 2020 and through FY 2020-21 and FY 2021-22 via zoom.

Task	Description	Deliverable	Completion Date
1	Collect, process and transmit information on funding, plans and related activities to facilitate interagency communication (staff)	Phone calls, emails, and information materials	06/30/23

2	Meet quarterly with Caltrans to coordinate planning and programming activities and prepare materials for meetings (staff)	Teleconference, Agenda and meeting materials and action items	06/30/23
3	Coordinate on planning and programming with other agencies throughout the state through participation in the Regional Transportation Planning Agencies group, the Central Coast Coalition, the Rural Counties Task Force, the Self Help Counties Coalition, the Coast Rail Coordinating Council and the California Transportation Commission (staff and partner agencies)	Meeting participation, meeting notes, agendas	06/30/23
4	Participate in the MTP/SCS Steering Committee with AMBAG, TAMC, SBCOG, and transit agencies to coordinate Santa Cruz County efforts with those of other transportation planning agencies in the region (staff and partner agencies)	Agendas, materials, notes, communications and MTP/SCS	06/30/23
5	Participate in Santa Cruz METRO board meetings and Santa Cruz METRO/RTC management meetings and communicate with other agencies in the region, including Community Bridges and UCSC, to help ensure regional transit planning coordination (staff and partner agencies)	Agendas, materials, notes, communications and coordinated transit plans	06/30/23
6	Continue to coordinate with Caltrans, AMBAG and other partner agencies on improved planning for the movement of goods into, out of and through the region, including designation of Critical Urban/Rural Freight Corridors (staff and partner agencies)	Communications with partner agencies, meetings	06/30/23
7	Work with the City of Watsonville, Caltrans Aeronautics and other partner agencies to update and implement the master plan for the Watsonville airport to help ensure efficient access to and from the airport (staff and partner agencies)	Communications with partner agencies, meetings	06/30/23
8	Exchange information concerning transportation planning, and funding with local jurisdictions, Caltrans, AMBAG, Santa Cruz Metro, the Air District, UCSC, and other federal, state and local agencies (staff and partner agencies)	Meetings, phone calls, emails and information materials	06/30/23
9	Participate in, and prepare agendas, reports and materials for the Interagency Technical Advisory Committee (ITAC) to facilitate planning and programming coordination among all of the various transportation partners represented on the Committee - (staff, public works departments, planning departments, transit district, UCSC, Caltrans, AMBAG, Air District)	Five ITAC meetings, agendas and packets	06/30/23
10	Monitor and participate in efforts at the federal, state and local level related to reduction of VMT and other transportation planning and programming measures to reduce green house gases (GHG) and address global warming (staff)	Conference calls, meetings and notes	06/30/23
11	Monitor and participate in efforts at the federal, state and local level and with law enforcement agencies to address and improve the safety of the transportation system (staff and partner agencies)	Conference calls, meetings and notes	06/30/23
12	Prepare for and participate in meetings of the AMBAG Board as an ex-officio representative (staff)	Meetings and notes	06/30/23
13	Coordinate with business and community organizations, and task forces, including those who engage traditionally underrepresented communities, on transportation planning, and funding issues (staff and community organizations)	Presentations, phone calls, meetings and materials in Spanish	06/30/23
14	With the assistance of consultant services, stay informed on state and federal legislative, regulatory and budgetary changes and proposed changes affecting transportation to more effectively and efficiently coordinate current transportation activities with changing requirements - (staff, partner agencies and consultants)	Consultant reports, Staff reports and information materials	06/30/23
15	With the assistance of consultant services, communicate with legislative officials and others on the effective and efficient coordination of proposed legislative and budgetary changes with current transportation planning activities - (staff, partner agencies and consultants)	Phone calls, emails, letters and meetings	06/30/23
16	Continue to work with Interagency Technical Advisory Committee members and other transportation partners to cooperatively develop and pursue grant opportunities for transportation studies and development of transportation plan components and funding (staff and partner agencies)	Joint grant applications	06/30/23

17	Develop partnerships with local agencies responsible for land use decisions to facilitate coordination of transportation planning with land use, open space, job-housing balance, environmental constraints, and growth management; this includes intergovernmental review of CEQA documents and development plans in coordination with other agencies including Caltrans (staff and partner agencies)	Phone calls, emails, meetings, notes and information materials	06/30/23
18	Monitor and participate in efforts at the state and regional level to effectively implement the requirements of the FAST Act, the IJA and SB1-The Road Repair and Accountability Act of 2017, including federal rulemaking, guidelines and performance measure requirements (staff and partner agencies)	Phone calls, teleconferences, emails, notes and information materials	06/30/23
19	Participate in coordination of traveler information including quarterly meetings (staff and partner agencies)	Communications with partner agencies, meetings	06/30/23



**WORK ELEMENT NUMBER 113**

**Public Participation Program**

**Agency:** SCCRTC

**Project Manager:** Shannon Munz, Communications Specialist

**Total Budget:**

**\$72,500**

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2022-2023**

EXPENDITURES			REVENUE		
Category	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	60,000	0	Local	72,500	0
Services & Supplies	12,500	0			
<b>TOTAL</b>	<b>72,500</b>	<b>0</b>	<b>TOTAL</b>	<b>72,500</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

This work element includes public participation activities that support the overall public participation program of the SCCRTC but are not attributable to a specific project, program or activity. This includes general maintenance of the RTC website and social media outlets and responding to general inquiries regarding the SCCRTC.

**Project Product(s)**

Well functioning website and social media outlets and updated general postings, press releases, e-news, SCCRTC meeting highlights, year in review communicating notable accomplishments for the previous year; broadcasts of RTC meetings

**Previous Accomplishments**

In FY 2020-21, the SCCRTC initiated an update of its website platform to more current technology that offers more efficient maintenance and integration with social media outlets. The update to the website platform was completed in FY 2021-22. SCCRTC also initiated an update to the RTC's Title VI Civil Rights Program and Language Assistance Plan. The update to the Title VI Civil Rights Program and Language Assistance Plan was completed in FY 2021-22 after going through public outreach and presentation to the RTC's citizens advisory committees.

Task	Description	Deliverable	Completion Date
1	Provide information to and solicit information from the community at large regarding the general functions and duties of the RTC using the media, internet, advertisements, in-office and partner organization contact distribution mechanisms and presentations to local groups as a means to involve the public in the transportation planning process (staff)	Updated and functioning website	6/30/2023
2	Use print and electronic media to disseminate and solicit information to and from traditionally underrepresented populations (staff)	Bilingual print and electronic media	6/30/2023
3	Fully implement and updated as necessary the RTC's Title VI Civil Rights Program and Language Assistance Plan and fully investigate and monitor all Title VI complaints (staff)	Webpage, postings, agendas, forms and list of complaints and investigations	6/30/2023
4	Broadcast regular RTC meetings and public hearings countywide on Community TV (staff and Community TV)	Televised RTC meetings	6/30/2023
5	Utilize Spanish translation services during SCCRTC meetings, public workshops and public hearings (staff and consultants)	Translators at meetings	6/30/2023
6	Continue to provide outreach to the community regarding ways to improve safety as users of the transportation system (staff)	Bilingual print and electronic media and public presentations	6/30/2023

7	Work with Caltrans on enhanced public outreach for State Highway projects (staff and partner agencies)	Meeting materials, public events and presentations	6/30/2023
8	Publicize regional and state news items at the request of Caltrans, including lane closure reports and news releases (staff)	Webpage and social media postings, enews	6/30/2023
9	Work to include Native American tribes/bands (including non-federally recognized) within Santa Cruz County region in public participation outreach efforts (staff)	Print and electronic media including enews	6/30/2023



**WORK ELEMENT NUMBER 177**

**Freeway Service Patrol (FSP)**

**Agency:** SCCRTC

**Project Manager:** Amanda Marino, Transportation Planner

**Total Budget:**

\$473,779

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2022-2023**

**EXPENDITURES**

**REVENUE**

Category	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	86,500	0	Caltrans FSP	290,655	0
Services & Supplies	374,926	0	Measure D	183,124	0
To Reserves	12,353	0			0
<b>TOTAL</b>	<b>473,779</b>	<b>0</b>	<b>TOTAL</b>	<b>473,779</b>	<b>0</b>

**Project Description**

SCCRTC Freeway Service Patrol (FSP) operates on Highways 1 and 17 in Santa Cruz County to assist stranded or stalled motorists, and to remove collisions and freeway debris that cause episodic traffic congestion. SCCRTC works closely with Caltrans and California Highway Patrol to implement the program.

**Project Product(s)**

Freeway Service Patrol towing services, invoices, service contracts, funding agreements, service statistics and reports

**Other Task (Nonfederal)**

Implement county level Freeway Service Patrol

**Previous Accomplishments**

In FY 2020-21, the RTC conducted a procurement process for a new FSP tow service contract but no proposals were received seemingly due primarily to uncertainties associated with COVID-19. Therefore, RTC extended existing contracts. A new procurement process was conducted in FY 2021-22, which resulted in new tow service contracts that required significant negotiations due to increased costs. In FY 2018-19 and 2019-20, the RTC worked with the CHP and Caltrans to incorporate the new SB1 funds and Measure D funds into the program including funds available for services provided by the CHP.

Task	Description	Deliverables	Completion Date
1	Provide supplies as needed, monitor use, evaluate future program needs, and process invoices for payment of service from contractors (staff)	Tow truck service to motorists, invoices, purchase orders, statistics, and reports	06/30/23
2	Conduct quarterly training and informational meetings with Caltrans, CHP and tow operators and partner with TAMC for the quarterly trainings (staff and partner agencies)	Training sessions, agendas and materials	06/30/23
3	Continue to provide tow truck service to motorists through contracts with tow service providers and under supervision of the CHP (staff, contractor and CHP)	Tow truck service to motorists, contracts for service, logs and invoices	06/30/23
4	Represent the RTC at statewide oversight committee meetings to demonstrate effectiveness and to maintain and increase state funding for FSP program (staff)	Meeting participation, reports, presentations	06/30/23

5	Improve data collection techniques and enhance data gathering equipment to demonstrate effectiveness of program and improve truck tracking and vehicle dispatching capabilities (staff, partner agencies and contractor)	Data reports and analysis	06/30/23
6	Work with other freeway service programs within region to enhance the program's cost-effectiveness (staff and partner agencies)	Cost effectiveness analysis	06/30/23
7	Prepare Annual Report (staff)	Annual report and presentation	06/30/23
8	Continue to promote the program and increase awareness (staff)	Outreach materials in English and Spanish	06/30/23
9	Continue to implement and monitor the usage and effectiveness of FSP tow truck service in cooperation with CHP and Caltrans (staff and partner agencies)	Data reports and analysis	06/30/23
10	Coordinate FSP with neighboring counties (staff and partner agencies)	Phone calls, emails, letters and meetings	06/30/23
11	Consider revisions to FSP services based on analysis of usage and availability of funding (staff)	Analysis and reports	06/30/23
12	Maintain FSP data collection system and feed the data into the statewide FSP benefit/cost model to better reflect conditions of smaller FSP programs (staff and partner agencies)	Data reports and analysis	06/30/23
13	Investigate and pursue potential new funding sources for FSP programs (staff)	Phone calls, emails, letters and meetings	06/30/23

**WORK ELEMENT NUMBER 178**

**Service Authority for Freeway Emergencies (SAFE)**

**Agency:** SCCRTC

**Project Manager:** Amy Naranjo, Transportation Planner

**Total Budget:**

\$539,250

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2022-2023**

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	134,000	0	SAFE Funds	439,250	0
Services & Supplies	405,250	0	MTC Contribution	50,000	0
			Measure D	50,000	0
<b>TOTAL</b>	<b>539,250</b>	<b>0</b>	<b>TOTAL</b>	<b>539,250</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

The Santa Cruz County Service Authority for Freeway Emergencies (SAFE) operates the County's highway callbox system and works with the California Highway Patrol and Caltrans on motorist aid and highway safety projects and programs.

**Project Product(s)**

Service Authority for Freeway Emergencies call box system and extra CHP enforcement to reduce collisions

**Other Task (Nonfederal)**

Maintain and implement SAFE program and provide extra CHP enforcement

**Previous Accomplishments**

In FY 2020-21 and 2021-22, the RTC continued to see a reduction in the use of highway call boxes due to the ubiquity of cell phones. However, call boxes in more remote areas continue to be used so RTC has continued its focus to keep such call boxes operational while removing unused call boxes to ensure an effective efficient system. In recent years, partly due to rain, RTC and CHP have seen an increase in the number of collisions on Highway 17. Therefore, for FYs 2019-20, 2020-21 and 2021-22, the RTC increased the amount of funds going to the SAFE on 17 program to significantly increase the amount of CHP enforcement on Highway 17 and reduce collisions.

Task	Description	Deliverables	Completion Date
1	Continue to work with contractors to provide reliable and efficient call box facilities and services (staff and contractors)	Roadside call box service	06/30/23
2	Complete mobility and site improvements for call boxes as needed (staff and contractors)	ADA accessible call box sites	06/30/23
3	Track DMV collection of SAFE funds to ensure accurate revenue collection (staff)	Revenue history	06/30/23
4	Continue to work with the CalSAFE Committee to coordinate on statewide issues related to Call Box and motorist aid systems (staff and partner agencies)	Coordinated and consistent services	06/30/23
5	Work with other SAFE agencies in the region to solicit new contracts for call box implementation and maintenance services (staff and partner agencies)	Maintenance contract	06/30/23

6	Continue to administer enhanced CHP enforcement as part of the SAFE on 17 Program to reduce collisions and improve the safety of the transportation system (staff and CHP)	Enforcement data and reports	06/30/23
7	Continue the funding partnership with Metropolitan Transportation Commission (MTC) to ensure continuation of the enhanced CHP enforcement on Hwy 17 and work to match RTC funding by MTC (staff and MTC)	Funding agreement and invoices	06/30/23
8	Continue to monitor and track collision and safety issues on Highways 1 and 17 (staff and partner agencies)	Collision information	06/30/23
9	Coordinate with Caltrans, the County of Santa Cruz, and emergency services on disaster preparedness and evacuation planning (staff and partner agencies)	Communications with partner agencies and disaster and evacuation plans	06/30/23
10	Produce annual report for the Safe on 17 program and invoice MTC for funds (staff)	Annual report	06/30/23



**WORK ELEMENT NUMBER 179**

**Transportation Demand Management: Cruz511/Rideshare & Motorist Information**

**Agency:** SCCRTC

**Project Manager:** Amy Naranjo, Transportation Planner  
Amanda Marino, Transportation Planner

**Total Budget:** \$419,763

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2022-2023**

<b>EXPENDITURES</b>			<b>REVENUE</b>		
<b>Agency</b>	<b>Amount (\$)</b>	<b>Change</b>	<b>Source</b>	<b>Amount (\$)</b>	<b>Change</b>
Personnel	213,663	0	STBG & RSTPX	68,663	0
Services & Supplies	206,100	0	SAFE Funds	50,000	0
Reserves			Measure D	200,000	0
			Reserves & Interest	101,100	0
<b>TOTAL</b>	<b>419,763</b>	<b>0</b>	<b>TOTAL</b>	<b>419,763</b>	<b>0</b>

**Project Description**

Through Cruz511/Rideshare SCCRTC provides traveler information and direct services to Santa Cruz County residents, visitors and employers to encourage the use of sustainable transportation modes; increase vehicle occupancy through carpooling, vanpooling and riding the bus; eliminate vehicle trips through telecommuting and compressed work weeks; and implements other Transportation Demand Management (TDM) strategies. The TDM program establishes the strategies that result in more efficient use of available transportation resources. The program promotes sustainable transportation choices and implements programs that result in emission reduction, regional traffic congestion and delay mitigation, and reduction in vehicle trips and vehicle miles travelled. The work is done in coordination with the Transportation Agency for Monterey County, the Council of San Benito County Governments, the Association of Monterey Bay Area Governments, the Metropolitan Transportation commission for the San Francisco Bay Area, the Santa Cruz Metropolitan Transit District, the Santa Clara Valley Transportation Authority and the local cities.

**Project Product(s)**

Cruz511 Rideshare and Traveler Information Program and Go Santa Cruz County commute manager program

**Federally Eligible Task**

Promote sustainable transportation modes and choices region-wide through the coordination of incentives, promotional events, campaigns and information dissemination

**Previous Accomplishments**

Ride matching assistance; program/event promotion; regional coordination of TDM efforts; radio and TV interviews; newspaper articles and press releases; employer and college outreach; website development. In FY 2016-17 the RTC incorporated 511 traveler information services as part of its overall list of services under Cruz511.org that also includes rideshare services and TDM strategies. In FY 2016-17, SCCRTC completed the Cruz511 In Your Neighborhood pilot program, an individualized marketing and research program for Santa Cruz County that empowers solo-drivers to switch modes. Successful strategies developed through the pilot program were incorporated with other efforts. In FY 2018-19 the RTC partnered with the City of Santa Cruz to provide a Commute Manager program focusing travelers to the Downtown Santa Cruz area and the commute manager program began implementation in FY 2019-20. Due to the COVID-19 pandemic full implementation of the commute manager program was postponed and further implementation began toward the end of FY 2020-21 with full implementation in FY 2021-22 as Go Santa Cruz County.

<b>Task</b>	<b>Description</b>	<b>Deliverables</b>	<b>Completion Date</b>
-------------	--------------------	---------------------	------------------------

1	Update and maintain content and design of websites including the Cruz511 traveler information component (staff)	Updated Rideshare/Cruz511 Website & traveler information component	6/30/2023
2	Operate 429-POOL hotline and coordinate regional participation and access to the 511.org online ride matching system. Maintain online database of people interested in a ride match (staff)	Match lists, robust database	6/30/2023
3	Direct, monitor, and document media communications related to program's objectives and goals (staff)	Media releases, interviews, articles, etc.	6/30/2023
4	Assist employers in promoting multi-modal travel options and services through transportation fairs and on-site presentations (staff and employers)	Scatter maps, presentation materials, list of employers	6/30/2023
5	Develop and apply a consistent set of evaluation measures for TDM projects and programs (staff)	Improved evaluation tools	6/30/2023
6	Participate in transportation-related air quality and climate change activities including those related to implementing State and Federal Clean Air Acts and other legislation such as AB 32 and SB 375; this includes promoting the advancement of clean fuel vehicles (staff)	Promotional materials and handouts	6/30/2023
7	Promote VMT-reduction efforts through TDM strategies in partnership with other agencies, including for transportatin and development projects (staff and partner agencies)	Coordinated VMT reduction efforts	6/30/2023
8	Promote and facilitate access to existing park and ride Lots and plan for future park and ride facility needs (staff)	Improved park and ride facilities, signs, and agreements; usage counts	6/30/2023
9	Develop and maintain information on TDM initiatives in the community (staff and consultants)	Data on TDM programs	6/30/2023
10	Research most effective methods and strategies to meet program objectives (staff)	Information on other programs	6/30/2023
11	Coordinate with regional rideshare and transit service providers to promote transit services (staff and service providers)	Promotional materials and handouts	6/30/2023
12	Participate in periodic meetings of the Transportation and Air Quality Joint Marketing Committee (staff)	Agendas, notes and action items	6/30/2023
13	Participate in tri-county coordination of outreach campaigns - i.e. Rideshare Week (staff)	Agendas, notes and action items	6/30/2023
14	Prepare and conduct community outreach, education, and promotional materials and provide personalized ridematching services (staff and consultants)	Promotional materials and handouts	6/30/2023
15	After full launch of the commute manager program, Go Santa Cruz County, continue to implement and expand the program with implementation of UCSC's commuter manager for UCSC students and staff (staff, partner agencies and consultants)	commute manager website, promotional materials, ads, rewards program, Go Santa Cruz County, UCSE commuter manager	6/30/2023
16	Update Cruz 511 In Your Neighborhood promotional and information materials and continue to provide to the public to encourage use of alternative transportation modes (staff)	Updated Cruz 511 in Your Neighborhood materials	6/30/2022

**WORK ELEMENT NUMBER 413**

**SCC Climate Adaptation-Vulnerability Assessment and Transportation Priorities Report**

**Agency:** SCCRTC

**Project Manager:** Grace Blakeslee, Senior Transportation Planner  
 Brianna Goodman, Transportation Planner

**Total Budget:**

**\$230,000**

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2022-2023**

EXPENDITURES			REVENUE		
Category	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	110,000	0	Sust. Comm. Grant	190,000	0
Other	120,000	0	Local	40,000	0
<b>TOTAL</b>	<b>230,000</b>	<b>0</b>	<b>TOTAL</b>	<b>230,000</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

In partnership with the County of Santa Cruz develop a Climate Adaptation Vulnerability Assessment and Transportation Priorities Report for unincorporated Santa Cruz County roads and the Santa Cruz Branch Rail Line (SCBRL). Santa Cruz County (SCC) is experiencing the impacts of climate change, sea level rise, coastal erosion, extreme weather events and flooding, wildfires, and extreme temperatures on the county's transportation infrastructure. This project will build on previous efforts including the County Climate Action Strategy, Local Hazard Mitigation Plan, and Coastal Climate Change Vulnerability Report. The emphasis of the vulnerability assessment will be on identifying transportation infrastructure in the inland areas of the county as less work has been done in these areas and on the associated hazards such as wildfire and associated mud debris flows and extreme weather/flooding. The transportation projects that will be impacted by climate change will then be prioritized for actions to enhance resilience based on a set of metrics. This project will follow the Caltrans Climate Adaptation Framework utilized in the Climate Change Vulnerability Assessment Report and Climate Change Adaptation Priorities Report for District 5. This report is consistent with and will further statewide goals discussed in the 2021 Climate Action Plan for Transportation Infrastructure, the 2050 California Transportation Plan, Safeguarding California Plan, and the Caltrans Strategic Plan.

**Project Product(s)**

Climate adaptation vulnerability assessment  
 Transportation priorities list to address resiliency

**Federally Eligible Task**

**Proposed Expenditure of Federal Funding (PL/FTA 5303)**

Ensure resiliency of the transportation system

**0%**

**Previous Accomplishments**

The County developed a Climate Action Strategy (CAS) Plan in 2013 and updated their Local Hazard Mitigation Plan in 2021. In 2017, the Coastal Climate Change Vulnerability Report was prepared for the coastal zone of SCC. In 2021, RTC in partnership with the County of Santa Cruz prepared a submitted a sustainable planning grant application to Caltrans and was awarded the funds to produce this Climate Adaptation Vulnerability Assessment and Priorities Report.

Task	Description	Deliverable	Completion Date
1	Manage and administer the project according to the grant application guidelines, Regional Planning Handbook, and the executed grant contract (staff)	RTC-County agreement, invoices and project reports	04/30/25
2	Prepare request for proposals with scope of work and schedule and secure consultant (staff and partner agencies)	RFP and consultant contract	11/30/22

3	Develop and implement public and stakeholder engagement plan that includes engagement with disadvantaged communities and communities vulnerable to climate change as well as engagement in Spanish (staff and partner agencies)	Engagement plan, print and digital engagement materials, surveys, media releases, workshops, etc.	12/30/24
4	Identify the methodology for performing the vulnerability assessment, prioritization metrics, and project priority list.(staff, partner agencies and consultant)	Memorandum with detailed methodology	03/31/23
5	Perform vulnerability assessment to identify associated hazards to transportation infrastructure (staff, partner agencies and consultant)	Lists and maps of hazards and transportation infrastructure	12/30/23
6	Prioritize transportation projects for adaptation planning to enhance resiliency (staff, partner agencies and consultant)	Prioritization metrics, transportation assets priority list	06/30/24
7	Produce draft and final reports for public and stakeholder review and RTC consideration (staff, partner agencies and consultant)	draft report and final report	02/28/25

**WORK ELEMENT NUMBER 415**

**SCC Transportation Equity Action Plan**

**Agency:** SCCRTC

**Project Manager:** Rachel Moriconi, Senior Transportation Planner

**Total Budget:**

**\$165,000**

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2022-2023**

EXPENDITURES			REVENUE		
Category	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	90,000	0	Sust. Comm. Grant	132,000	0
Other	75,000	0	Local	33,000	0
<b>TOTAL</b>	<b>165,000</b>	<b>0</b>	<b>TOTAL</b>	<b>165,000</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

Development of a Santa Cruz County Transportation Equity Action Plan to advance racial, social, and environmental justice in Santa Cruz County through the development of more proactive public engagement practices, more equitable and anti-racist policies, project evaluation, planning, programs, investments, and implementation practices to ensure an accessible, affordable, safe, sustainable, innovative, and healthy transportation system for disadvantaged communities.

**Project Product(s)**

Transportation equity action plan for Santa Cruz County

**Federally Eligible Task**

**Proposed Expenditure of Federal Funding (PL/FTA 5303)**

Ensure inclusion of disadvantaged communities in transportation planning and project implementation

**0%**

**Previous Accomplishments**

In 2021, RTC in partnership with the County of Santa Cruz prepared a submitted a sustainable planning grant application to Caltrans and was awarded the funds to produce this Transportation Equity Action Plan for Santa Cruz County.

Task	Description	Deliverable	Completion Date
1	Manage and administer the project according to the grant application guidelines, Regional Planning Handbook, and the executed grant contract (staff)	RTC-Caltrans agreement, invoices and project reports	02/28/25
2	Prepare request for proposals with scope of work and schedule and secure consultant (staff and partner agencies)	RFP and consultant contract	10/30/22
3	Update the regional definition of disadvantaged communities using more detailed local data (staff, stakeholders and consultant)	Local definition for disadvantaged community	12/30/22
3	Develop and implement public engagement toolkit that ensures greater involvement of traditionally underserved and under-represented communities includes engagement in Spanish (staff and partner agencies)	Engagement toolkit, print and digital engagement materials, surveys, media releases, workshops, etc.	09/30/24

4	Develop equity performance metrics and accountability metrics and targets to evaluate local transportation plans, projects and services and progress towards equity (staff, partner agencies and consultant)	Metrics, goals and targets	02/28/23
5	Perform equity analysis of the existing transportation network, planned projects and services, and agency policies and procedures (staff, partner agencies and consultant)	Report of existing conditions	04/30/23
6	Develop equity training plan, conduct training and provide data, resources and technical assistance and build equity into the culture, values and daily operations of transportation entities (staff, partner agencies and consultant)	Training plan and materials and enhanced equity in transportation	02/28/24
7	Produce draft and final plans for public and stakeholder review and RTC consideration (staff, partner agencies and consultant)	draft report and final report	10/30/24



**WORK ELEMENT NUMBER 614**

**Bicycle and Pedestrian Planning**

**Agency:** SCCRTC

**Project Manager:** Thomas Travers, Transportation Planner  
Amanda Marino, Transportation Planner

**Total Budget:** \$303,000

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2022-2023**

EXPENDITURES			REVENUE		
Category	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	75,000	0	STIP	0	0
Contractual	228,000	0	Local	303,000	0
<b>TOTAL</b>	<b>303,000</b>	<b>0</b>	<b>TOTAL</b>	<b>303,000</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

The objective of this program is to ensure the development of a regional pedestrian and bicycle infrastructure as an integral part of the overall transportation system for the Santa Cruz County and the AMBAG region. This helps to ensure a better integrated and connected transportation system across modes and helps to ensure a safer transportation system for non-motorists. This work element includes working with cities and the county to develop, update and implement bicycle and pedestrian plans and active transportation plans and integrate active transportation planning in all transportation planning efforts, including project plans, corridor plans and studies, specific area plans, general plans, the regional transportation plan and the metropolitan transportation plan. Work with the Transportation Agency for Monterey County and AMBAG to ensure that the local active transportation planning efforts are the components that lead to a more robust and integrated active transportation infrastructure for the entire AMBAG region.

**Project Product(s)**

Bicycle Advisory Committee meetings and materials, updated bicycle plans and active transportation plans, coordinated and safer multimodal transportation system

**Federally Eligible Tasks**

**Proposed Expenditure of Federal Funding (PL/FTA 5303)**

Planning for a better developed and safer bicycle and pedestrian transportation network that is integrated with other modes and coordinated across the AMBAG region

**0%**

**Previous Accomplishments**

In FY 2019-20, 2020-21 and 2021-22, the Bicycle Committee reviewed and provided input on components of the 2045 Regional Transportation Plan, AMBAG's 2045 Metropolitan Transportation Plan and Sustainable Communities Strategy, the City of Watsonville Complete Streets Plan, the Santa Cruz County Draft Active Transportation Plan, and Transportation Development Act Claims. The Bicycle Committee is also involved in the development of the 2020 Regional Transportation Improvement Program and programming of various sources of state and federal funds. Therefore, the Bicycle Committee reviewed requests to the RTC for funding and provided recommendations. In addition, the Bicycle Committee and SCCRTC staff reviewed and provided comments on active transportation plans, including the Caltrans District 5 Active Transportation Plan. Through ad-hoc committees, the Committee examined and made recommendations on improvements for gap closures or other safety measures throughout the county, as well as assisting with bicycle safety observations conducted by the Health Services Agency. In response to the COVID-19 pandemic, the Bicycle Committee held all of its meetings beginning in March 2020 and thorough FY 2021-22 via zoom.

Step	Description	Deliverables	Completion Date
------	-------------	--------------	-----------------

1	Coordinate and provide staff support for SCCRTC's Bicycle Committee including the production of agendas, staff reports and minutes for six meetings per year. (staff)	Agendas, agenda packets, meetings and minutes	08/08/2022 10/10/2022 12/12/2022 02/13/2023 04/10/2023 06/12/2023
2	Work with the City of Santa Cruz, the University of California at Santa Cruz (UCSC) and other local jurisdictions to modify and update their Active Transportation Plans ensuring that federal and state requirements are met and that bicycle and pedestrian facilities are coordinated with other modes and facilities throughout the region. (staff and partner agencies)	Active Transportation Plans for Santa Cruz and UCSC and other local jurisdictions	06/30/23
3	Engage the public in bicycle and pedestrian transportation planning efforts including the Watsonville community through coordination with Jovenes Sanos, County of Santa Cruz Health Services Agency and other community groups (staff)	Meetings, presentations, and information materials in English and Spanish	06/30/23
4	Work with the local jurisdictions on implementation of their plans and policies to ensure that bicycle and pedestrian travel is adequately integrated and coordinated with other modes and across the region and with overall development to ensure a better integrated and safer multimodal transportation system and employment of a complete streets approach. (staff and partner agencies)	Bicycle and pedestrian transportation network consistent with approved general plans and bicycle plans	06/30/23
5	Pursue continued collection of bicycle count and mode split data (staff and partner agencies)	Bicycle counts and mode split data	06/30/23
6	Continue working with AMBAG in its efforts to improve the regional travel demand model to include a bicycle and active transportation component (staff and partner agencies)	Phone calls, emails, meetings, analysis of bicycle use data	06/30/23
7	Coordinate and participate with Caltrans on the implementation of the California Active Transportation Plan, Toward an Active California including the production of a statewide bicycle map and implementation and update of the District 5 Active Transportation Plan (staff and partner agencies)	Agendas, materials, communications and active, bike and pedestrian transportation plans	06/30/23
8	Coordinate with local, regional, state and federal agencies on bicycle and pedestrian planning and funding efforts (staff and partner agencies)	Phone calls, emails, meetings, and information materials	06/30/23
9	Work with the County of Santa Cruz, Caltrans, local community groups, businesses and the public on planning for improved bicycle and pedestrian access and facilities in the San Lorenzo Valley that is coordinated with the regional bicycle and pedestrian infrastructure and other transportation modes (staff and partner agencies)	Phone calls, emails and meetings	06/30/23
10	Work with the County of Santa Cruz, Caltrans and community groups on bicycle safety improvements including green bike lane treatments at select freeway interchanges throughout the county (staff and partner agencies)	Phone calls, emails and meetings	06/30/23

**WORK ELEMENT NUMBER 615**

**Bicycle and Pedestrian Projects and Programs**

**Agency:** SCCRTC

**Project Manager:** Grace Blakeslee, Senior Transportation Planner  
Brianna Godman, Transportation Planner

**Total Budget:** \$5,087,883

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2022-2023**

EXPENDITURES			REVENUE		
Category	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	565,000	0	RSTP Exchange	425,000	0
Contractual	4,522,883	0	Measure D	4,662,883	0
Other		0	Local	0	0
			Active Transp Program		0
<b>TOTAL</b>	<b>5,087,883</b>	<b>0</b>	<b>TOTAL</b>	<b>5,087,883</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

The objective of this program is to encourage a safer bicycle and pedestrian transportation network through the funding, support and implementation of bicycle and pedestrian safety and education programs and projects working in partnership with the Community Traffic Safety Coalition, Bike to Work, partner agencies, the local jurisdictions, the business community and the community at large. This work element also implements the master plan for the Monterey Bay Sanctuary Scenic Trail network and the countywide bike signage plan.

**Project Product(s)**

Improved awareness and expanded bicycle and pedestrian transportation facilities.

**Federally Eligible Tasks**

**Proposed Expenditure of Federal Funding (PL/FTA 5303)**

Coordinate and advance bicycle and pedestrian projects and programs in Santa Cruz County

**0%**

**Previous Accomplishments**

In FYs 2019-20, 2020-21 and 2021-22, the RTC continued implementation of the award-winning Monterey Bay Sanctuary Scenic Trail Network (and Coastal Rail Trail spine) as defined in the adopted Master Plan and secured federal, state and private grant funds for trail segments. In FY 2020-21 two segments of the Coastal Rail Trail opened to the public, one in the West Side of Santa Cruz and the other in Watsonville. In FY 2021-22 construction began on one additional segment. In 2016, Santa Cruz County voters passed measure D, which provides over \$100 million over 30 years for implementation of the MBSST Network Master Plan. In FY 2020-21, the RTC completed the right-of-way phase for the MBSST trail in the North Coast and in FY 2021-22 secured grant funds for Phase II of the North Coast trail so that both Phase I and Phase II can be constructed together saving money and time. In FY 2019-20, the RTC completed the implementation of the bike route signage plan with Active Transportation Program funding. In FY 2019-20 and 2020-21, working with Caltrans and the County of Santa Cruz, some pedestrian and bicycle improvements were made along the Highway 9 corridor after completion of the Highway 9 San Lorenzo Valley Complete Streets Plan.

Task	Description	Deliverables	Completion Date
1	Continue financial support of the Bike to Work/School program, and the Community Traffic Safety Coalition (CTSC) - (staff and consultants)	Bike week and Bike month; Work Plan implementation for bicycle and pedestrian safety education	06/30/23
2	Continue funding and promoting the bilingual bicycle and pedestrian safety education program (Ride N' Stride) at schools - (staff and consultant)	Approved allocations; safety trainings	06/30/23
3	Investigate and implement methods to reduce vehicle travel by expanding and enhancing bicycle and pedestrian facilities (staff)	Expanded bike and ped facilities	06/30/23

4	Continue to compile and update digitized bikeway information to be provided to the public as a roadway layer through the County's GIS webpage (staff and partner agencies)	Digitized map information	06/30/23
5	Continue outreach and administration of Bicycle Hazard and Pedestrian Access Reports to identify network deficiencies (staff and partner agencies)	Compiled reports	06/30/23
6	Continue working with the Elderly & Disabled Transportation Advisory Committee and its subcommittees to implement the findings of the report "Improving Safety and Accessibility of Sidewalks in Santa Cruz County" (staff)	Improvements to sidewalks	06/30/23
7	Expand the Bicycle Route Signage system in coordination with local jurisdictions, bicycle advocates and community members. Provide outreach to inform the community of the system and conduct bicycle counts to determine its impact on bicycling (staff and partner agencies)	Bike route signage system, outreach materials, bicycle counts	06/30/23
8	Implement the Monterey Bay Sanctuary Scenic Trail Network (and Coastal Rail Trail spine) project as defined in the adopted Master Plan; continue to apply for funding for additional rail trail segment implementation, coordinate with local jurisdictions and execute contracts, and develop overall guidelines and policies (staff and partner agencies)	Funding, implementation plans, guidelines, agreements and policies	06/30/23
9	Implement bicycle and pedestrian improvements in the San Lorenzo Valley working with partner agencies, especially the San Lorenzo Valley School District, the County of Santa Cruz and Caltrans (staff and partner agencies)	Bike and pedestrian improvements, agreements	06/30/23
10	Continue partnering with Caltrans on the production of PID documents that will lead to implementation of bicycle and pedestrian improvements in San Lorenzo Valley (staff and partner agencies)	Partnering agreements and PID documents	06/30/23
11	Continue updating and distributing the Santa Cruz County Bikeways Map (staff)	Updated bikeways map	06/30/23

**WORK ELEMENT NUMBER 621**

**Elderly & Disabled & Americans with Disabilities Act**

**Agency:** SCCRTC

**Project Manager:** Amanda Marino, Transportation Planner

**Total Budget:**

\$80,000

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2022-2023**

EXPENDITURES			REVENUE		
Category	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	80,000	0	Local	80,000	0
<b>TOTAL</b>	<b>80,000</b>	<b>0</b>	<b>TOTAL</b>	<b>80,000</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

To plan and coordinate the delivery of transportation services to the elderly and persons with disabilities, and to achieve economies of scale among human service and transportation agencies. Additionally, this work element identifies the transportation needs of traditionally underserved groups (elderly, persons with disabilities, persons of color, and low-income) and assesses the adequacy of the transportation system to meet those needs.

**Project Product(s)**

Agenda packets and minutes of the Elderly and Disabled Transportation Advisory Committee

Inclusion of transportation needs of elderly and disabled into transportation planning and programming efforts and documents

**Federally Eligible Task**

**Proposed Expenditure of Federal Funding (PL/FTA 5303)**

Administer and conduct Elderly and Disabled Transportation Advisory Committee meetings

0%

**Previous Accomplishments**

SCCRTC works with AMBAG and other regional and local partner agencies to update the Coordinated Public Transit Human Services Transportation Plan. SCCRTC holds E&D Transportation Advisory Committee meetings regularly to coordinate with public transit operators and social service providers. The RTC continues to work to implement the planning efforts of the report titled "Safe Paths of Travel: Projects, Results and Continuing Efforts". In FY's 2020-21 and 2021-22, the Committee, RTC and staff continued its extensive efforts to maintain Committee positions filled. The efforts were successful and resulted in filling 2 more positions on the committee and ensuring that already filled positions remained filled. In FY 2018-19, the RTC and the E&D TAC participated with AMBAG in the production of the Coordinated Public Transit-Human Services Transportation Plan for the Monterey Bay region and updated the guide to specialized transportation. In FY 2020-21 and 2021-22, the Committee provided input on components of the 2045 Regional Transportation Plan, AMBAG's 2045 Metropolitan Transportation Plan and Sustainable Communities Strategy, the RTC's Transit Corridor Alternatives Analysis and Transportation Development Act Claims. In response to the COVID-19 pandemic, the Bicycle Committee held all of its meetings beginning in March 2020 and thorough FY 2020-21 and FY 2021-22 via zoom.

Step	Description	Deliverables	Completion Date
1	Coordinate and provide staff support for SCCRTC's Elderly and Disabled Transportation Advisory Committee including the production of agendas, staff reports and minutes for six meetings per year (staff)	Agenda, agenda packet and minutes	06/30/23
2	Implement the accessible pedestrian planning program through the Pedestrian Safety Work Group (subcommittee)	Annual report summarizing activities	06/30/23

3	Continue to coordinate with local public, private, and non-profit entities involved in providing specialized transportation, including Community Bridges, the Volunteer Center, SCMTD and its Metro Advisory Committee (MAC) to ensure that all planning and programming at all levels in the region consider and incorporate the needs of the elderly, disabled and low income communities and is consistent with state plans and coordinated with the California Division of Rail and Mass Transportation (DRMT) (staff and partner agencies)	Phone calls, meetings, reports, presentations and improved planning and programming documents	06/30/23
4	Work with the E&D Transportation Advisory Committee to conduct outreach to the elderly, disabled and low income communities in the region on transportation needs to be included in RTP, MTP, RTIP, FTIP and other transportation planning and programming documents (staff)	Public meetings, outreach materials, reports and presentations	06/30/23
5	Update the Guide for Specialized Transportation and provide other public information materials on transportation planning and programming for specialized transportation (staff)	Updated public information materials	06/30/23
6	Review project plans to ensure consistency with Regional Transportation Plan policies for improved access to elderly and disabled individuals (staff)	Project summaries and comments	06/30/23
7	Work with AMBAG and other agencies to update the Coordinated Public Transit Human Service Transportation Plan, as needed (staff)	Updated plan	06/30/23



**WORK ELEMENT NUMBER 622**

**Transportation Planning for the Region**

**Agency:** SCCRTC

**Project Manager:** Amy Naranjo, Transportation Planner  
Grace Blakeslee, Senior Transportation Planner

**Total Budget:** **\$310,000**

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2022-2023**

EXPENDITURES			REVENUE		
Category	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	260,000	0	State RPA	75,077	0
Other	50,000	0	Local	234,923	0
<b>TOTAL</b>	<b>310,000</b>	<b>0</b>	<b>TOTAL</b>	<b>310,000</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

The focus of this work element is implementation of the existing transportation plans for the region - the 2045 Regional Transportation Plan (RTP) for Santa Cruz County and the 2045 Metropolitan Transportation Plan (MTP)/Sustainable Communities Strategy, which are scheduled to be approved in June 2022. This work element also includes modifications, updates and amendments that may be necessary to the existing plans and coordination with local and regional agencies for the production of the next set of transportation plans with a 2050 horizon year. Additionally, rules regarding regional transportation planning established by the federal transportation acts, will continue to be implemented. This work element also includes working with local jurisdictions to ensure that regional transportation policies and projects are included in local jurisdiction planning activities. Staff will also continue work on incorporating sustainability, resiliency and equity into all transportation planning documents and activities for the region.

**Project Product(s)**

Implementation of the 2045 RTP and 2045 MTP/SCS

Updates to the 2045 RTP and 2045 MTP/SCS to produce the 2050 RTP and 2050 MTP/SCS

**Federally Eligible Task**

**Proposed Expenditure of Federal Funding (PL/FTA 5303)**

Implement and update the Metropolitan Transportation Plan (MTP)

**0%**

**Previous Accomplishments**

In 2018, RTC worked with AMBAG and other agencies to complete the 2040 RTP and 2040 MTP/SCS including environmental review, project lists, funding projections, and sustainability analysis for the plans. Since then RTC, AMBAG and other agencies have been working to produce the 2045 RTP and 2045 MTP/SCS which are scheduled to be approved in June 2022. In FY 2018-19 and FY 2020-21, the RTC completed corridor planning documents such as the Unified Corridor Study, the Highway 9 San Lorenzo Valley Complete Streets Plan and the Transit Corridor Alternatives Analysis and Network Integration Plan. In FYs 2021-22, the RTC worked with AMBAG and other agencies to complete the funding forecast, project list, draft 2045 RTP and draft 2045 MTP/SCS along with the corresponding environmental review. develop a number of components of the 2045 RTP and 2045 MTP/SCS producing the policy element, financial element and action element and initiating environmental review. The documents are scheduled for approval in June 2022.

Task	Description	Deliverable	Completion Date
1	Work with other entities in the region on long-range transportation planning activities within the region, including timelines, public participation efforts, updated project costs and revenue estimates, environmental documentation, and other efforts that may produce economies of scale in the production of the next RTP and MTP/SCS, with a likely horizon year of 2050. (staff and partner agencies)	Components of RTP and MTP/SCS	06/30/23

2	Work with AMBAG, local jurisdictions, the public and other entities in the region to implement and advance the goals, policies, and targets of the 2045 RTP and 2045 MTP/SCS including safety improvements, VMT reduction and greenhouse gas emission reductions. Monitor performance of Santa Cruz County to advance sustainability targets where feasible given limited data availability. (staff and partner agencies)	Performance monitoring where feasible.	06/30/23
3	Implement a comprehensive public participation and outreach program for implementation of the 2045 MTP/SCS and 2045 RTP, and initiation of the next MTP/SCS and RTP, that may include public events, public meetings, printed materials, web site information, public surveying, bilingual outreach, Facebook posts, email distributions, media releases, radio, etc. (staff and partner agencies)	Outreach materials that may include email distributions, website updates, facebook posts, surveys, media releases, including outreach to Spanish speaking population.	06/30/23
4	Continue to work with AMBAG, Caltrans and local agencies to implement the RTP's and MTP's projects, policies, sustainability and safety goals through the various planning and capital improvement programming actions. (staff and partner agencies)	Programming documents that reflect MTP and RTP policies, goals and priorities	06/30/23
5	Working with local jurisdictions, AMBAG, and other partner agencies, identify and document transportation projects and programs required to meet regional and interregional goals, policies and targets including mobility, access, safety, maintenance, greenhouse gas emission reductions and VMT reduction, including development and implementation of a VMT mitigation banking program for Santa Cruz County. (staff and partner agencies)	Phone calls, emails, meetings, outreach materials, reduced VMT	06/30/23
6	Study potential new transportation revenue sources to decrease the funding shortfalls and help to implement the projects in the MTP and RTP, including vehicle registration fees and countywide development impact fee programs. (staff and partner agencies)	Analysis of revenue source options	06/30/23
7	Work with Caltrans and AMBAG on implementing regional planning and transportation safety requirements enacted through the federal transportation acts (staff and partner agencies)	Planning documents consistent with federal requirements	06/30/23
8	Apply the Sustainable Transportation Analysis and Rating System (STARS) process to the implementation and updates of the MTP and RTP to ensure a more sustainable transportation planning process. (staff)	STARS analysis of MTP and RTP	06/30/23
9	Ensure consistency between the MTP and RTP with other transportation planning documents in the region such as general plans, active transportation plans, climate action plans, etc. to ensure that all other planning documents that include transportation are consistent with the MTP. (staff and partner agencies)	Planning documents consistent with MTP and RTP	06/30/23
10	Ensure that projects proposed for federal, state or local funding are consistent with the MTP and RTP (staff and partner agencies)	Programming documents consistent with MTP and RTP	06/30/23
11	Work with Caltrans to evaluate projects in the Santa Cruz County pipeline to ensure project alignment with Climate Action Plan for Transportation Infrastructure (staff and partner agencies)	Programming documents and projects consistent with climate action plan	06/30/23
12	Work with Central Coast partner agencies on the production of the California Central Coast Sustainable Freight Study (staff and partner agencies)	Agendas, notes and sustainable freight study	06/30/23
13	Continue to participate in Caltrans system planning activities including the California Transportation Plan, Strategic Highway Safety Plan, California Freight Mobility Plan, Interregional Transportation Strategic Plan, District 5 System Management Plan, Transportation Concept Reports, Comprehensive Multimodal Corridor Plans, Ramp Metering Development Plan, US 101 Business Plan, and the Multi-modal, Operations, Non-SHOPP Transportation Equity Report (MONSTER), etc. (staff)	Regional and state planning documents coordinated with local plans	06/30/23

**WORK ELEMENT NUMBER 641**

**Transportation Improvement Programs (TIP)**

**Agency:** SCCRTC

**Project Manager:** Rachel Moriconi, Senior Transportation Planner

**Total Budget:**

**\$236,750**

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2022-2023**

**EXPENDITURES**

**REVENUE**

Category	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	215,000	0	State RPA	70,525	0
Contractual	21,750	0	STIP	123,000	0
			Local	43,225	0
<b>TOTAL</b>	<b>236,750</b>	<b>0</b>	<b>TOTAL</b>	<b>236,750</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

Note: Contractual work under this work element is paid for by local funds and is for assistance with the analysis of programming criteria or potential development of funding sources

**Project Description**

Administer and monitor federal aid funding programs whose projects are included in the Federal Transportation Improvement Program (FTIP), including programs identified in FAST Act and IIJA such as the Surface Transportation Block Grant Program (formerly RSTP) and Transportation Alternatives Program (TAP), Highway Safety Improvement Program (SB 1) including the Local Partnership Program (LPP,) Active Transportation Program (ATP) and Solutions for Congested Corridors Program (SCCP.) This includes the production, maintenance and amendments of programming documents required for federally funded and regionally significant projects. The work also includes assisting project sponsors with compliance of requirements to receive the funds and deliver the federally funded and regionally significant projects. This work element also includes leveraging federal funds to secure any required match and funding from other sources to deliver as many regionally significant transportation projects as possible. Produce and implement the Regional Transportation Improvement Program (RTIP) to secure State Transportation Improvement Program (STIP) funds for federally funded and regionally significant projects to ensure delivery of as many regionally significant projects as possible that are included in the Metropolitan Transportation Plan (MTP) and the Metropolitan Transportation Improvement Program (MTIP). Work with regional and state partners on appropriate implementation of the federal transportation act, FAST Act and IIJA, in California and the Road Repair and Accountability Act of 2017 (SB 1.)

**Project Product(s)**

- FY 2020/21 to FY 2023/24 Metropolitan Transportation Improvement Program (MTIP) updates and amendments
- Funding applications and decisions for Surface Transportation Block Grant Program funds and other funding sources
- Amendments to the 2022 Regional Transportation Improvement Program and State Transportation Improvement Program
- Initiation of the 2024 Regional Transportation Improvement Program and State Transportation Improvement Program

**Federally Eligible Task**

**Proposed Expenditure of Federal Funding (PL)**

Production and maintenance of the MTIP, RTIP and other programming documents to secure funding and delivery of federally funded and regionally significant projects.

**0%**

Implementation, administration and monitoring of federal aid funding programs

**Previous Accomplishments**

In FY 2016-17, the RTC programmed Surface Transportation Block Grant (STBG) for a variety of regionally significant projects. In FY 2017-18, the RTC programmed over \$22 million of federal and state funding to a variety of transportation projects, about 85% of which was available due to the passage of Senate Bill 1. In FY 2019-20 the RTC approved the 2020 Regional Transportation Improvement Program with a strategy to best address local road needs while positioning highway projects for the best opportunity to secure grant funds for construction. SCCRTC also assisted project sponsors in delivering federally funded projects. In FYs 2019-20, 2020-21 and 2021-22, RTC was engaged with partner agencies in efforts to address funding reductions resulting from the impacts of the COVID-19 pandemic and access funds from the federal and state efforts to assist local transportation agencies such as the CARES Act, CRRSAA and the American Rescue Plan. In FY 2012-22, the RTC implemented a consolidated funding plan to program funds from a variety of sources and produced the 2022 RTIP.

<b>Task</b>	<b>Description</b>	<b>Deliverables</b>	<b>Completion Date</b>
1	Prepare, amend and maintain the Regional Transportation Improvement Program (RTIP) to ensure full funding and delivery of projects in the MTP/SCS and MTIP (staff)	Materials including draft documents, final documents, amendments and timeline	06/30/23
2	Prepare applications and programming documents for Surface Transportation Block Grant (STBG) Program and State Transportation Improvement Program (STIP) funds (staff)	Application and timeline	06/30/23
3	Solicit and receive project applications for the Surface Transportation Block Grant Program and State Transportation Improvement Program (STIP) (staff)	Funding applications	06/30/23
4	Review and evaluate project proposals for the RTIP including their potential to improve safety of the transportation system; produce draft programming recommendations and program funds (staff)	Recommendations and staff reports and materials	06/30/23
5	Work with AMBAG to prepare amendments to the MTIP and any supporting programming documents such as the RTIP and STIP as needed (staff)	Materials for MTIP amendments	06/30/23
6	Coordinate with AMBAG, Caltrans and other entities as needed on all Federal Transportation Improvement Program (FTIP) amendments and amendments of other programming documents such as the Regional Transportation Improvement Program and the State Transportation Improvement Program (STIP) that impact the FTIP (staff and partner agencies)	FTIP amendments	06/30/23
7	Conduct planning and project activities (including corridor studies, project initiation documents and other transportation planning studies) to identify and develop candidate projects for the Federal Transportation Improvement Program (FTIP) and Regional Transportation Improvement Program (RTIP) (staff)	Planning studies	06/30/23
8	Monitor the state and federal transportation budgets and work with Caltrans and the California Transportation Commission on obtaining funding for federally funded and regionally significant projects included in the FTIP, STIP, RTIP, and MTP/RTP (staff and partner agencies)	State and federal transportation budget information materials and reports	06/30/23
9	Monitor federal actions with regard to federal transportation act reauthorization, implementation, extensions and appropriations to ensure full funding and delivery of projects in the MTP and MTIP (staff)	Materials and reports, teleconferences phone calls	06/30/23
10	Program funds for projects through federal and state funding programs that provide funding for regionally significant projects included in the MTIP such as the State Transportation Improvement Program (STIP) and the Surface Transportation Block Grant Program (staff)	Transportation improvement program documents	06/30/23
11	Monitor the implementation of STBG, STIP, HSIP, TAP, NHPP, HBP, Earmark, and other federally-funded projects, with an emphasis on project delivery, timely use of funds and compliance with all Federal and state laws and California Transportation Commission guidelines to ensure delivery of federally funded and regionally significant projects (staff)	Communications with project sponsors	06/30/23
12	Streamline delivery of qualifying and approved regionally significant projects, exchange federal RSTP/STBG funds for State funds through the State's STP Exchange program (staff)	Reports, resolutions, and agreements	06/30/23
13	Assist local agencies in filing and monitoring funding allocation requests (staff)	Allocation requests	06/30/23
14	Work with AMBAG and Caltrans to monitor both major and minor state highway projects and to fulfill project monitoring and project delivery responsibilities (staff and partner agencies)	Communications with partner agencies	06/30/23

15	Work with AMBAG, counterpart regional agencies, Caltrans and the California Transportation Commission (CTC) on the development of implementation policies and procedures for federal and state funding programs, including those under SB 1 (staff and partner agencies)	Improved funding procedures	06/30/23
16	Prepare state and federally-mandated information and reports for AMBAG, Caltrans, FHWA, and the CTC (staff)	Reports	06/30/23
17	Monitor development of performance measures as part of FAST Act IJJA implementation to maximize efficiency of implementation of the MTP and MTIP (staff)	Reports, communications with state and federal agencies	06/30/23
18	Implement a comprehensive public participation and outreach program for production of the various programming documents and funding decisions that includes public workshops, public meetings, printed materials, web site information, public surveying, segments of the Transportation Cafe television program, bilingual outreach, social media, media releases, radio, etc. (staff)	Outreach materials including materials in Spanish and to traditionally underrepresented communities	06/30/23
19	Work with local agencies, regional agencies, Caltrans and the California Transportation Commission to ensure full compliance with requirements of SB 1 funding sources and maximize the Santa Cruz County benefits from SB 1 funding (staff and partner agencies)	Communications with partner agencies	06/30/23

**WORK ELEMENT NUMBER 682**

**Santa Cruz Branch Rail Line**

**Agency:** SCCRTC

**Project Manager:** Luis Pavel Mendez, Deputy Director  
Sarah Christensen, Senior Transportation Engineer

**Total Budget:** \$2,604,772

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2022-2023**

<b>EXPENDITURES</b>			<b>REVENUE</b>		
<b>Category</b>	<b>Amount (\$)</b>	<b>Change</b>	<b>Source</b>	<b>Amount (\$)</b>	<b>Change</b>
Personnel	520,000	0	Measure D	2,126,000	0
Services & Supplies	1,693,760	0	Short Line RRIP	285,000	0
Unappropriated revenue	391,012		Local	83,772	0
			Reserves	110,000	0
<b>TOTAL</b>	<b>2,604,772</b>	<b>0</b>	<b>TOTAL</b>	<b>2,604,772</b>	<b>0</b>

**Project Description**

This work element involves management and development of the Santa Cruz Branch Rail Line right-of-way and planning for improved future uses. The Regional Transportation Commission, through partnership with a rail service operator has instituted seasonal recreational passenger rail service and will consider other recreational service possibilities. The development of bicycle and pedestrian paths using the right-of way adjacent to the rail line is shown within the bicycle pedestrian projects work element.

**Project Product(s)**

SCCRTC meeting materials; Implementation plans for recreational rail service; studies for potential rail and other transit service; agreements with operators; leases

**Other Task (nonfederal)**

Ownership and management of Santa Cruz Branch Rail Line right-of-way and infrastructure and its operation

**Previous Accomplishments**

In FY 2012-13, the SCCRTC purchased the Santa Cruz Branch Rail Line from Union Pacific and selected an operator for freight and recreational passenger service. Working with SCCRTC and the community, the rail operator provided tourist train service for the Christmas holiday until a major washout severed the rail line during the 2017 winter storms. In FY 2014-15, the RTC completed rehabilitation work on four bridges, including reconstruction of the La Selva Beach trestle. In FY 2016-17, a supermajority of Santa Cruz County voters approved Measure D, which provides funding for preservation of the rail infrastructure. In FY 2017-18, the RTC worked with the Federal Emergency Management Agency (FEMA) to initiate repairs for storm damage. In FY 2021-22, the RTC completed the 2017 storm damage repairs. In FY 2017-18, the RTC also worked to secure a new rail service operator for the Santa Cruz Branch Rail Line and implement a preventative maintenance program. In FY 2020-21, the RTC completed most of the storm damage repairs and secured a Short Line RR Improvement Program grant to make repairs to the railroad bridge over the Pajaro River.

<b>Task</b>	<b>Description</b>	<b>Deliverables</b>	<b>Completion Date</b>
1	Establish contracts and systems to effectively, efficiently and reliably operate the freight service, maintain the rail line and manage the ownership of the property (staff and consultants)	Service contracts, leases, property management policies	06/30/23
2	Investigate lease possibilities, update old leases and secure new leases (staff and consultants)	Updated leases	06/30/23

3	Coordinate operation of the Santa Cruz Branch Rail Line, including current and future uses, with operators, shippers, partner agencies and local jurisdictions (staff, partner agencies and consultants)	Operation agreements	06/30/23
4	Work with rail service operators on the development of additional recreational rail service throughout the entire rail line (staff)	Rail service plan and implementation	06/30/23
5	Seek planning grants funds for the production of feasibility studies and implementation plans for various types of passenger and transit service on the Santa Cruz Branch Rail Line; work done with grants from successful applications may be done under separate work elements. (staff)	Grant applications	06/30/23
6	Guide consultant and contractor work on the rehabilitation of structures and repair and maintenance of railroad infrastructure of the Santa Cruz Branch Rail Line in cooperation with the rail operator and local jurisdictions (staff and consultants)	Meetings, agendas, minutes, phone calls	06/30/23
7	Seek funding for other necessary improvements to the Santa Cruz Branch Rail Line in cooperation with the rail operator and other regional partners (staff and partner agencies)	Funding applications and requests	06/30/23
8	Continue to work with the Caltrans Division of Rail and Mass Transportation (DRMT) on any updates and implementation of the State Rail Plan and regional rail service efforts that could benefit Santa Cruz County travelers (staff and partner agencies)	Plan production materials and State Rail Plan	06/30/23
9	Continue to work with the Transportation Agency for Monterey County, the Coast Rail Coordinating Council, Caltrain, AMTRAK and Caltrans Division of Rail to support the establishment of a rail station at the Pajaro junction for any new or expanded rail passenger service on the coast mainline (staff and partner agencies)	Meetings, phone calls, email, reports, presentations	06/30/23



**WORK ELEMENT NUMBER 683**

**Highway and Roadway Planning (SCCRTC)**

**Agency:** SCCRTC

**Project Manager:** Rachel Moriconi, Senior Transportation Planner

**Total Budget:** \$125,000

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2022-2023**

EXPENDITURES			REVENUE		
Category	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	125,000	0	State RPA	104,981	0
Other		0	Local	20,019	0
<b>TOTAL</b>	<b>125,000</b>	<b>0</b>	<b>TOTAL</b>	<b>125,000</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

This work element is for the planning work necessary to maintain and improve the roadway and highway system for efficient movement of people and goods. The work includes participation and coordination with Caltrans on the State Highway Operations and Protection Program, Project Initiation Documents, and any other planning documents and efforts to improve the operation and safety of the state highway system. The work also includes participation with local jurisdictions and other partner agencies in their planning efforts to maintain and improve the operation and safety of the highway and roadway system and intersections of the system. This element also includes working with Caltrans, AMBAG and other regional agencies on the effective movement of goods into, out of and through Santa Cruz County.

**Project Product(s)**

- SR 1 Transportation Concept Report, Highway 17 Wildlife corridor planning, coordinated State Highway Operations and Protection Program (SHOPP),
- Transportation planning documents including PID's for Highway 1 in the North Coast and Highway 9 in San Lorenzo Valley
- MOU with partners for improvements to the San Lorenzo Valley schools campus on Highway 9
- Continued work with Caltrans, County, Santa Cruz METRO and the San Lorenzo Valley School District on collaboration and funding partnerships
- Improved operation, safety and mobility on the region's highway and roadway system

**Federally Eligible Task**

**Proposed Expenditure of Federal Funding (PL/FTA 5303)**

Work with Caltrans and local jurisdictions and other entities on planning for improved roadways and highways **0%**

**Previous Accomplishments**

Working with Caltrans and other local and regional partners, the Highway 17 Access Management Plan was completed and presented by Caltrans to the community and the RTC. A transportation concept report for State Route 1 was also completed. The RTC secured funding for Highway 17 Wildlife corridor through Measure D and the Land Trust of Santa Cruz County. Working with Caltrans and resource agencies a framework has been agreed to for necessary improvements on Highway 1 in the North Coast. In addition, funding was secured and agreements were established to produce a project initiation document for Highway 1 improvements in the North Coast at Scotts Creek, which was completed in FY 2021-22. The RTC has also entered into an advanced mitigation arrangement with resource agencies, which will help significantly with the planning, funding and development of local highway and roadway projects. Working with Caltrans, the County of Santa Cruz and the local community, the RTC completed the Highway 9 San Lorenzo Valley Complete Corridors Plan and partnered with Caltrans to produce a PID for some of the recommended improvements. In FY 2021-22, the RTC, Caltrans, County of Santa Cruz, Santa Cruz METRO, and San Lorenzo Unified School District entered into an MOU for a partnership to produce the SLV Schools Complex Circulation and Access Study to help identify improvements to and from Highway 9 and within the schools complex and a contract was secured to initiate the study.

Task	Description	Deliverables	Completion Dates
------	-------------	--------------	------------------

1	Proactively review Caltrans SHOPP projects for local and state partnership opportunities during PID development in order to implement multi-modal improvements needed in Santa Cruz County. This includes coordination with Caltrans and the Interagency Technical Advisory Committee at meetings and other communications means. (staff and partner agencies)	Communications with partner agencies and information materials, coordinated SHOPP	06/30/23
2	Work with partner agencies on preparation and update of regional road assessments to establish roadway funding needs and priorities for inclusion in programming documents. (staff and partner agencies)	Regional roads assessment and updates	06/30/23
3	Prepare public information materials in English and Spanish regarding highway and roadway needs and priorities and to communicate to decision makers and the public the need for funding these priorities. (staff)	Public information materials, reports and presentations	06/30/23
4	Work with Caltrans, the CHP and other transportation partners through the Traffic Operation Systems (TOS) Oversight Committee and Safe on 17 Task Force to identify safety, mobility and operations needs, priorities and improvements for inclusion in planning and programming documents. (staff and partner agencies)	Communications with partner agencies and meetings	06/30/23
5	Work with Caltrans and other partners to implement the State Route 17 Access Management Plan and communicate to the public the efforts and progress of implementation. (staff and partner agencies)	Inclusion of State Route 17 Access Management Plan elements in funding efforts, public outreach materials	06/30/23
6	Work with Caltrans, resource agencies and local partners to produce a plan, project initiation documents and environmental analysis to identify strategies that preserve and enhance the critical transportation link that is Highway 1 in the North Coast while preserving and enhancing the critical habitat in the region. (staff and partner agencies)	Meetings, communications, Feasibility Study, Modeling, and concept report	06/30/23
7	In cooperation with Caltrans and other regional partners, review and participate in the production of corridor studies to help ensure consistency with the Regional Transportation Plan (staff and partner agencies)	Meeting materials, communications and Concept Reports for state highways	06/30/23
8	Work with Caltrans, the County of Santa Cruz, and the public to identify and implement priorities for the Highway 9 Corridor	Meeting materials, communications and documentation of multimodal needs on SR9	06/30/23
9	Continue to work with Caltrans on collaboration and funding partnerships to implement complete streets improvements on Highway 9 (staff and partner agencies)	Funding applications and agreements	06/30/23
10	Work with Santa Cruz METRO and other local and regional agencies to implement the results of the Bus on Shoulders study and incorporate it into planning and programming efforts (staff and partner agencies)	Meeting materials, communications, and funding arrangements	06/30/23
11	Work with the California Traffic Control Devices Committee (CTCDC) on any necessary signage approvals to implement "Bus on Shoulder" improvements (staff)	Submittals to the CTCDC and CTCDC approval	06/30/23
12	Work with Caltrans and local agencies to develop and implement strategies of the Strategic Highway Safety Plan (SHSP) appropriate to Santa Cruz County and investigate the possibility of developing a dedicated transportation safety plan for Santa Cruz County (staff and partner agencies)	Safety strategies, communications and reports	06/30/23
13	Work with Caltrans, the Land Trust of Santa Cruz County and other transportation partners to develop plans for improved motorist safety and wildlife protection along Highways 1 and 17. (staff and partner agencies)	Meeting materials and communications with partner agencies.	06/30/23
14	Participate with Caltrans District 5 and District 4 and other partners on the production of a SR 17 Adaptation and Resiliency Plan (staff and partner agencies)	Meeting materials and communications with partner agencies and resiliency plan	06/30/23
15	Work with Caltrans, the CHP and other partner agencies to develop plans for necessary transportation improvements on Highways 129 and 152 (staff and partner agencies)	Meeting materials and communications with partner agencies.	06/30/23
16	Work with Caltrans, local and regional agencies to ensure that requirements of SB 1 for highway and roadway planning and improvement are fully met and well coordinated (staff and partner agencies)	Meeting materials and communications with partner agencies.	06/30/23

**WORK ELEMENT NUMBER 684**

**Highway 1 Corridor Investment Program (SCCRTC)**

**Agency:** SCCRTC

**Project Manager:** Sarah Christensen, Senior Transportation Engineer

**Total Budget:**

\$8,365,000

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2022-2023**

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	500,000	0	LPP	0	0
Services and supplies	7,865,000	0	STIP	1,100,000	0
			Measure D	7,165,000	0
			SB1-SCCP	100,000	0
<b>TOTAL</b>	<b>8,365,000</b>	<b>0</b>	<b>TOTAL</b>	<b>8,365,000</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

SCCRTC is responsible for tasks including the implementation of the Project Approval/ Environmental Documents (PA/ED) phase for the Highway 1 Corridor Investment Program, which includes HOV Lanes and bicycle and pedestrian crossings. Through this investment program, the SCCRTC will produce environmental documents with project level environmental review for auxiliary lanes and bus on shoulder projects between 41st Avenue and Freedom Boulevard with bicycle and pedestrian overcrossings as planned. As environmental review is completed for specific highway segments, the RTC will proceed to design and then construction of projects. Through every step the RTC will work with Caltrans and other partner agencies and secure funding to implement the projects.

**Project Product(s)**

Environmental documents for specific highway segments within the Highway 1 Corridor Investment Program to construct auxiliary lanes, bus on shoulder infrastructure and bicycle and pedestrian overcrossings; final design of specific highway segments and components; and construction of projects

**Other Task**

Project Approval/ Environmental Documents (PA/ED) for specific highway segments, final design documents and construction of projects

**Previous Accomplishments**

In FY 2018-19, the final environmental document for the Highway 1 Corridor Investment Program was completed and certified and the design phase for the Highway 1 41st to Soquel Auxiliary Lanes project was initiated. In addition, in FY 2016-17, a supermajority of Santa Cruz County voters approved Measure D, which will provide funding for highway projects. In FYs 2018-19 and 2019-20, the RTC began environmental documents for other segments of Highway 1 between 41st Avenue and Freedom Boulevard for auxiliary lanes and bus on shoulders and bicycle and pedestrian overcrossings. The RTC also entered into the appropriate cooperative agreements with Caltrans for these projects. In FY 2020-21, the RTC secured SB1 Solutions for Contested Corridor Program (SCCP) program funds Local Partnership Program (LPP) funds for construction of the Highway 1 41st Ave to Soquel Drive Auxiliary Lanes project.

Task	Description	Deliverables	Completion Date
1	Work with and support consultants, project development teams, Caltrans, local, and regional agencies on the completion of the design phase for the Highway 1 41st to Soquel auxiliary lanes with bus on shoulders project (staff, partner agencies and consultants)	Meetings, agendas, minutes	06/30/23

2	Guide the consultant work in cooperation with project partners to complete the preliminary design and environmental analysis on the Mar Vista Pedestrian/Bicycle Crossing of Highway 1 (staff, partner agencies and consultants)	Technical studies, preliminary design & environmental document	06/30/23
3	Guide the consultant work in cooperation with project partners to complete the preliminary design and environmental analysis for the Highway 1 Sate Park to Bay/Porter Auxiliary lanes with bus on shoulders project (staff, partner agencies and consultants)	Technical studies, preliminary design & environmental document	06/30/23
4	Guide the consultant work in cooperation with project partners to complete the preliminary design and environmental analysis for the Highway 1 Freedom Boulevard to Sate Park Drive Auxiliary lanes with bus on shoulders project (staff, partner agencies and consultants)	Technical studies, preliminary design & environmental document	06/30/23
5	Working with Santa Cruz METRO, Caltrans and other partners incorporate the necessary Bus on Shoulder features into the design of the auxiliary lanes projects (staff, partner agencies and consultants)	Technical studies, preliminary design & environmental document	06/30/23
6	Work with the California Traffic Control Devices Committee (CTCDC) on any necessary signage approvals to implement "Bus on Shoulder" improvements (staff)	Submittals to the CTCDC and CTCDC approval	06/30/23
7	Provide support and participate in the Project Development Team (staff)	Communication with team members	06/30/23
8	Coordinate with Caltrans and the consultant team to meet all funding and project reporting requirements and ensure designs and environmental documents meet state requirements. (staff and consultants)	Reports, invoices	06/30/23
9	Implement public outreach plans for the environmental documents and design including outreach to traditionally underrepresented communities (staff and consultants)	Public meetings, outreach materials in English and Spanish	06/30/23
10	Coordinate public outreach efforts with other RTC projects and other local and regional agencies, and respond to concerns from residents and businesses (staff and partner agencies)	Coordinated outreach, responses to public	06/30/23
11	Release requests for proposals and select consultants for various environmental review and design work activities (staff and consultants)	RFP's, consultant contracts	06/30/23

**WORK ELEMENT NUMBER 801**

**Measure D Implementation**

**Agency:** SCCRTC

**Project Manager:** Rachel Moriconi, Senior Transportation Planner  
Tracy New, Director of Finance and Budgets

**Total Budget:** \$26,874,560

**ESTIMATED EXPENDITURE AND ANTICIPATED REVENUE: FY 2022-2023**

EXPENDITURES			REVENUE		
Agency	Amount (\$)	Change	Source	Amount (\$)	Change
Personnel	761,347	0	Measure D	26,874,560	0
Services and supplies	48,500	0			
Apportionments	26,064,463	0			
Unappropriated	250	0			
<b>TOTAL</b>	<b>26,874,560</b>	<b>0</b>	<b>TOTAL</b>	<b>26,874,560</b>	<b>0</b>
			<b>% Federal</b>	<b>0%</b>	

**Project Description**

SCCRTC is responsible for implementing the local voter approved Measure D. This includes receiving funds from the 1/2-cent transactions and use tax and distributing those funds to the cities, the county, SC Metro and Community Bridges. The RTC will also program some of the Measure D funds to projects and be responsible to ensure that those projects get delivered in accordance with Measure D. The effort includes an oversight community to help account for the expenditure of funds consistent with the approved Measure D.

**Project Product(s)**

Agreements with local agencies and project sponsors, annual reports, audit reports, 5 year implementation plans and updates, 30-year implementation plan and updates

**Previous Accomplishments**

In FY 2016 the voters of Santa Cruz County approved Measure D, which raises about \$20 to \$25 million annually for a variety of transportation projects. In 2017 the RTC established the necessary agreements with the State Department of Tax and Fee Administration for implementation and collection of the approved tax. The RTC also established agreements with the cities, the county, SC METRO and Community Bridges for them to receive their share of the Measure D funds in accordance with the approved Measure D. The RTC established an oversight committee consistent with the approved measure and the committee issued its first public report in FY 2019-20 accounting for the expenditure of Measure D funds. The RTC also prepared 5-year programs of projects for each fiscal year and in FY 2019-20 completed its first strategic implementation plan for Measure D. In response to the anticipated revenue reductions due to the COVID-19 pandemic at the end of FY 2019-20, the RTC reduced Measure D revenue projections by about 20%. Revenues that began to flow due to the implementation of AB 147 the Marketplace Facilitator Act, nearly made up for the anticipated revenue reductions from the COVID-19 pandemic and all Measure D revenue recipients received more funds than anticipated. Measure D revenues are now above pre-pandemic levels.

Task	Description	Deliverables	Completion Date
1	Receive funds from State Department of Tax and Fee Administration, distribute the funds to local agencies and projects in accordance with Measure D and RTC policies and decisions (staff and partner agencies)	Payments received and issued	06/30/23
2	Produce estimates of overall funding available and the formula distributions to each category of projects and implementing entity (staff and consultants)	Fund estimates	06/30/23
3	Secure and manage consultant services to analyze funds receipts and produce reports and audit the use of the funds (staff and consultants)	Requests for proposals, contracts	06/30/23
4	Produce and implement outreach plan to inform voters on the use of Measure D funds (staff and partner agencies)	Public outreach plan, including Spanish outreach	06/30/23

5	Produce, maintain and update agreements with local agencies for funding allocations (staff and partner agencies)	Funding agreements	06/30/23
6	Produce and publish annual reports and audit reports per Measure D (staff and partner agencies)	Reports	06/30/23
7	Prepare and update 5-year and 30-year implementation plans consistent with the approved Measure D and the approved Expenditure Plan included in the measure (staff)	Implementation plans	06/30/23
8	Establish policies and guidelines and update them as necessary to ensure sound implementation of Measure D (staff)	Guidelines and policies	06/30/23
9	Establish, staff and maintain citizens oversight committee in accordance with Measure D (staff)	Oversight committee, agendas, minutes	06/30/23

### Fiscal Year 2022-23 SCCRTC Work Program Funding Summary

		State RPA	STIP	SB1-SCCP	Short Line RRIP	Local	Caltrans Freeway Service Patrol (FSP)	RTC SAFE	MTC SAFE	Sust. Comm. Grant	Measure D	RSTPX	TOTAL
<b>WE101</b>	Overall Work Program					45,000							<b>45,000</b>
<b>WE102</b>	TDA Administration					1,210,027							<b>1,210,027</b>
<b>WE112</b>	Transp. Plan Coord. & Interagency Liaison	86,417				134,933							<b>221,350</b>
<b>WE113</b>	Public Part. Program					72,500							<b>72,500</b>
<b>WE177</b>	Freeway Serv. Patrol					0	290,655				183,124		<b>473,779</b>
<b>WE178</b>	Service Authority for Freeway Emergencies							439,250	50,000		50,000		<b>539,250</b>
<b>WE179</b>	Cruz511/Rideshare					101,100		50,000			200,000	68,663	<b>419,763</b>
<b>WE413</b>	SCC Climate Adapt.-Vulnerability Assessmt.					40,000				190,000			<b>230,000</b>
<b>WE415</b>	Transportation Equity Action Plan for SCC					33,000				132,000			<b>165,000</b>
<b>WE614</b>	Bike/Ped Planning		0			303,000							<b>303,000</b>
<b>WE615</b>	Bike & Ped Projects					0				0	4,662,883	425,000	<b>5,087,883</b>
<b>WE621</b>	Elderly & Disabled & ADA					80,000							<b>80,000</b>
<b>WE622</b>	Transp. Planning for the Region	75,077				234,923							<b>310,000</b>
<b>WE641</b>	Transp. Imprvmt. Prgm.	70,525	123,000			43,225							<b>236,750</b>
<b>WE682</b>	Rail/Trail Authority				285,000	193,772					2,126,000		<b>2,604,772</b>
<b>WE683</b>	Highway and Roadway Planning	104,981				20,019							<b>125,000</b>
<b>WE684</b>	Highway 1 Corridor Investment Program		1,100,000	100,000							7,165,000		<b>8,365,000</b>
<b>WE801</b>	Measure D Implement.										26,874,560		<b>26,874,560</b>
<b>TOTAL</b>		<b>337,000</b>	<b>1,223,000</b>	<b>100,000</b>	<b>285,000</b>	<b>2,511,499</b>	<b>290,655</b>	<b>489,250</b>	<b>50,000</b>	<b>322,000</b>	<b>41,261,567</b>	<b>493,663</b>	<b>47,363,634</b>

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

<b>MONTH</b>	<b>FY20 - 21 ACTUAL REVENUE</b>	<b>FY21 - 22 ESTIMATE REVENUE</b>	<b>FY21 - 22 ACTUAL REVENUE</b>	<b>DIFFERENCE DIFFERENCE</b>	<b>DIFFERENCE AS % OF PROJECTION</b>	<b>CUMULATIVE % OF ACTUAL TO PROJECTION</b>
JULY	1,016,646	954,838	1,180,089	225,250	23.59%	123.59%
AUGUST	748,355	702,858	947,834	244,976	34.85%	128.37%
SEPTEMBER	932,896	876,180	1,008,451	132,271	15.10%	123.78%
OCTOBER	1,164,146	1,093,371	1,242,981	149,609	13.68%	120.73%
NOVEMBER	670,297	629,546	835,454	205,908	32.71%	122.51%
DECEMBER	866,405	813,731	1,015,997	202,266	24.86%	122.88%
JANUARY	898,170	843,565	990,616	147,051	17.43%	122.11%
FEBRUARY	1,074,000	1,008,706	1,080,393	71,687	7.11%	119.92%
MARCH	741,758	696,663	863,751	167,089	23.98%	120.29%
APRIL	891,479	837,281	894,620	57,338	6.85%	118.96%
MAY	821,015	771,101				
JUNE	908,248	853,031				
<b>TOTAL</b>	<b>10,733,415</b>	<b>10,080,871</b>	<b>10,060,186</b>	<b>1,603,447</b>	<b>15.91%</b>	<b>100%</b>

**Note:**

I:\FISCAL\TDA\MonthlyReceipts\FY2022\FY2022 TDA Receipts.xlsx\FY2022

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

KEY/OBJECT 729000/40186	RATE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	JANUARY	FEBRUARY	MARCH	APRIL	TOTAL	YEAR END	ADJUSTED
													ADJUSTMENT	TOTAL
GROSS		2,649,497.47	2,239,834.59	2,210,354.12	2,644,849.94	2,146,060.56	2,139,182.14	2,060,127.88	3,002,943.86	1,951,040.00	2,016,388.82	23,060,279.38	0.00	23,060,279.38
BOE FEES		-	(53,710.00)	-	-	(53,710.00)	-	-	(53,710.00)	-	-	(161,130.00)	-	(161,130.00)
<b>NET</b>		<b>2,649,497.47</b>	<b>2,186,124.59</b>	<b>2,210,354.12</b>	<b>2,644,849.94</b>	<b>2,092,350.56</b>	<b>2,139,182.14</b>	<b>2,060,127.88</b>	<b>2,949,233.86</b>	<b>1,951,040.00</b>	<b>2,016,388.82</b>	<b>22,899,149.38</b>	<b>0.00</b>	<b>22,899,149.38</b>
<b>ADMINISTRATION &amp; IMPLEMENTATION - 729100/75381</b>														
ADMINISTRATION - SALARIES & BENEFITS	1%	26,494.97	21,861.25	22,103.54	26,448.50	20,923.51	21,391.82	20,601.28	29,492.34	19,510.40	20,163.89	228,991.49	0.00	228,991.49
O/H ADMIN		24,110.43	19,893.73	20,114.22	24,068.13	26,154.38	26,739.78	25,751.60	36,865.42	24,388.00	25,204.86	253,290.56	0.00	253,290.56
SALARIES & O/H IMPELEM& OVERSIGHT		13,056.25	6,835.75	6,835.75	6,835.75	13,056.25	6,835.75	6,835.75	6,835.75	6,835.75	6,835.75	80,798.50	0.00	80,798.50
SERVICES & SUPPLIES		6,666.67	4,944.44	4,944.44	4,944.44	4,944.44	4,944.44	4,944.44	4,944.44	4,944.44	4,944.44	51,166.67	0.00	51,166.67
<b>Subtotal</b>		<b>70,328.32</b>	<b>53,535.17</b>	<b>53,997.96</b>	<b>62,296.83</b>	<b>65,078.58</b>	<b>59,911.79</b>	<b>58,133.07</b>	<b>78,137.96</b>	<b>55,678.59</b>	<b>57,148.94</b>	<b>614,247.22</b>	<b>0.00</b>	<b>614,247.22</b>
<b>TO DISTRIBUTE TO INVESTMENT CATEGORIES</b>		<b>2,579,169.15</b>	<b>2,132,589.42</b>	<b>2,156,356.16</b>	<b>2,582,553.11</b>	<b>2,027,271.98</b>	<b>2,079,270.35</b>	<b>2,001,994.81</b>	<b>2,871,095.90</b>	<b>1,895,361.41</b>	<b>1,959,239.88</b>	<b>22,284,902.16</b>	<b>-</b>	<b>22,284,902.16</b>
<b>1. NEIGHBORHOOD - 729200/75382</b>	<b>30%</b>	<b>773,750.75</b>	<b>639,776.82</b>	<b>646,906.85</b>	<b>774,765.93</b>	<b>608,181.59</b>	<b>623,781.10</b>	<b>600,598.44</b>	<b>861,328.77</b>	<b>568,608.42</b>	<b>587,771.96</b>	<b>6,685,470.65</b>	<b>-</b>	<b>6,685,470.65</b>
SLV \$R9	Fixed \$	27,777.78	27,777.78	27,777.78	27,777.78	27,777.78	27,777.78	27,777.78	27,777.78	27,777.78	27,777.78	277,777.78	0.00	277,777.78
HWY 17 Wildlife	Fixed \$	13,888.89	13,888.89	13,888.89	13,888.89	13,888.89	13,888.89	13,888.89	13,888.89	13,888.89	13,888.89	138,888.89	0.00	138,888.89
		<b>41,666.67</b>	<b>41,666.67</b>	<b>41,666.67</b>	<b>41,666.67</b>	<b>41,666.67</b>	<b>41,666.67</b>	<b>41,666.67</b>	<b>41,666.67</b>	<b>41,666.67</b>	<b>41,666.67</b>	<b>416,666.67</b>	<b>0.00</b>	<b>416,666.67</b>
City of Capitola - V100207	5.0878%	37,246.67	30,430.40	30,793.16	37,298.32	28,822.91	29,616.57	28,437.10	41,702.43	26,809.52	27,784.52	318,941.59	-	318,941.59
City of Santa Cruz - V110467	22.5429%	165,033.15	134,831.51	136,438.83	165,262.01	127,709.03	131,225.61	125,999.56	184,775.80	118,788.08	123,108.10	1,413,171.68	-	1,413,171.68
City of Scotts Valley - V102713	4.8626%	35,598.30	29,083.69	29,430.40	35,647.67	27,547.34	28,305.88	27,178.60	39,856.87	25,623.06	26,554.90	304,826.72	-	304,826.72
City of Watsonville - V1728	15.4078%	112,798.40	92,155.90	93,254.49	112,954.82	87,287.76	89,691.31	86,119.36	126,292.29	81,190.38	84,143.07	965,887.77	-	965,887.77
County of Santa Cruz	52.0989%	381,407.55	311,608.65	315,323.31	381,936.46	295,147.89	303,275.06	291,197.16	427,034.72	274,530.72	284,514.70	3,265,976.22	-	3,265,976.22
	<b>100%</b>	<b>732,084.08</b>	<b>598,110.16</b>	<b>605,240.18</b>	<b>733,099.27</b>	<b>566,514.93</b>	<b>582,114.44</b>	<b>558,931.78</b>	<b>819,662.10</b>	<b>526,941.76</b>	<b>546,105.30</b>	<b>6,268,803.98</b>	<b>0.00</b>	<b>6,268,803.98</b>
<b>2. HWY Corridors - 729300/75383</b>	<b>25%</b>	<b>644,792.29</b>	<b>533,147.35</b>	<b>539,089.04</b>	<b>645,638.28</b>	<b>506,817.99</b>	<b>519,817.59</b>	<b>500,498.70</b>	<b>717,773.98</b>	<b>473,840.35</b>	<b>489,809.97</b>	<b>5,571,225.54</b>	<b>-</b>	<b>5,571,225.54</b>
<b>3. TRANSIT/PARATRANSIT - 729400/75384</b>	<b>20%</b>	<b>515,833.83</b>	<b>426,517.88</b>	<b>431,271.23</b>	<b>516,510.62</b>	<b>405,454.40</b>	<b>415,854.07</b>	<b>400,398.96</b>	<b>574,219.18</b>	<b>379,072.28</b>	<b>391,847.98</b>	<b>4,456,980.43</b>	<b>-</b>	<b>4,456,980.43</b>
Santa Cruz Metro (SCMTD) 16%	80%	412,667.06	341,214.31	345,016.99	413,208.50	324,363.52	332,683.26	320,319.17	459,375.34	303,257.82	313,478.38	3,565,584.35	-	3,565,584.35
Community Bridges - V127587 - 4%	20%	103,166.77	85,303.58	86,254.25	103,302.12	81,090.88	83,170.81	80,079.79	114,843.84	75,814.46	78,369.60	891,396.09	-	891,396.09
<b>4. ACTIVE TRANSPORTATION - 729500/75385</b>	<b>17%</b>	<b>438,458.76</b>	<b>362,540.20</b>	<b>366,580.55</b>	<b>439,034.03</b>	<b>344,636.24</b>	<b>353,475.96</b>	<b>340,339.12</b>	<b>488,086.30</b>	<b>322,211.44</b>	<b>333,070.78</b>	<b>3,788,433.37</b>	<b>-</b>	<b>3,788,433.37</b>
<b>5. RAIL CORRIDOR - 729600/75386</b>	<b>8%</b>	<b>206,333.53</b>	<b>170,607.15</b>	<b>172,508.49</b>	<b>206,604.25</b>	<b>162,181.76</b>	<b>166,341.63</b>	<b>160,159.58</b>	<b>229,687.67</b>	<b>151,628.91</b>	<b>156,739.19</b>	<b>1,782,792.17</b>	<b>-</b>	<b>1,782,792.17</b>
<b>DISTRIBUTED TO INVESTMENT CATEGORIES</b>	<b>100%</b>	<b>2,579,169.15</b>	<b>2,132,589.42</b>	<b>2,156,356.16</b>	<b>2,582,553.11</b>	<b>2,027,271.98</b>	<b>2,079,270.35</b>	<b>2,001,994.81</b>	<b>2,871,095.90</b>	<b>1,895,361.41</b>	<b>1,959,239.88</b>	<b>22,284,902.16</b>	<b>-</b>	<b>22,284,902.16</b>
<b>TOTAL ADMIN &amp; IMPEM AND INVESTMENT CATEGORIES</b>		<b>2,649,497.47</b>	<b>2,186,124.59</b>	<b>2,210,354.12</b>	<b>2,644,849.94</b>	<b>2,092,350.56</b>	<b>2,139,182.14</b>	<b>2,060,127.88</b>	<b>2,949,233.86</b>	<b>1,951,040.00</b>	<b>2,016,388.82</b>	<b>22,899,149.38</b>	<b>0.00</b>	<b>22,899,149.38</b>

I:\FISCAL\Measure D\Deposits\FY2022\DUxxxxx RAH72042022 MD April 2022\RAH72042022 Measure D April 2022 FE affidavit.xlsx]CRForm

**TO:** Regional Transportation Commission  
**FROM:** Tracy New, Director of Finance and Budget  
**RE:** FY 2020-21 Fiscal Audit for the SCCRTC

---

## **RECOMMENDATIONS**

Staff recommends that the Regional Transportation Commission (RTC) accept the attached SCCRTC FY2020-21 audited financial statements.

---

## **BACKGROUND**

The Commission is required by state law to undergo an annual financial audit. Moss, Levy & Hartzheim, performed the FY2020-21 fiscal audit for the Commission; the same firm performed the audits of Transportation Development Act (TDA) funds of the City of Capitola, City of Watsonville, and City of Santa Cruz for their bike and pedestrian projects and pass-through claims on behalf of Community Bridges and the Volunteer Center. The Santa Cruz Metropolitan Transit District was audited by Brown Armstrong, CPAs. The audit is not required for these claimants who did not receive and/or spend TDA funds during the reporting period – County of Santa Cruz and City of Scotts Valley.

## **DISCUSSION**

The Commission received a clean opinion from the Auditor and no major concerns were raised which would require changes to the SCCRTC internal controls and accounting practices. The audit reports of the SCMTD are also unqualified. The reports are public documents and are available at the Commission's office and on the website. ([www.sccrtc.org](http://www.sccrtc.org)). Federal expenditures did meet the \$750,000 threshold; therefore, a Single Audit for FY2020-21 is required and will be on the June 2, 2022 RTC meeting agenda.

The significant highlights for FY2020-21 include:

1. The RTC received its fourth full year of Measure D revenues in FY2020-2021. Measure D cash receipts during FY2020-21 total \$24,675,262, representing an increase of 16.5% over FY2019-20 receipts of \$21,171,812.

2. TDA revenues were 10.2% higher at \$10,733,415 compared to FY2019-20 at \$9,738,939. This represents a change in the year-over-year growth rate from -4% in FY2019-2020 (compared to FY2018-2019) to 10.2% in FY2020-21 (compared to FY2019-2020) for a total of \$994,476 more in revenues (page 17).
3. The RTC has a \$1,648,576 Unrestricted Net Position deficit (Pages 11 and 20), due to continuing rise of unfunded pension and Other Post-Employment Benefits (OPEB) – insurance benefits (Pages 51-52). The Fund Statements, which are not on full accrual basis, show RTC in strong financial condition with a combined fund balance of \$4,894,651. The RTC pension plan is discussed in more detail in Note 7 starting on page 45 while the OPEB discussion is covered in Note 9 beginning on page 49. Each year, the RTC contributes more than the annual required contribution (ARC) to reduce the pension liability.
4. The Fiduciary Funds continue to carry a high cash balance due to unclaimed TDA and RSTPX allocations (Pages 15 and 32). The cash balances are \$11,316,730 and \$15,682,997 respectively in FY2020-21 and FY2019-20. These funds can only be used for intended purposes and cannot be spent for other RTC needs.
5. The following projects, which are discussed in detail starting on Page 4, commenced or continued in FY2020-21:
  - a. Monterey Bay Sanctuary Scenic Trail Network (and Coastal Rail Trail)
  - b. Regional Transportation Plan
  - c. Highway 1 Projects
    - 41<sup>st</sup> Avenue to Soquel Drive
    - State Park to Bay/Porter
    - Freedom to State Park
  - d. Rail Studies and Use of the Corridor
  - e. SR9 San Lorenzo Valley Complete Streets Corridor Transportation Plan
  - f. Highway 17 Wildlife Crossing

The Management Discussion & Analysis Section of the SCCRTC audit report contains extensive financial highlights with comparison to the prior fiscal year.

## SUMMARY

The FY2020-21 Commission's audit has been completed and is ready for review. Staff recommends that the Commission accept the audit report.

### Attachment:

1. FY2020-21 SCCRTC Fiscal Audit Report –*Full document available at:* <https://sccrtc.org/wp-content/uploads/2022/04/SCCRTC-2021.pdf>

\\RTCSERV2\Shared\RTC\TC2022\04\Consent Agenda\FY2021 RTC  
Audit\FY2021AuditStaffReport.docx

**SANTA CRUZ COUNTY REGIONAL  
TRANSPORTATION COMMISSION**

AUDIT REPORT  
June 30, 2021

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**TABLE OF CONTENTS**  
 June 30, 2021

---

**Financial Section**

Independent Auditors' Report ..... 1

Management's Discussion and Analysis..... 3

Basic Financial Statements:

    Government-wide Financial Statements:

        Statement of Net Position ..... 20

        Statement of Activities ..... 21

    Fund Financial Statements:

        Balance Sheet – Governmental Funds ..... 22

        Reconciliation of the Governmental  
         Funds Balance Sheet to the Statement of Net Position ..... 25

        Statement of Revenues, Expenditures, and Changes In Fund Balances -  
         Governmental Funds ..... 26

        Reconciliation of the Governmental Funds Statement of Revenues, Expenditures,  
         and Changes in Fund Balances to the Statement of Activities ..... 31

        Statement of Fiduciary Net Position– Fiduciary Funds ..... 32

        Statement of Changes in Fiduciary Net Position ..... 34

        Notes to Basic Financial Statements ..... 36

**Required Supplementary Information Section**

Budgetary Comparison Schedules:

    Administration and Planning Fund..... 55

    Rail/Trail Authority Fund..... 56

    Service Authority for Freeway Emergencies Fund..... 57

    Freeway Service Patrol Fund..... 58

    Highway 1 Program Fund ..... 59

    Highway 1 Auxiliary Lanes Fund ..... 60

    Cruz 511 Fund..... 61

    Active Transportation MBSST Fund..... 62

Schedule of Changes in the OPEB Liability and Related Ratios ..... 63

Schedule of OPEB Contributions..... 64

Schedule of Proportionate Share of Net Pension Liability..... 65

Schedule of Pension Contributions ..... 66

**Supplementary Information Section**

Independent Auditors' Report on Transportation Development Act Compliance..... 67

Independent Auditors' Report on Measure D Compliance..... 68

Schedules of Allocations and Expenditures:

    Local Transportation Fund..... 69

    State Transit Assistance Fund ..... 70

**FINANCIAL SECTION**

## INDEPENDENT AUDITORS' REPORT

Santa Cruz County Regional Transportation Commission  
Santa Cruz, California

### **Report on the Financial Statements**

We have audited the accompanying financial statements of the governmental activities, each major fund, and the aggregate remaining fund information of Santa Cruz County Regional Transportation Commission (the Commission) as of and for the fiscal year ended June 30, 2021, and the related notes to the financial statements, which collectively comprise the Commission's basic financial statements as listed in the table of contents.

### ***Management's Responsibility for the Financial Statements***

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

### ***Auditors' Responsibility***

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

### ***Opinions***

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, each major fund, and the aggregate remaining fund information of Santa Cruz County Regional Transportation Commission, as of June 30, 2021, and the respective changes in financial position thereof, for the fiscal year then ended in accordance with accounting principles generally accepted in the United States of America.

**Other Matters**

*Required Supplementary Information*

Accounting principles generally accepted in the United States of America require that the management’s discussion and analysis on pages 3 through 19, the budgetary information on pages 55 through 62, the schedule of changes in the OPEB liability and related ratios on page 63, the schedule of OPEB contributions on page 64, the schedule of proportionate share of net pension liability on page 65, and the schedule of pension contributions on page 66, be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management’s responses to our inquiries, of the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

*Supplementary Information*

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Commission’s basic financial statements. The schedules of allocations and expenditures are presented for purposes of additional analysis and is not a required part of the basic financial statements.

The schedules of allocations and expenditures are the responsibility of management and was derived from and is related directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the supplementary information section is fairly stated in all material respects in relating to the basic financial statements as a whole.

**Other Reporting Required by *Government Auditing Standards***

In accordance with *Government Auditing Standards*, we have also issued our report dated March 9, 2022, on our consideration of the Santa Cruz County Regional Transportation Commission’s internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Commission’s internal control over financial reporting and compliance.

*Moss, Kelly & Hartgen LLP*

Santa Maria, California

March 9, 2022

# **Management Discussion and Analysis Fiscal Year Ending June 30, 2021**

## **1. INTRODUCTION**

The Santa Cruz County Regional Transportation Commission (RTC) was established in 1972 under the provisions of the California Transportation Development Act (TDA) of 1971. In 1989, the RTC was established as the Service Authority for Freeway Emergencies under California Streets and Highways Code Sections 2550-2559. This allowed the RTC to provide highway call boxes, freeway service patrols and other motorist aid services to Santa Cruz County with funds collected from a \$1 vehicle registration fee on all cars registered in the County. In 2001, Section 67941 was added to the Government Code giving the RTC the power of eminent domain and the power to preserve, acquire, construct, improve, and oversee multimodal transportation projects and services on rail rights-of-way within Santa Cruz County. The RTC purchased the Santa Cruz Branch Rail Line in 2012 and contracts with an operator to provide freight and recreational rail service. The RTC is also the designated administrator and taxing authority for the Measure D ½-cent sales tax, which was approved by over two-thirds of Santa Cruz County voters in November 2016.

The RTC is governed by a Board of Directors composed of 12 members and one ex-officio member. The Board sets policies related to transportation planning, funding, projects, and programs throughout the county; delivers regional projects; and, for FY2020/21, oversaw 19 full and part-time employees representing 18 full-time equivalent positions.

## **2. MAJOR PROGRAMS**

The RTC sets priorities and secures funding for capital improvements to transportation infrastructure including highways, local roads, public transportation, rail, bicycle and pedestrian facilities; pursues and allocates funds for all elements of transportation; adopts policies to improve the regional transportation system; plans future projects and programs; and provides services to encourage the use of active and sustainable transportation modes, improve the safety and operation of the transportation system, and reduce vehicle emissions.

The RTC is the state-designated Regional Transportation Planning Agency (RTPA) for Santa Cruz County. As the RTPA for Santa Cruz County, the RTC is responsible for distributing Transportation Development Act funds raised through a 1/4-cent state sales tax, as well as selecting projects and programs to receive the county's formula shares of State Transit Assistance (STA) and Senate Bill 1 (SB1) State of Good Repair, State Transportation Improvement

Program (STIP), Surface Transportation Block Grant Program/Regional Surface Transportation Program Exchange (STBG/RSTPX), Low Carbon Transit Operations Program (LCTOP) and SB1 Local Partnership Program (LPP) funds. In 2021, the RTC was also responsible for selecting projects to receive formula shares of funds made available from the federal Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA). As the RTPA, the RTC is also responsible for developing both the state-mandated *Regional Transportation Plan (RTP)* and *Regional Transportation Improvement Program (RTIP)*. The RTC is required to meet numerous other state and federal requirements, to develop a variety of transportation system plans and to help ensure more efficient, effective, and resilient transportation systems.

The RTP is the long-range transportation planning document which identifies the region's goals, needs and potential funding sources over a 20+ year period. The RTP is updated every 4-5 years. A significant amount of time was spent during FY2020/21 updating the goals, targets, policies, the financial element, and the constrained/unconstrained project lists for inclusion in the 2045 RTP, which is scheduled for adoption in 2022. The last RTP was adopted in June 2018. The RTP includes sustainability targets and an evaluation of the transportation plan's ability to meet the targets. Project and funding information in the RTP is consistent with the California Transportation Commission's (CTC) RTP Guidelines and the SB 375-mandated Sustainable Communities Strategy prepared by the region's MPO, the Association of Monterey Bay Area Governments (AMBAG).

As certain state and federal funding becomes available, the RTC selects specific transportation projects to receive those funds and lists those selected projects in the Regional Transportation Improvement Program (RTIP), which covers a 5-year period. RSTPX funds and funds programmed to projects being implemented by the RTC are also included in RTC's annual budgets in the year in which expenditures are expected.

The RTC contributed and/or secured state and federal funds for local agencies for the following projects which were under construction or were implemented in FY2020/21 with the dollar amounts reflecting the RTC's contribution to the total project costs:

- Empire Grade Resurfacing: \$110,261 RSTPX
- Glen Arbor Road CAPE Seal (SR 9- Quail Hollow): \$400,000 RSTPX
- Hwy 17 to Soquel Corridor Resurfacing: \$1,348,000 RSTPX and \$800,000 STIP
- Pioneer-Varni Road Resurfacing: \$1,045,000 RSTPX
- Zayante Corridor Resurfacing: \$801,000 RSTPX and 950,000 STIP
- Aptos Creek Road Traffic Signal and the Soquel Drive Sidewalks and Bike Lanes: \$587,000 RSTPX
- Hwy 1 Cycle/Pedestrian Overcrossing at Mar Vista: \$82,000

- Hwy 1 Auxiliary Lanes & Bus on Shoulders: 41st Ave to Soquel Ave & Chanticleer Bike/Ped Bridge: \$1,640,000 HIP
- 38th Avenue Rehabilitation, Capitola: \$501,000 RSTPX
- Park Avenue Sidewalks, Capitola: \$198,000 TDA
- Pacific Ave Sidewalk, Santa Cruz: \$250,000 RSTPX
- Water Street Pavement Rehabilitations, Santa Cruz: \$417,000 RSTPX
- Hwy 1/9 Intersection Modifications, Santa Cruz: \$2,188,000 RSTPX and \$2,853,000 STIP
- Bluebonnet Sidewalk Improvements, Scotts Valley: \$100,000 RSTPX
- Scotts Valley Area Routes Chip Seal, Scotts Valley: \$832,000 STIP
- Segment 18 Rail Trail Ohlone Parkway to City Slough Trail Connection, Watsonville: \$338,000 TDA
- Freedom Boulevard Reconstruction, Watsonville: \$1,550,000 STIP
- Great Meadow Bike Path Safety Improvement, UCSC: \$546,000
- ParaCruz Van Replacements, Santa Cruz Metro: \$200,000
- ITS Equipment: Automatic Passenger Counter System and Real Time Bus Arrival/Departure Displays, Santa Cruz Metro: \$1,400,000 STIP
- BikeSmart & WalkSmart: \$50,000 RSTPX
- Bike Challenge+: \$200,000
- Bicycle Route Signage Countywide: \$149,000 RSTPX

### **Highway 1 Projects**

In FY2020/21, the RTC continued sponsorship and delivery of regionally significant projects on Highway 1 using Measure D, federal, and state funds. The RTC in partnership with Caltrans developed a program of multimodal projects to reduce congestion, improve safety, improve transit travel time and reliability of Santa Cruz METRO routes, and construct bicycle and pedestrian overcrossings to improve access and connectivity for active transportation users. Improvements include auxiliary lanes, a bus-on-shoulder facility, bridge replacements, and the construction of new bicycle and pedestrian overcrossings. There are currently three Highway 1 projects being developed to construct five sets of auxiliary lanes and a bus-on shoulder facility that stretches 7.5 miles and includes 4 new bicycle and pedestrian overcrossing and bike/ped improvements to a local roadway overcrossing. RTC received a \$107.2 Million grant for cycle 2 of the Solutions to Congested Corridors Program (SCCP) and Local Partnership Program (LPP), to fully fund the first two projects: auxiliary lanes and bus on shoulder improvements between Soquel Drive and State Park Drive interchanges, which includes bicycle and pedestrian overcrossings at Chanticleer Avenue and Mar Vista Drive.

#### Highway 1 – 41<sup>st</sup> to Soquel AUX Lane & BOS Project

This project includes one set of auxiliary with bus on shoulder improvements and a new bicycle and pedestrian overcrossing at Chanticleer Avenue. RTC is nearing completion of all pre-construction work, including final design, right-

of-way certification, and funding agreements. Caltrans is on schedule to advertise for construction bids in early 2022.

#### Highway 1 – State Park to Bay/Porter AUX Lane & BOS Project

This project includes one set of auxiliary lanes with bus on shoulder improvements and a new bicycle and pedestrian overcrossing at Mar Vista Drive. The project includes the replacement of the Capitola Avenue overcrossing, soundwalls, and retaining walls. The RTC completed the Environmental Impact Report/Environmental Assessment (EIR/EA) and started work on final design and right-of-way activities. The project is on schedule to complete all pre-construction work over the next two fiscal years with Caltrans advertising the project for construction bids in FY2022/23.

#### Highway 1 – Freedom to State Park AUX Lane & BOS Project

This project includes auxiliary lanes and bus-on-shoulder improvements and the construction of a 1.25-mile-long multiuse trail along the Santa Cruz Branch Rail Corridor (segment 12 of the Coastal Rail Trail). A professional engineering service agreement was entered into in the spring of 2020 for the preliminary engineering and environmental analysis of the project. RTC started work on the Environmental Impact Report/Environmental Assessment (EIR/EA), which is expected to be completed in the Spring of 2023. RTC is seeking grant funding for construction.

### **Rail Corridor Maintenance and Preservation**

RTC continued developing the storm damage repair projects along the branch line which were a result of the declared disaster from early 2017. RTC staff has been managing the consultant efforts and obtaining permits for the 7 storm damage repair projects and one debris removal project. In FY2020/21, RTC started construction work on five of the seven sites and the debris removal project, completing work on four sites. All 2017 storm damage repair work and debris removal is on schedule to be completed in FY2021/22.

The RTC continued the final design of the phase 1 bridge repairs along the branch line. RTC secured a Short line Railroad Program grant to repair the Pajaro River bridge located in Watsonville, with matching funds from Measure D Rail category funds and private sources. The project is scheduled to begin construction in FY2021/22.

In FY2020/21, the RTC completed emergency repairs to the railroad bridge at MP 4.87, making the bridge available to carry equipment for storm damage repairs further up the line. The RTC also completed plans, specifications and cost estimates for rial line right-of-way erosion repairs needed near Manresa State Beach. The RTC also continued vegetation control efforts through

various contracts which included tree trimming and removal, ground vegetation mowing and removal and spraying of herbicides not considered hazardous per federal standards. Work was also done to clear drainage ditches and culverts of vegetation, garbage and other debris, and to repair drainage ditch areas to improve water runoff and prevent damage to the rail line ROW and neighboring properties. In addition, work was done in cooperation with local jurisdictions and law enforcement to address encampments and remove graffiti.

### **Monterey Bay Sanctuary Scenic Trail Network (and Coastal Rail Trail)**

Implementation of segments of the Monterey Bay Sanctuary Scenic Trail (MBSST) Network (and Coastal Rail Trail) continued during FY2020/21. The Coastal Rail Trail 32-mile multi use bicycle and trail along the Santa Cruz Branch Rail Line is the spine of Santa Cruz County's larger Monterey Bay Sanctuary Scenic Trail (MBSST) Network, a system of trails providing connections to the coast from the San Mateo County line to the Monterey County Line. The RTC works with local jurisdictions to implement various segments of the trail. The RTC oversees all trail development activities.

#### MBSST Network Implementation

RTC staff provided oversight and technical assistance for implementation of the Monterey Bay Sanctuary Scenic Trail Network (MBSST). This included coordination with Caltrans, local jurisdictions and Central Federal Lands of the Federal Highways Administration who are implementing specific sections of the trail network.

#### Segment 7 - Phase 1

The City of Santa Cruz completed construction of the Rail Trail from Natural Bridges Drive to Bay Street/California Avenue (Phase 1), with the trail open for use in December 2020. Measure D funds were used as a match to other fund sources.

#### Segment 7 - Phase 2

The City of Santa Cruz continued working on the final design and prepared a successful Active Transportation Program (ATP) grant application in FY2020/21, using Measure D funds as a match, for construction of Phase 2, from Bay Street/California Avenue to the Santa Cruz Wharf. This section of trail is scheduled to start construction in spring 2022.

## North Coast Segment 5, Wilder Ranch-Davenport

In coordination with the SCCRTC, Federal Highway Administration Central Federal Lands Highway Division (FHWA-CFLHD) continued development of the 7.5-mile trail from Davenport to Wilder Ranch State Park. Work on preconstruction activities, including environmental, design, right-of-way and permitting, continued in FY2020/21. The 5.4-mile section from Wilder Ranch to Panther/Yellowbank Beach is fully funded for construction and expected to be ready to break ground in FY2022/23, pending the release of federal funds. In FY2020/21, the RTC also prepared grant applications for the remaining 2.1-mile section of the trail.

## Segments 8 & 9, Santa Cruz-Live Oak

The City of Santa Cruz, in partnership with the County of Santa Cruz and SCCRTC initiated technical studies to support preliminary design and environmental review of Segments 8 & 9 of the Coastal Rail Trail between the Santa Cruz Wharf and 17th Avenue (2.5 miles) in FY2020/21. Preliminary design and environmental review is funded by state and private funds. The city is pursuing grants, using Measure D funds as match, to fund construction.

## Segments 10 & 11, Live Oak to Seacliff/Aptos

In FY2020/21, the County of Santa Cruz, in partnership with the City of Capitola and SCCRTC, initiated technical studies to support preliminary environmental review and preliminary design of Segments 10 & 11 of the trail from 17th Ave to State Park Drive (4.7 miles) using Measure D funds.

## Segment 12, Aptos/Rio del Mar

Environmental review and preliminary design of Segment 12 of the Coastal Rail Trail was initiated between State Park Drive and Rio Del Mar Blvd. as part of the Highway 1 Freedom-State Park Auxiliary Lanes and Bus-on-Shoulder project by Caltrans in partnership with the SCCRTC. This section of trail includes bridges over Highway 1 and Soquel Drive connecting coastal neighborhoods and Aptos Village. RTC plans to pursue grants for construction.

## Segment 18, Watsonville

Construction of the trail between Ohlone Parkway and Watsonville Slough Trail (Phase 1) was completed in FY2020/21, with the official ribbon cutting in July 2021. Measure D expenditures for Segment 18 will be reflected in the FY2021/22 audit. The City of Watsonville continued design for Phase 2 of the trail, between Lee Road and Ohlone and between the Slough Trail and Walker Street.

## **SAFE and FSP**

The Service Authority for Freeway Emergencies (SAFE) annual budget provides funds for a number of programs including the Safe on 17 Program to maintain a reduced collision rate on Highway 17 by providing the resources for additional CHP enforcement officers. The funding is provided by the RTC SAFE (\$50,000) and the Metropolitan Transportation Commission (MTC) SAFE (\$50,000) programs. In FY2020/21, RTC SAFE allocated an additional \$50,000 annually for extra enforcement using Measure D Highway funds. In FY2020/21, CHP Santa Cruz provided 1,140 hours of extra enforcement on Highway 17, making use of all allocated and rollover funds for the year.

The SAFE program provides call boxes on Highways 1, 9, 17, 152, and 129 throughout the county and connects stranded motorists with assistance. Nearly 319 calls were placed from 45 call boxes in the county in FY2020/21. Cruz511, a 511 traveler information project (described in more detail in the next section), is also funded in part through the SAFE budget.

The RTC, serving as the SAFE agency in Santa Cruz County, operates the Freeway Service Patrol (FSP) program. The FSP program consists of roving tow trucks during commute and other high traffic periods looking for disabled vehicles or debris on designated highway segments. The FSP provides on-the-spot help to stranded motorists. The purpose of the FSP is to decrease traveler delay associated with non-recurrent congestion, improve safety, air quality, and reduce fuel consumption by rapidly clearing incidents. The FSP tow providers worked a total of 3,755 hours and provided approximately 1,706 assists in FY2020/21, with an average of 0.45 assists per hour. The FY2020/21 average benefit/cost ratio for the program is 3. In FY2020/21, the most frequent types of motorist aid provided by FSP include assistance with collisions, mechanical quick fixes, and flat tire repairs.

## **Cruz511 and Alternatives to Driving Alone**

Since 1979, the RTC has provided the community with a centralized resource for transportation information. Cruz511 is the umbrella brand under which all RTC traveler information services take place. While the programs' offerings have evolved over the years in response to changing needs and opportunities, the mainstay has been to provide tools, information, and encouragement to commuters about options for travel other than driving alone. These alternatives include carpooling, vanpooling, bicycling, walking, taking public transit and telecommuting. The program also assists employers, schools, and other organizations in developing travel programs for their employees and constituents.

In FY2020/21, the RTC, in partnership with the City of Santa Cruz, UCSC, Ecology Action, and other entities, launched "Go Santa Cruz County," a robust

demand management program, including an online commute manager and rewards platform with dynamic ride matching and trip planning. More than 500 participants registered during the months following the countywide expansion, joining the 1,000+ participants already enrolled in the downtown GO Santa Cruz pilot. Consultants assisted with creating marketing materials, employer marketing toolkit, program website ([www.gosantacruzcounty.org](http://www.gosantacruzcounty.org)), and social media content. Additionally, consultants assisted with employer outreach by engaging with major employers, onboarding new employers to the platform, and providing virtual commuter workshops to participants.

In FY2020/21 the RTC also continued to provide rideshare, transit, bicycle, traffic information, and county road and lane closure information to the public, primarily through the [www.Cruz511.org](http://www.Cruz511.org) website. Staff continued to provide traffic safety messaging and active transportation mapping resources to community members throughout the county. Cruz511 traveler information and rideshare resources were also updated due to the global COVID-19 health crisis and local wildfires in the fall of FY2020/21.

### **Rail Studies and Use of the Corridor**

In December 2015, the RTC completed a feasibility study of passenger rail service in the corridor. In early 2019, the RTC completed a unified corridor investment study, which included use of the rail corridor for passenger rail services and a bicycle and pedestrian path. In fiscal year 2019-20, the RTC began work on a Transit Corridor Alternatives Analysis and Rail Network Integration Study (TCAA/RNIS) for high-capacity public transit on the rail corridor. The RTC, in partnership with Santa Cruz Metropolitan Transit District (METRO), completed the TCAA/RNIS in February 2021. The TCAA/RNIS evaluated public transit investment options that provide an integrated transit network for Santa Cruz County utilizing all or part of the length of the Santa Cruz Branch Rail Line (SCBRL) as a dedicated transit facility. The TCAA/RNIS identified electric passenger rail as the preferred alternative for the SCBRL.

A performance-based planning approach based on a triple bottom line sustainability framework was used to assess various public transit options for the rail right-of-way. Agency partners, local and regional stakeholders and the general public had the opportunity to provide valuable input into the planning process at key milestones of the project. Input was solicited through open houses both in person and online during the pandemic. Input was received through email and RTC's online comment form. Meetings were held with the RTC Advisory Committees (Bike Committee, Elderly and Disabled Transportation Advisory Committee, and Interagency Technical Advisory Committee), and Partner Agencies to present information, answer questions and receive input on the project. This study was primarily funded by Measure D with a \$100,000 network integration grant from Caltrans.

A draft business plan was prepared, which identified the need for a new local funding source to leverage state and federal grant opportunities. The Commission did not adopt the business plan and did not provide direction for staff to seek funding for environmental review of an electric passenger rail project.

### **SR9 San Lorenzo Valley (SLV) Complete Streets Corridor Transportation Plan**

The RTC completed work on the Highway 9/San Lorenzo Valley (SLV) Complete Streets Corridor Plan in FY2018/19. Priorities identified in the plan improve safety for pedestrians, bicyclists and motorists; improve access to schools, businesses, residences, and transit; and improve traffic operations throughout this travel corridor.

In FY2019/20 RTC secured a Highway Safety Improvement Program (HSIP) grant to improve 5 existing pedestrian crossings of Highway 9. The 5 crossings were upgraded to include advanced warning signage for motorists, pedestrian activated rapid rectangular flashing beacons, and reflective pavement markings. RTC entered into a Cooperative Agreement with Caltrans to incorporate the 5 crossings into an existing Caltrans multi-County project for pedestrian crossings throughout Santa Cruz and Monterey Counties. The construction of these 5 crossings were completed in FY2020/21.

The RTC worked with Caltrans to prepare a Project Initiation Document (PID) for the complete streets elements identified in the plan, to be completed in early 2022. Work included coordination with Caltrans to develop the Complete Streets PID and coordinating the addition of complete streets elements into other Caltrans projects, community outreach, and stakeholder engagement. RTC began negotiations of a Memorandum of Understanding (MOU) with San Lorenzo Valley Unified School District, Caltrans, Santa Cruz Metro, and Santa Cruz County Department of Public Works to collaborate on solutions for multimodal access and circulation at the SLV Schools Complex in Felton.

## **3. FINANCIAL STATEMENTS**

The Basic Financial Statements consist of RTC Wide Financial Statements (Governmental funds only), Funds Financial Statements (Governmental and Fiduciary funds) and Notes to Financial Statements.

### **A. RTC Wide Financial Statements**

The RTC-wide statements (Statement of Net Position and the Statement of Activities) are on full accrual basis of accounting and consistent with the Government Accounting Standards Board (GASB) Statement 34 with the capital assets are capitalized, depreciated, and reported net of accumulated

depreciation on the Statement of Net Position (balance sheet). In addition, the expenses are recognized for accrued vacation and sick leaves (compensated absences) and the related outstanding balance is reflected in the liability section. In accordance with GASB Statement 75, the RTC Government-wide Financial Statements include the expenses, deferred outflows and deferred inflows of resources, and liabilities associated with Other Post-Employment Benefits (OPEB) as discussed in Note 9 of the report. The RTC adheres to GASB Statement 68 which requires the measurement and reporting of the pension liability; and pension is discussed in detail in Note 7 starting on page 45. The impact of GASB Statement 75 and GASB Statement 68 is the ever increasing Noncurrent (long-term) liability and decreasing Net Position.

#### B. Funds Financial Statements

The RTC had fifteen funds in FY 2020/21. There are eight governmental funds (pages 22 – 31) and seven fiduciary funds (pages 32 – 35).

The RTC uses the following fund balance classifications, which are in line with GASB Statement 54, Fund Balance Reporting and Governmental Fund Type Definitions:

1. Nonspendable Fund Balance
2. Restricted Fund Balance
3. Committed Fund Balance
4. Assigned Fund Balance
5. Unassigned Fund Balance (for the General Fund only)

Not all fund categories may be present in any one reporting year, and the current financial statements have just three: 1) Nonspendable, 2) Restricted, and 3) Unassigned.

## **4. FINANCIAL HIGHLIGHTS**

FY2020/21 is another year of major accomplishment, which included programming over \$21 million in local transportation funding thanks to Measure D, adding bus on shoulder elements to the final design to the 41st Avenue-Soquel Drive Auxiliary Lanes and Tier 1 Highway 1 corridor environmental document, prepare an Environmental Impact Report/Environmental Assessment (EIR/EA) for the auxiliary lanes and bus on shoulder improvements between State Park Drive and Freedom Boulevard interchanges, preparation for the implementation of MyCruz511 a web-based commuter management and rewards platform, work on the Highway 9/San Lorenzo Valley (SLV) Complete Streets Corridor Plan priorities including community outreach, and stakeholder engagement, and implementation of segments of the Monterey Bay Sanctuary Scenic Trail (MBSST) Network.

The implementation of Government Accounting Standards Board Statement

75 (GASB 75), Accounting and Financial Reporting for Postemployment Benefits Other Than Pensions and GASB Statement 68 Accounting and Financial Reporting for Pensions continue to have significant negative impact on Net Position of Government wide financial statements. The fund statements, however, show governmental funds in strong financial position.

## **Governmental Funds**

### **Net Position**

The Net Position is down \$992,579 to \$20,058,609 from \$21,051,188 in FY2020. While the combined fund balance is healthy at \$4,096,098 (page 23) the Net Position has a negative Unrestricted balance of \$1,618,731 (page 20) due to the continuing rise of pension and OPEB liabilities. While there are adequate current assets to finance current liabilities, noncurrent liability balance of \$5,259,162 cannot be fully covered. The ability to meet these long-term obligations depends mostly on the benefit plans offered and/or the funding strategies. The RTC has been making additional payments above normal costs and the minimum required payment for the Unfunded Actuarial Liability. The table below shows how the Noncurrent liabilities – OPEB (\$3,187,432), Compensated Absence (\$379,111), and Net Pension Liability (\$1,692,619), are depressing the Net Position when capital assets are excluded:

#### **UNRESTRICTED NET POSITION DEFICIT ANALYSIS**

	<u>FY2021</u>	<u>FY2020</u>
Current Assets (Cash & Receivables)*	14,758,379	9,171,991
Less:		
Restricted Fund Balance**	(1,811,327)	(2,765,058)
Current Liabilities (Net of D/T Other Funds)*	<u>(10,853,191)</u>	<u>(4,383,006)</u>
Unassigned Fund Balance**	2,093,861	2,023,927
Less Noncurrent Liabilities***	(5,259,162)	(4,726,944)
Add:		
Prepays*	190,910	78,895
Net Deferred Outflows & Inflows***	<u>1,355,660</u>	<u>1,014,347</u>
Unrestricted Net Position	(1,618,731)	(1,609,775)

\* Statement of Net Position page 20 - Governmental Fund Balance - pages 22-23

\*\* *Governmental Fund Balance* - pages 22-23

\*\*\* *Statement of Net Position* - page 20 or *Note 6, Long-term Liabilities* on page 45

### **Cash, Receivables, and Payables**

Cash and Investment balance shows an increase of \$592,584 to \$4,457,442 from \$5,050,026 (pages 22 – 23) on 6/30/2021. The RTC has adequate resources to meet its current obligations with a 1.5x current ratio. The current

liabilities have increased by \$6,470,185 mostly due to increases in Due to Other Agencies (\$2,249,856) and Due to Fiduciary Funds (\$5,235,270).

**Capital Assets**

Net capital assets totaled \$19,866,013 in FY2021. The non-depreciable capital assets value remained unchanged from FY2020 at \$19,848,411. The depreciable capital assets decreased by \$3,121 to \$17,602, the decrease is the depreciation expense (Page 45).

**Other Balance Sheet Highlights**

- Due From and Due To Other funds (\$294,747 each) consist of \$260,702 due to Administration and Planning from Rail; and \$34,045 due to Administration and Planning from Freeway Service Patrol (FSP).
- Unearned Revenue increased by \$27,975 to \$426,052. The Unearned Revenue balance in FY2021 is distributed as follows: \$ 141,076 LCTOP funds in Administration and Planning, \$125,000 RSTPX funds in Highway, \$70,000 RSTPX funds in Active Transportation/MBSST and \$89,976 RSTPX funds in Rail/Trail.

Condensed Balance Sheet of Governmental Funds

	6/30/2021	6/30/2020	Change
Cash	\$ 4,457,442	\$ 5,050,026	\$ (592,584)
Accounts Receivable and Due From	10,595,684	4,121,965	6,473,719
Prepaid Items	190,910	105,666	85,244
<b>Total Assets</b>	<b>\$ 15,244,036</b>	<b>\$ 9,277,657</b>	<b>\$ 5,966,379</b>
Accounts Payable and Due To	10,721,886	3,984,929	6,736,957
Unearned Revenue	426,052	398,077	27,975
<b>Total Liabilities</b>	<b>11,147,938</b>	<b>4,383,006</b>	<b>6,764,932</b>
Total Fund Balances	<b>4,096,098</b>	<b>4,894,651</b>	(798,553)
<b>Total Liabilities and Fund Balances</b>	<b>\$ 15,244,036</b>	<b>\$ 9,277,657</b>	<b>\$ 5,966,379</b>

**Revenues**

The combined governmental funds revenues are up \$11,484,819 to \$23,299,864. The table on the following page is a year to year revenue comparison:

### Revenues Comparison

	6/30/2021	6/30/2020	Change
RSTPX	\$ 3,640,802	\$ 297,226	\$ 3,343,576
Local Transportation Fund (TDA)	1,281,891	1,455,439	(173,548)
Measure D	9,669,516	4,957,639	4,711,877
CA Dept of Transp Grant - SB1	80,397	47,821	32,576
RPA (Admin & Planning)	290,120	297,482	(7,362)
LCTOP	-	151,529	(151,529)
Sust Transp Grant WCB	162,479	84,621	77,858
Sust Transp Grant CDFW	158,318	8,583	149,735
Calrans SHA Grant	58,568	-	58,568
Fed 5304 SR9	-	41,432	(41,432)
FEMA	3,879,384	456,457	3,422,927
Motor Vehicle Fees	261,721	252,191	9,530
Active Transportation Program	9,525	137,155	(127,630)
Aid From Other Governments	46,395	50,853	(4,458)
STIP	2,576,296	2,814,338	(238,042)
Local Partnership Program Grant	720,807	-	720,807
Caltrans Grant (FSP)	167,519	262,401	(94,882)
Land Trust	94,217	216,813	(122,596)
Interest, Lease, & Other	201,909	283,068	(81,159)
	<u>\$ 23,299,864</u>	<u>\$ 11,815,048</u>	<u>\$ 11,484,816</u>

There are three major funding sources with the State at 34%, Local at 49%, and Federal at 17% of all revenues. The local revenues (\$11,353,740) comprise 49% of revenues and consist of TDA funds (\$1,281,891); Motor Vehicle fees (\$261,721); Land Trust (\$94,217); MTC Safe for Safe on 17 (\$46,395); and Measure D (\$9,669,516).

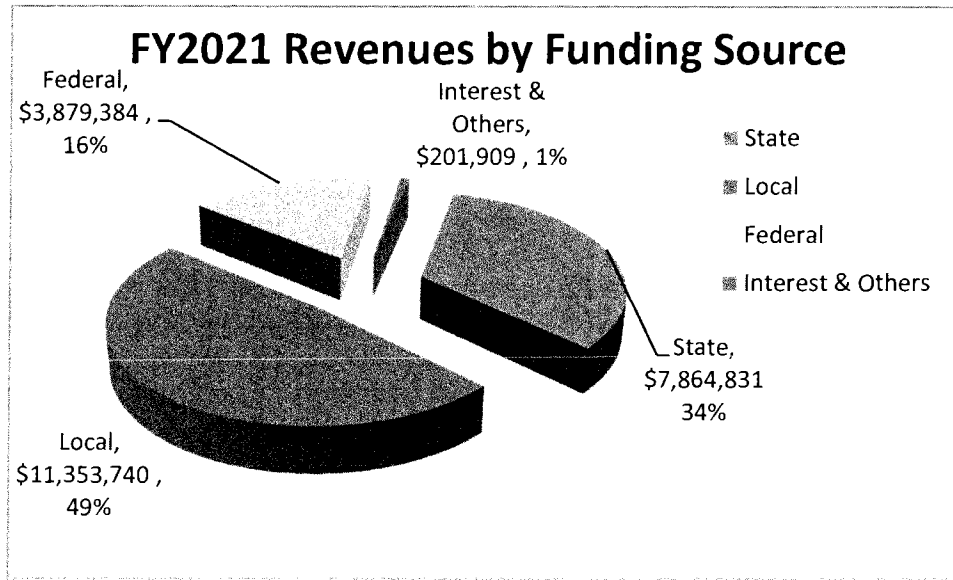
The funding sources comparative table and the graph (Figure 1) are presented below:

Table  
FY2021 Funding by Source

	FY2021		FY2020	
Local	\$ 11,353,740	49%	\$ 7,026,777	59%
State	7,864,831	34%	4,102,012	35%
Federal	3,879,384	16%	497,889	4%
Interest & Others	201,909	1%	188,370	2%
	<u>\$ 23,299,864</u>		<u>\$ 11,815,048</u>	

Figure 1

FY2021 Funding by Source



### **Expenditures**

- The expenditures are up \$13,047,036 to \$23,653,417; and major expenditures were for payroll (\$3,189,167); services and supplies (\$15,367,767; Transit Corridor Alternatives Analysis (\$233,105); Towing in FSP (\$307,873); Regional Conservation Investment Study (\$125,595); Scotts Creek Lagoon and Marsh Restoration Project (\$156,509); 2017 Storm Damage Repairs (\$3,940,438) and consultants in various funds.
- Payroll costs (\$3,189,167) are up 10% due to: fulfillment of a vacant position; work status change for staff; and higher insurance costs but they are \$240,079 (9%) below budget (\$3,429,246).
- Overall, costs are in line and in accordance with the budget.

### **Fiduciary Funds**

- With the passage of ½-cent sales tax Measure D in November 2016, there are now 7 fiduciary funds.
- The combined cash balance remains high and is up \$3,113,162 (8 %) to \$41,550,938 from a year ago due to unclaimed allocations; revenue growth; the unspent FY2021 Measure D proceeds (\$30,226,631); and the undistributed (unallocated) RSTPX (\$443,540) and TDA (\$886,493) funds. The undistributed RSTPX funds balance of \$7,436,293 includes \$3,469,338 received for FY 2021.

The unclaimed allocations by funding sources and claimants are presented below:

**UNCLAIMED TDA AND STP EXCHANGE ALLOCATIONS  
FY 2021 ENDING 6/30/2021**

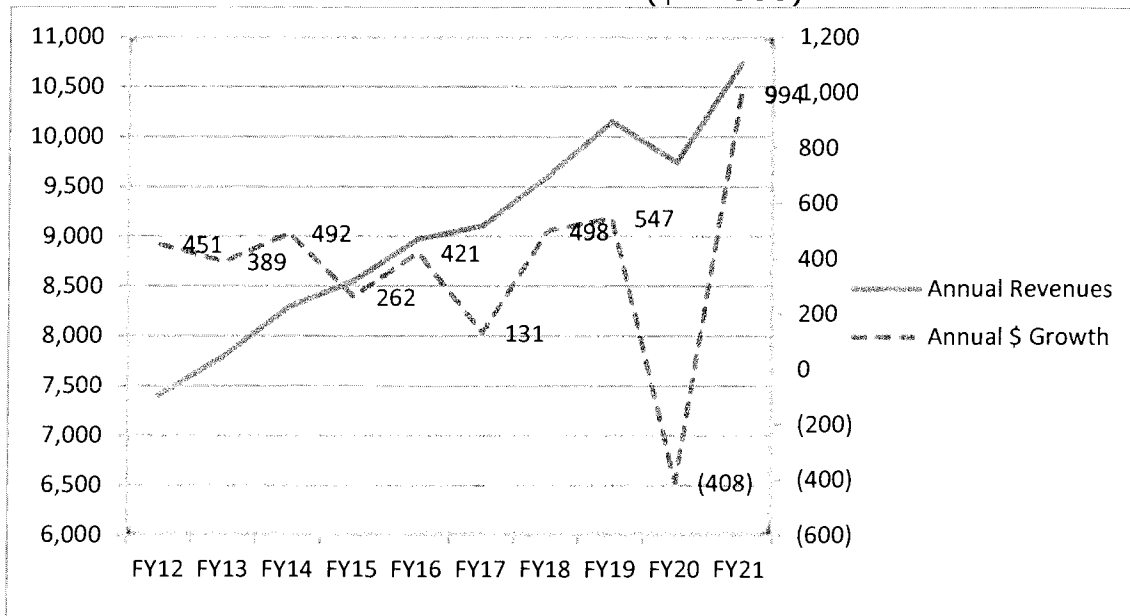
	Total	TDA	RSTP Exchange
County of Santa Cruz	\$ 7,273,082	\$ 968,448	\$ 6,304,634
City of Capitola	856,677	51,413	805,264
City of Santa Cruz	407,137	407,137	0
City of Scotts Valley	565,943	60,679	505,264
City of Watsonville	1,958,264	758,424	1,199,840
SCCRTC	330,025	0	330,025
Unallocated	<u>1,330,033</u>	<u>886,493</u>	<u>443,540</u>
<b>TOTAL ALLOCATED</b>	<b><u>\$12,721,161</u></b>	<b><u>\$3,132,594</u></b>	<b><u>\$9,588,567</u></b>

- The Net Position decreased by \$3,031,609 (7%) to \$47,289,202 due to Measure D revenues (\$24,675,262) which are offset by expenses and disbursements to claimants of \$21,112,188(pages 33-34).
- The STA (\$3,525,215) revenues decreased 26%.
- The financial report shows an increase in TDA of \$994,476 (10%) to \$10,733,415 from \$9,738,939 in FY2020. The TDA revenues set another record for growth since 2014 when comparing just July to June receipts. The TDA performance in the last ten years is shown on the following table and graph:

The TDA cash receipts performance over the last ten years

<u>Fiscal Year</u>	<u>Actual Receipts</u>	<u>(Change)</u>	
FY2012	\$ 7,407,427	\$ 451,368	6.5%
FY2013	7,796,002	388,575	5.2%
FY2014	8,287,590	491,588	6.3%
FY2015	8,549,340	261,750	3.2%
FY2016	8,970,056	420,716	4.9%
FY2017	9,101,315	131,259	1.5%
FY2018	9,599,732	498,417	5.5%
FY2019	10,147,019	547,287	5.7%
FY2020	9,738,939	(408,080)	-4.0%
FY2021	10,733,415	994,476	10.2%

Figure 2  
TDA Annual Revenues and Changes – Last Ten (10) Years  
FY2012 – FY2021 (\$ in 000)



*The graph is based on actual monthly receipts during the fiscal year, which goes from July to June, therefore these receipts may not agree to the audited TDA revenues, which include July and August receipts of the following fiscal year.*

The SCMTD receives 85.5% of all TDA allocated funds after the RTC share; and all of the STA funds with the exception of \$100,000 apportioned to Community Bridges Lift Line. The expenditure levels in the fiduciary funds are dependent on revenue fluctuations, the allocations, and the claims for disbursement.

## 5. CURRENT FINANCIAL ISSUES AND CONCERNS

Management has been able to control the discretionary expenses; however, continuing to secure new revenue sources to meet existing and increasing transportation needs continues to be a priority in FY2020/21. In November 2016, Santa Cruz County voters approved Measure D, a comprehensive transportation sales tax measure which will help address some of the backlog of local road, highway, and transit shortfalls, as well as leverage grants and fund priority transportation projects. The California legislature’s approval of Senate Bill 1 in April 2017 provided a degree of stability to transportation funding. Nonetheless these new fund sources have still not provided sufficient funds for all of the identified transportation needs, so the RTC will continue to work with agencies throughout the county and state to increase transportation funding and use existing funds efficiently.

Funding RTC core functions continues to be a challenge since the elimination of federal Planning (PL) funding in FY2016 and the severe reduction in other state and federal grant dollars. The *2018 Regional Transportation Plan*

identified a funding gap of over \$3.4 billion for transportation needs countywide through the year 2040, even with the Measure D ½ cent sales tax and SB1 revenues. The draft 2045 Regional Transportation Plan (RTP) identifies a funding gap of nearly \$5 billion. Part of what exacerbates the funding gap is the fact that construction costs have increased significantly and continue to increase.

Major RTC projects currently under development for which existing funding is insufficient to fully fund include the Highway 1 Corridor Investment program, the Monterey Bay Sanctuary Scenic Trail (MBBST) Network project, and rail projects. The RTC has identified smaller projects within the Highway 1 corridor which could be constructed incrementally as funds become available, including new auxiliary lanes and bicycle/pedestrian overcrossings. Throughout FY 2020/21, the RTC continues to implement the voter-approved investment plan for the Measure D sales tax measure. Measure D is estimated to raise approximately \$22 million per year over 30 years. The expenditure plan included in Measure D includes Neighborhood Projects such as local streets and roads, safety, bicycle and pedestrian, and school safety projects; Community Projects such as transit and paratransit projects; and Regional Projects such as Highways, Rail Trail and other transportation improvements on the rail corridor.

With the RTC purchase of the Santa Cruz Branch Rail Line and an agreement with a shortline railroad operator, freight service continues, and recreational passenger rail service was implemented. Unfortunately, the 2017 winter storms caused significant damage to portions of the rail line right-of-way.

The 2017 storm damage was caused by a federally declared disaster and considered eligible for Federal Emergency Management Agency (FEMA) reimbursement. The RTC continues to make progress on repairs but is still working with the FEMA on reimbursement. If full reimbursement from FEMA is not received, RTC will need to use other funding to pay for the repairs. Measure D-Rail funding and revenue generated from the SCBRL property are eligible fund sources to backfill any repair work not reimbursed by FEMA.

The RTC will also need to work to ensure that other repairs and continued maintenance and operation of the rail line can be funded by available funding, including any revenue generated by the freight service, recreational rail service, other leased uses of the real estate, and Measure D-Rail category funding. A Longer-term use of the rail corridor for passenger transit services will require capital and operation funding from other sources.

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**STATEMENT OF NET POSITION**  
**June 30, 2021**

---

	<u>Governmental Activities</u>
<b>ASSETS</b>	
Cash and investments	\$ 4,457,442
Receivables	10,290,071
Deposits held by others	10,866
Prepaid items	190,910
Capital assets:	
Nondepreciable	19,848,411
Depreciable, net	<u>17,602</u>
 Total assets	 <u>34,815,302</u>
<b>DEFERRED OUTFLOWS OF RESOURCES</b>	
Pensions	971,473
OPEB	<u>537,414</u>
 Total deferred outflows of resources	 <u>1,508,887</u>
<b>LIABILITIES</b>	
Accounts payable	8,046,149
Accrued expenses	131,134
Due to other agencies	2,249,856
Unearned revenue	426,052
Noncurrent liabilities:	
Compensated absences	379,111
OPEB liability	3,187,432
Net pension liability	<u>1,692,619</u>
 Total liabilities	 <u>16,112,353</u>
<b>DEFERRED INFLOWS OF RESOURCES</b>	
Pensions	100,615
OPEB	<u>52,612</u>
 Total deferred inflows of resources	 <u>153,227</u>
<b>NET POSITION</b>	
Net investment in capital assets	19,866,013
Restricted for programs	1,811,327
Unrestricted	<u>(1,618,731)</u>
 Total net position	 <u>\$ 20,058,609</u>

The accompanying notes are an integral part of this statement.

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**

**STATEMENT OF ACTIVITIES**

For the Fiscal Year Ended June 30, 2021

	Expenses	Program Revenues		Net (Expense)
	Charges for Services	Operating Contributions and Grants	Capital Contributions and Grants	Revenue and Changes in Net Position
Governmental activities:				
Transportation	\$ 23,847,443	\$ -	\$ 23,097,955	\$ -
Total governmental activities	<u>\$ 23,847,443</u>	<u>\$ -</u>	<u>\$ 23,097,955</u>	<u>\$ -</u>
General Revenues				
Investment income				94,223
Other				<u>107,686</u>
Total general revenues				<u>201,909</u>
Change in net position				<u>(547,579)</u>
Net position - beginning of fiscal year				21,051,188
Prior period adjustment				<u>(445,000)</u>
Net position - beginning of fiscal year - restated				<u>20,606,188</u>
Net position - end of fiscal year				<u>\$ 20,058,609</u>

The accompanying notes are an integral part of this statement.

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**GOVERNMENTAL FUNDS**  
**BALANCE SHEET**  
**June 30, 2021**

	Administration and Planning Fund	Rail/Trail Authority Fund	Service Authority for Freeway Emergencies Fund	Freeway Service Patrol Fund
<b>ASSETS</b>				
Cash and investments	\$ 1,769,890	\$ 752,593	\$ 494,924	\$ -
Accounts receivable		17,062		
Due from other agencies	510,409	3,900,964	66,781	197,465
Due from fiduciary funds	87,557	726,183	50,000	44,604
Due from other funds	294,747			
Deposits held by others	10,866			
Prepaid items	161,065			
	<u>579,608</u>	<u>5,257,131</u>	<u>36,468</u>	<u>89,376</u>
Total assets	<u>\$ 2,834,534</u>	<u>\$ 5,396,802</u>	<u>\$ 611,705</u>	<u>\$ 242,069</u>
<b>LIABILITIES AND FUND BALANCES</b>				
<b>Liabilities:</b>				
Accounts payable	\$ 221,434	\$ 857,736	\$ 3,760	\$ 30,327
Accrued payroll	131,134			
Unearned revenue	141,076	89,976		
Due to other agencies	85,964		32,708	25,004
Due to fiduciary funds		4,048,717		
Due to other funds		260,702		34,045
	<u>579,608</u>	<u>5,257,131</u>	<u>36,468</u>	<u>89,376</u>
Total liabilities	<u>579,608</u>	<u>5,257,131</u>	<u>36,468</u>	<u>89,376</u>
<b>Fund Balances:</b>				
Nonspendable:				
Prepaid items	161,065			
Deposits held by others	10,866			
Restricted:				
Transportation planning		139,671	575,237	152,693
Unassigned	2,082,995			
	<u>2,082,995</u>	<u>139,671</u>	<u>575,237</u>	<u>152,693</u>
Total fund balances	<u>2,254,926</u>	<u>139,671</u>	<u>575,237</u>	<u>152,693</u>
Total liabilities and fund balances	<u>\$ 2,834,534</u>	<u>\$ 5,396,802</u>	<u>\$ 611,705</u>	<u>\$ 242,069</u>

The accompanying notes are an integral part of this statement.

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**GOVERNMENTAL FUNDS**  
**BALANCE SHEET (CONTINUED)**  
**June 30, 2021**

	Highway 1 Program Fund	Highway 1 Auxiliary Fund	Cruz 511 Fund	Active Transportation MBSST Fund	Totals
<b>ASSETS</b>					
Cash and investments	\$ 160,502	\$ 697,193	\$ 435,759	\$ 146,581	\$ 4,457,442
Accounts receivable				49,006	66,068
Due from other agencies		1,691,904	41,340	40,000	6,448,863
Due from fiduciary funds		1,168,099	14,446	1,684,251	3,775,140
Due from other funds					294,747
Deposits held by others					10,866
Prepaid items			29,845		190,910
					<u>190,910</u>
Total assets	<u>\$ 160,502</u>	<u>\$ 3,557,196</u>	<u>\$ 521,390</u>	<u>\$ 1,919,838</u>	<u>\$ 15,244,036</u>
<b>LIABILITIES AND FUND BALANCES</b>					
<b>Liabilities:</b>					
Accounts payable	\$ -	\$ 1,295,847	\$ 14,446	\$ 387,329	\$ 2,810,879
Accrued payroll					131,134
Unearned revenue		125,000		70,000	426,052
Due to other agencies		788,140		1,318,040	2,249,856
Due to fiduciary funds		1,183,390		3,163	5,235,270
Due to other funds					294,747
					<u>294,747</u>
Total liabilities		<u>3,392,377</u>	<u>14,446</u>	<u>1,778,532</u>	<u>11,147,938</u>
<b>Fund Balances:</b>					
Nonspendable:					
Prepaid items			29,845		190,910
Deposits held by others					10,866
Restricted:					
Transportation planning	160,502	164,819	477,099	141,306	1,811,327
Unassigned					2,082,995
					<u>2,082,995</u>
Total fund balances	<u>160,502</u>	<u>164,819</u>	<u>506,944</u>	<u>141,306</u>	<u>4,096,098</u>
Total liabilities and fund balances	<u>\$ 160,502</u>	<u>\$ 3,557,196</u>	<u>\$ 521,390</u>	<u>\$ 1,919,838</u>	<u>\$ 15,244,036</u>

**This page intentionally left blank.**

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**RECONCILIATION OF THE GOVERNMENTAL**  
**FUNDS BALANCE SHEET**  
**TO THE STATEMENT OF NET POSITION**  
**June 30, 2021**

---

Total Fund Balances - Governmental Funds \$ 4,096,098

Amounts reported for governmental activities in the statement of net position are different because:

In governmental funds, only current assets are reported. In the statement of net position, all assets are reported, including capital assets and accumulated depreciation.

Capital assets at historical cost	\$	20,020,822	
Accumulated depreciation		<u>(154,809)</u>	
Net			19,866,013

In governmental funds, only current liabilities are reported. In the statement of net position, all liabilities, including long-term liabilities, are reported. Long-term liabilities relating to governmental activities consist of:

Compensated absences	\$	379,111	
OPEB liability		3,187,432	
Net pension liability		<u>1,692,619</u>	
Total			(5,259,162)

Deferred outflows and inflows of resources: In governmental funds, deferred outflows and inflows of resources are not reported because they are applicable to future periods. In the statement of net position, deferred outflows and inflows of resources are reported.

Deferred inflows of resources relating to pensions	\$	(100,615)	
Deferred inflows of resources relating to OPEB		(52,612)	
Deferred outflows of resources relating to OPEB		537,414	
Deferred outflows of resources relating to pensions		<u>971,473</u>	
			<u>1,355,660</u>

Total Net Position - Governmental Activities \$ 20,058,609

The accompanying notes are an integral part of this statement.

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**GOVERNMENTAL FUNDS**  
**STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES**  
**For the Fiscal Year Ended June 30, 2021**

	Administration and Planning Fund	Rail/Trail Authority Fund	Service Authority for Freeway Emergencies Fund	Freeway Service Patrol Fund
<b>Revenues</b>				
Local Transportation Funds	\$ 1,281,891	\$ -	\$ -	\$ -
Motor vehicle fees			261,721	
California Department of Transportation Grant - SB1				80,397
RSTP Exchange Funds	182,709	3,138,093		
State Planning, Programming and Monitoring Funds	82,265			
Local Partnership Program Grant Caltrans Grant (FSP)				167,519
State Rural Planning Assistance	290,120			
Sustainable Transportation Grant CDFW	158,318			
Sustainable Transportation Grant WCB	162,479			
CalTrans SHA Grant	58,568			
FEMA		3,879,384		
Active Transportation Program			46,395	
Aid from other governments				
Land Trust				
Measure D	1,082,233	1,912,200	50,000	145,281
Use of money and property	9,957	73,547	4,287	399
Other	25,979	72,951		
	<u>3,334,519</u>	<u>9,076,175</u>	<u>362,403</u>	<u>393,596</u>
<b>Expenditures</b>				
Salaries and benefits	1,743,530	251,389	92,774	79,606
Services and supplies	475,704	5,300,901	231,706	5,717
Bike Challenge	97,826			
Bike to Work	46,123			
Transit corridor alt analysis	233,105			
Community Traffic Safety Coalition	33,147			
Towing service				307,873
Regional Conservation Investment Study	125,595			
Measure D Administration	19,371			
Bike SC Project Paseo	33,452			
Scotts Creek Marsh	156,509			
SR9 San Lorenzo Valley Complete Streets	65,971			
RTP CEQA EIR	30,000			
Highway 17 Wildlife Crossing	518			
Other	5,009	3,935,429		
Capital outlay	6,555			
	<u>3,072,415</u>	<u>9,487,719</u>	<u>324,480</u>	<u>393,196</u>
Excess of revenues over (under) expenditures	<u>262,104</u>	<u>(411,544)</u>	<u>37,923</u>	<u>400</u>

The accompanying notes are an integral part of this statement.

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**GOVERNMENTAL FUNDS**  
**STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES (CONTINUED)**  
**For the Fiscal Year Ended June 30, 2021**

	Highway 1 Program Fund	Highway 1 Auxiliary Lanes Fund	Cruz 511 Fund	Active Transportation MBSST Fund	Totals
<b>Revenues</b>					
Local Transportation Funds	\$ -	\$ -	\$ -	\$ -	\$ 1,281,891
Motor vehicle fees					261,721
California Department of Transportation Grant - SBI					80,397
RSTP Exchange Funds		320,000			3,640,802
State Planning, Programming and Monitoring Funds		2,297,641	196,390		2,576,296
Local Partnership Program Grant		720,807			720,807
Caltrans Grant (FSP)					167,519
State Rural Planning Assistance					290,120
Sustainable Transportation Grant CDFW					158,318
Sustainable Transportation Grant WCB					162,479
CalTrans SHA Grant					58,568
FEMA					3,879,384
Active Transportation Program				9,525	9,525
Aid from other governments					46,395
Land Trust				94,217	94,217
Measure D		2,866,167	89,437	3,524,198	9,669,516
Use of money and property	1,089	1,699	2,438	807	94,223
Other		8,756			107,686
<b>Total revenues</b>	<b>1,089</b>	<b>6,215,070</b>	<b>288,265</b>	<b>3,628,747</b>	<b>23,299,864</b>
<b>Expenditures</b>					
Salaries and benefits		252,104	134,487	635,277	3,189,167
Services and supplies		6,307,682	58,117	2,987,940	15,367,767
Bike Challenge					97,826
Bike to Work					46,123
Transit corridor alt analysis					233,105
Community Traffic Safety Coalition					33,147
Towing service					307,873
Regional Conservation Investment Study					125,595
Measure D Administration					19,371
Bike SC Project Paseo					33,452
Scotts Creek Marsh					156,509
SR9 San Lorenzo Valley Complete Streets					65,971
RTP CEQA EIR					30,000
Highway 17 Wildlife Crossing					518
Other					3,940,438
Capital outlay					6,555
<b>Total expenditures</b>		<b>6,559,786</b>	<b>192,604</b>	<b>3,623,217</b>	<b>23,653,417</b>
<b>Excess of revenues over (under) expenditures</b>	<b>1,089</b>	<b>(344,716)</b>	<b>95,661</b>	<b>5,530</b>	<b>(353,553)</b>

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**GOVERNMENTAL FUNDS (Continued)**  
**STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES**  
**For the Fiscal Year Ended June 30, 2021**

	Administration and Planning Fund	Rail/Trail Authority Fund	Service Authority for Freeway Emergencies Fund	Freeway Service Patrol Fund
<b>Other Financing Sources (Uses):</b>				
Operating transfers in	\$ -	\$ 110,000	\$ -	\$ -
Operating transfers out	(110,000)		(50,000)	
Total other financing sources (uses)	(110,000)	110,000	(50,000)	
Excess of revenues and other sources over (under) expenditures and other uses	152,104	(301,544)	(12,077)	400
Fund balances - July 1	2,102,822	441,215	587,314	152,293
Prior period adjustment				
Fund balances - July 1, restated	2,102,822	441,215	587,314	152,293
Fund balances - June 30	<u>\$ 2,254,926</u>	<u>\$ 139,671</u>	<u>\$ 575,237</u>	<u>\$ 152,693</u>

The accompanying notes are an integral part of this statement.

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**GOVERNMENTAL FUNDS**  
**STATEMENT OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES (CONTINUED)**  
**For the Fiscal Year Ended June 30, 2021**

	Highway 1 Program Fund	Highway 1 Auxiliary Fund	Cruz 511 Fund	Active Transportation MBSST Fund	Totals
<b>Other Financing Sources (Uses):</b>					
Operating transfers in	\$ -	\$ -	\$ 50,000	\$ -	\$ 160,000
Operating transfers out					(160,000)
Total other financing sources (uses)			50,000		
Excess of revenues and other sources over (under) expenditures and other uses	1,089	(344,716)	145,661	5,530	(353,553)
Fund balances - July 1	159,413	954,535	361,283	135,776	4,894,651
Prior period adjustment		(445,000)			(445,000)
Fund balances - July 1, restated	159,413	509,535	361,283	135,776	4,449,651
Fund balances - June 30	\$ 160,502	\$ 164,819	\$ 506,944	\$ 141,306	\$ 4,096,098

**This page intentionally left blank.**

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**RECONCILIATION OF THE GOVERNMENTAL FUNDS STATEMENT OF**  
**REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCES**  
**TO THE STATEMENT OF ACTIVITIES**  
**For the Fiscal Year Ended June 30, 2021**

---

Net Change in Fund Balances - Governmental Funds	\$	(353,553)
<p>Amounts reported for governmental activities in the statement of activities are different because:</p>		
<p>Capital assets are reported in governmental funds as expenditures. However, in the statement of activities, the cost of those assets is allocated over their estimated useful lives as depreciation expense. This is the amount by which additions to capital assets of \$6,555 was less than depreciation expense of \$9,676 in the period.</p>		
		(3,121)
<p>In the statement of activities, compensated absences are measured by the amounts earned during the fiscal year. In governmental funds, however, expenditures for these items are measured by the amount of financial resources used. This fiscal year, vacation earned exceeded the amounts used by \$50,801.</p>		
		(50,801)
<p>In governmental funds, pension costs are recognized when employer contributions are made. In the statement of activities, pension costs are recognized on the accrual basis. This year, the difference between accrual-basis pension costs and actual employer contributions was:</p>		
		151,989
<p>In governmental funds, OPEB costs are recognized when employer contributions are made. In the statement of activities, OPEB costs are recognized on the accrual basis. This fiscal year, the difference between accrual basis OPEB costs and actual employer contributions was:</p>		
		<u>(292,093)</u>
Change in Net Position - Governmental Activities	<u>\$</u>	<u>(547,579)</u>

The accompanying notes are an integral part of this statement.

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**STATEMENT OF FIDUCIARY NET POSITION**  
**FIDUCIARY FUNDS**  
June 30, 2021

	Private Purpose Trust Funds			
	Local Transportation Fund	State Transit Assistance Fund	Surface Transportation Program Exchange Fund	Measure D Fund
<b>ASSETS</b>				
Cash and investments	\$ 3,880,437	\$ -	\$ 7,436,293	\$ 30,226,631
Accounts receivable	2,127,923			4,835,283
Due from SCCRTC			3,119,153	2,116,117
Due from other agencies		1,033,171		
Deposits held by others				258,200
Prepays				29,845
Total assets	<u>6,008,360</u>	<u>1,033,171</u>	<u>10,555,446</u>	<u>37,466,076</u>
<b>LIABILITIES</b>				
Accounts payable				
Due to SCCRTC			381,612	3,393,528
Due to other agencies		1,033,171	546,000	2,426,752
Total liabilities		<u>1,033,171</u>	<u>927,612</u>	<u>5,820,280</u>
<b>NET POSITION</b>				
Held in trust for other governments	<u>\$ 6,008,360</u>	<u>\$ -</u>	<u>\$ 9,627,834</u>	<u>\$ 31,645,796</u>

The accompanying notes are an integral part of this statement.

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**STATEMENT OF FIDUCIARY NET POSITION**  
**FIDUCIARY FUNDS (CONTINUED)**  
June 30, 2021

Pension (and Other Employee Benefits) Trust Funds

	<u>PERS Health Fund</u>	<u>In Lieu of Social Security Fund</u>	<u>Miscellaneous Deductions Fund</u>	<u>Totals</u>
<b>ASSETS</b>				
Cash and investments	\$ 945	\$ -	\$ 6,632	\$ 41,550,938
Accounts receivable				6,963,206
Due from SCCRTC				5,235,270
Due from other agencies				1,033,171
Deposits held by others				258,200
Prepays				29,845
	<u>945</u>		<u>6,632</u>	<u>55,070,630</u>
<b>LIABILITIES</b>				
Accounts payable			365	365
Due to SCCRTC				3,775,140
Due to other agencies				4,005,923
			<u>365</u>	<u>7,781,428</u>
Total liabilities			<u>365</u>	<u>7,781,428</u>
<b>NET POSITION</b>				
Held in trust for other governments	<u>\$ 945</u>	<u>\$ -</u>	<u>\$ 6,267</u>	<u>\$ 47,289,202</u>

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**STATEMENT OF CHANGES IN FIDUCIARY NET POSITION**  
**FIDUCIARY FUNDS**  
For the Fiscal Year Ended June 30, 2021

	Private Purpose Trust Funds			
	Local Transportation Fund	State Transit Assistance Fund	Surface Transportation Program Exchange Fund	Measure D Fund
<b>Additions:</b>				
Sales tax	\$ 11,096,338	\$ 3,525,215	\$ -	\$ 24,675,262
State highway exchange funds			3,469,338	
Contributions from SCCRTC				
SBI Additional Gas Tax		738,201		
Other income			3,117,827	857,840
Interest	22,984	262	83,368	192,340
<b>Total additions</b>	<b>11,119,322</b>	<b>4,263,678</b>	<b>6,670,533</b>	<b>25,725,442</b>
<b>Deductions:</b>				
Claimants:				
Santa Cruz Metropolitan Transit District	7,096,904	4,169,773	200,000	3,839,507
Santa Cruz County Regional Transportation Commission	1,281,891		3,219,055	7,081,758
City of Capitola	197,749		501,000	351,956
City of Santa Cruz			2,854,832	2,620,710
City of Scotts Valley			310,000	333,330
County of Santa Cruz			2,322,806	3,462,359
City of Watsonville	46,248			1,030,722
Community Bridges	697,240	100,000		959,877
Volunteer Center	89,226			
University of California Santa Cruz			546,000	
Salaries and benefits				1,004,146
Services and supplies				357,095
Consultant services				70,728
Plan payments				
<b>Total deductions</b>	<b>9,409,258</b>	<b>4,269,773</b>	<b>9,953,693</b>	<b>21,112,188</b>
<b>Change in net position</b>	<b>1,710,064</b>	<b>(6,095)</b>	<b>(3,283,160)</b>	<b>4,613,254</b>
Net position - beginning of fiscal year	4,298,296	6,095	12,910,994	27,032,542
<b>Net position - end of fiscal year</b>	<b>\$ 6,008,360</b>	<b>\$ -</b>	<b>\$ 9,627,834</b>	<b>\$ 31,645,796</b>

The accompanying notes are an integral part of this statement.

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**STATEMENT OF CHANGES IN FIDUCIARY NET POSITION**  
**FIDUCIARY FUNDS (CONTINUED)**  
**For the Fiscal Year Ended June 30, 2021**

Pension (and Other Employee Benefits) Trust Funds

	PERS Health Fund	In Lieu of Social Security Fund	Miscellaneous Deductions Fund	Totals
<b>Additions:</b>				
Sales tax	\$ -	\$ -	\$ -	\$ 39,296,815
State highway exchange funds				3,469,338
Contributions from SCCRTC			7,250	7,250
SB1 Additional Gas Tax				738,201
Other income			102	3,975,769
Interest				298,954
				<u>298,954</u>
Total additions			<u>7,352</u>	<u>47,786,327</u>
<b>Deductions:</b>				
Claimants:				
Santa Cruz Metropolitan Transit District				15,306,184
Santa Cruz County Regional Transportation Commission				11,582,704
City of Capitola				1,050,705
City of Santa Cruz				5,475,542
City of Scotts Valley				643,330
County of Santa Cruz				5,785,165
City of Watsonville				1,076,970
Community Bridges				1,757,117
Volunteer Center				89,226
University of California Santa Cruz				546,000
Salaries and benefits				1,004,146
Services and supplies				357,095
Consultant services				70,728
Plan payments			9,806	9,806
				<u>9,806</u>
Total deductions			<u>9,806</u>	<u>44,754,718</u>
Change in net position			(2,454)	3,031,609
Net position - beginning of fiscal year	945		8,721	44,257,593
Net position - end of fiscal year	<u>\$ 945</u>	<u>\$ -</u>	<u>\$ 6,267</u>	<u>\$ 47,289,202</u>

**NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES**

The financial statements of the Santa Cruz County Regional Transportation Commission are prepared in conformity with accounting principles generally accepted in the United States of America as applied to governmental units. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The more significant of the Commission's accounting policies are described below:

**A. The Reporting Entity**

The Santa Cruz County Regional Transportation Commission, the regional transportation planning agency for the County of Santa Cruz, was created pursuant to Title 3 of Government Code Section 29535. The Commission is responsible for transportation planning activities as well as for the administration of the Transportation Development Act Funds (Local Transportation and State Transit Assistance), Sales Tax Measure D, the Service Authority for Freeway Emergencies Fund (SAFE), the Freeway Service Patrol Fund (FSP), the Surface Transportation Program Exchange Fund (STP), Highway 1 Program Fund, and the Rail/Trail Authority Fund. The Commission does not exercise control over any other governmental agency or authority. Criteria used in determining the reportable entity were based on control or dependence determined on the basis of budget adoption, funding, and appointment of the respective governing board.

The reporting entity is the Santa Cruz County Regional Transportation Commission. There are no component units included in this report which meets the criteria of the Governmental Accounting Standards Board (GASB) Statement No. 14, *The Financial Reporting Entity*, as amended by GASB Statements No. 39, No. 61, and No. 80.

**B. Government-wide and Fund Financial Statements**

The government-wide financial statements (i.e., the statement of net position and the statement of activities) report information on all of the nonfiduciary activities of the Commission. For the most part, the effect of interfund activity has been removed from these statements. *Governmental activities* are normally supported by taxes and intergovernmental revenues.

The statement of activities demonstrates the degree to which the direct expenses of a given function or segment are offset by program revenues. *Direct expenses* are those that are clearly identifiable with a specific function or segment. *Program revenues* include 1) charges to customers or applicants who purchase, use, or directly benefit from goods, services, or privileges provided by a given function or segment and 2) grants and contributions that are restricted to meeting the operational or capital requirements of a particular function or segment. Taxes and other items not properly included among program revenues are reported instead as *general revenues*.

Separate financial statements are provided for governmental funds and fiduciary funds, even though the latter are excluded from the government-wide financial statements. Major individual governmental funds are reported as separate columns in the fund financial statements.

**C. Basis of Presentation**

Government-wide Financial Statements:

The government-wide statements are prepared using the economic resources measurement focus. This approach differs from the manner in which governmental fund financial statements are prepared. Governmental fund financial statements, therefore, include reconciliation with brief explanations to better identify the relationship between the government-wide statements and the statements for the governmental funds.

The government-wide statement of activities presents a comparison between direct expenses and program revenues for each function or program of the Commission's governmental activities. Direct expenses are those that are specifically associated with a service, program, or department and are therefore clearly identifiable to a particular function. Program revenues include charges paid by the recipients of goods or services offered by a program, as well as grants and contributions that are restricted to meeting the operational or capital requirements of a particular program. Revenues which are not classified as program revenues are presented as general revenues of the Commission, with certain exceptions. The comparison of direct expenses with program revenues identifies the extent to which each governmental function is self-financing or draws from the general revenues of the Commission.

**NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)**

**C. Basis of Presentation (Continued)**

Fund Financial Statements:

Fund financial statements report detailed information about the Commission. The focus of governmental fund financial statements is on major funds rather than reporting funds by type. Each major governmental fund is presented in a separate column, and all nonmajor funds are aggregated into one column. Fiduciary funds are reported by fund type.

The accounting and financial treatment applied to a fund is determined by its measurement focus. All governmental funds are accounted for using a flow of current financial resources measurement focus. With this measurement focus, only current assets and current liabilities are generally included on the balance sheet. The Statement of Revenues, Expenditures, and Changes in Fund Balances for these funds presents increases, (i.e., revenues and other financing sources) and decreases (i.e., expenditures and other financing uses) in net current assets.

Fiduciary funds are reported using the economic resources measurement focus.

**D. Basis of Accounting**

Basis of accounting refers to when revenues and expenditures are recognized in the accounts and reported in the financial statements. Government-wide financial statements are prepared using the accrual basis of accounting. Governmental funds use the modified accrual basis of accounting. Fiduciary funds use the accrual basis of accounting.

Revenues – exchange and non-exchange transactions:

Revenue resulting from exchange transactions, in which each party gives and receives essentially equal value, is recorded under the accrual basis when the exchange takes place. On a modified accrual basis, revenue is recorded in the fiscal year in which the resources are measurable and become available. “Available” means the resources will be collected within the current fiscal year or are expected to be collected soon enough thereafter to be used to pay liabilities of the current fiscal year. For the Commission, “available” means collectible within the current period or within 60 days after fiscal year-end.

Non-exchange transactions, in which the Commission receives value without directly giving equal value in return, include property taxes, and grants. Under the accrual basis, revenue from property taxes is recognized in the fiscal year for which the taxes are levied. Revenue from grants is recognized in the fiscal year in which all eligibility requirements have been satisfied. Eligibility requirements include timing requirements, which specify the fiscal year when the resources are to be used or the fiscal year when use is first permitted; matching requirements, in which the Commission must provide local resources to be used for a specific purpose; and expenditure requirements, in which the resources are provided to the Commission on a reimbursement basis. Under the modified accrual basis, revenue from non-exchange transactions must also be available before it can be recognized.

Unearned revenue:

Unearned revenues arise when assets are received before revenue recognition criteria have been satisfied. Grants received before eligibility requirements are met, are recorded as unearned revenue.

Expenses/expenditures:

On the accrual basis of accounting, expenses are recognized at the time a liability is incurred. On the modified accrual basis of accounting, expenditures are generally recognized in the accounting period in which the related fund liability is incurred, as under the accrual basis of accounting. However, under the modified accrual basis of accounting, debt service expenditures, as well as expenditures related to compensated absences and claims and judgments, are recorded only when payment is due. Allocations of cost, such as depreciation and amortization, are not recognized in the governmental funds.

When both restricted and unrestricted resources are available for use, it is the Commission’s policy to use restricted resources first then unrestricted resources as they are needed.

**NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)**

**E. Fund Accounting**

The accounts of the Commission are organized on the basis of funds, each of which is considered to be a separate accounting entity. The operations of each fund are accounted for with a separate set of self-balancing accounts that comprise its assets, liabilities, fund equity or retained earnings, revenues, and expenditures/expenses. The Commission's resources are allocated to and accounted for in individual funds based upon the purpose for which they are to be spent and the means by which spending activities are controlled. The Commission's accounts are organized into major and fiduciary funds, as follows:

Major Governmental Funds:

*Administration and Planning* – Transportation planning and administration of the Transportation Development Act.

*Rail/Trail Authority* – To account for financial activities of the Coastal Rail/Trail Project.

*Service Authority For Freeway Emergencies* – State funds for administration and operation of freeway call boxes and motorist aid.

*Freeway Service Patrol* – State funds for roadside assistance.

*Highway 1 Program* – Transportation planning and administration of the Highway 1 Projects.

*Highway 1 Auxiliary* – Transportation planning and administration for an additional lane on Highway 1.

*Cruz 511* – To account for financial activities of the Cruz 511 program.

*Active Transportation MBSST* – To account for financial activities of Active Transportation planning.

Fiduciary Funds:

These funds account for assets held by the Commission as a trustee or agent for other units of government. The fiduciary funds used by the Commission is as follows:

*Private Purpose Trust:* These funds are utilized by the Commission, as trustee, to receive and allocate Local Transportation funds, State Transit Assistance funds, Surface Transportation Program Exchange funds, and Measure D funds to eligible claimants.

*Pension (and other Employee Benefits) Trusts:* These funds are utilized by the Commission, as trustee, to receive employee contributions for employee benefit arrangements. The Commission has a fiduciary responsibility to administer the plans.

**F. Budgets**

Budgets are adopted on a basis consistent with accounting principles generally accepted in the United States of America. Annual appropriated budgets are adopted for the major funds. All annual appropriations lapse at fiscal year end.

**G. Cash and Investments**

The Commission holds its cash in the County of Santa Cruz Treasury. The County maintains a cash and investment pool, and allocates interest to the various funds based upon the average monthly cash balances. Information regarding categorization of investments can be found in the County of Santa Cruz' Basic Financial Statements. Investments are stated at fair value.

A payroll account is kept at the Santa Cruz County Bank for payment of state and federal taxes, health insurance, and other contributions and deductions.

**NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)**

**H. Capital Assets**

Capital assets (including infrastructure) are recorded at cost where historical records are available and at an estimated original cost where no historical records exist. Contributed capital assets are valued at their estimated fair value at the date of the contribution. Capital assets are defined by the Commission as assets with an initial, individual cost of at least \$1,500 and estimated useful life in excess of two years.

Capital assets used in operations are depreciated over their estimated useful lives using the straight-line method in the governmental column in the government-wide financial statements. Depreciation is charged as an expense against operations and accumulated depreciation is reported on the statement of net position. The estimated useful life is as follows:

Equipment	3 to 7 years
-----------	--------------

**I. Unearned Revenue**

Cash is received for federal and state special projects and programs and recognized as revenue to the extent that qualified expenditures have been incurred. Unearned revenue is recorded to the extent cash received on specific projects and programs exceed qualified expenditures.

**J. Long-term Obligations**

In the government-wide financial statements, long-term debt and other long-term obligations are reported as liabilities in the statement of net position. In the fund financial statements, governmental fund types report the face amount of debt issued as other financing sources.

**K. Compensated Absences**

All vacation pay, as well as sick leave for management, plus related payroll taxes is accrued when incurred in the government-wide financial statements. A liability for these amounts is reported in the governmental funds only if they have matured, for example, as a result of employee resignations and retirements.

**L. Fund Balances**

Fund balances of the governmental funds are classified as follows:

**Nonspendable Fund Balance** – represents amounts that cannot be spent because they are either not in spendable form (such as inventory or prepaid insurance) or legally required to remain intact (such as notes receivable or principal of a permanent fund).

**Restricted Fund Balance** – represents amounts that are constrained by external parties, constitutional provisions or enabling legislation.

**Committed Fund Balance** – represents amounts that can only be used for a specific purpose because of a formal action by the Commission’s governing board. Committed amounts cannot be used for any other purpose unless the governing board removes those constraints by taking the same type of formal action. Committed fund balance amounts may be used for other purposes with appropriate due process by the governing board. Commitments are typically done through adoption and amendment of the budget. Committed fund balance amounts differ from restricted balances in that the constraints on their use do not come from outside parties, constitutional provisions, or enabling legislation.

**Assigned Fund Balance** – represents amounts which the Commission intends to use for a specific purpose, but that do not meet the criteria to be classified as restricted or committed. Intent may be stipulated by the governing board or by an official or body to which the governing board delegates the authority. Specific amounts that are not restricted or committed in a special revenue, capital projects, debt service, or permanent fund are assigned for purposes in accordance with the nature of their fund type or the fund’s primary purpose. Assignments within the general fund convey that the intended use of those amounts is for a specific purpose that is narrower than the general purpose of the Commission.

**Unassigned Fund Balance** – represents amounts which are unconstrained in that they may be spent for any purpose. Only the general fund reports a positive unassigned fund balance. Other governmental funds might report a negative balance in this classification because of overspending for specific purposes for which amounts had been restricted, committed or assigned.

**NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)**

**L. Fund Balances (Continued)**

When an expenditure is incurred for a purpose for which both restricted and unrestricted fund balance is available, the Commission considers restricted funds to have been spent first. When an expenditure is incurred for which committed, assigned, or unassigned fund balances are available, the Commission considers amounts to have been spent first out of committed funds, then assigned funds, and finally unassigned funds.

**M. Prepaid Items**

Certain payments to vendors reflect costs applicable to future accounting periods and are recorded as prepaid items in both government-wide and fund financial statements.

**N. Estimates**

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America, as prescribed by the GASB and the American Institute of Certified Public Accountants, requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenditures/expenses during the reporting period. Actual results could differ from those estimates.

**O. Pensions**

For purposes of measuring the net pension liability and deferred outflows/inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the Santa Cruz County Regional Transportation Commission's Public Employee's Retirement System (CalPERS) plan (Plan) and additions to/deductions from the Plan fiduciary net position have been determined on the same basis as they are reported by CalPERS. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

**P. Other Postemployment Benefits (OPEB)**

For purposes of measuring the net OPEB liability and deferred outflows/inflows of resources related to OPEB, and OPEB expense, information about the fiduciary net position of the Commission's plan (OPEB Plan) and additions to/deductions from the Plans' fiduciary net position have been determined on the same basis. For this purpose, benefit payments are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

**Q. Deferred Outflows and Inflows of Resources**

Pursuant to GASB Statement No. 63, "*Financial Reporting of Deferred Outflows of Resources, Deferred Inflows of Resources, and Net Position*," and GASB Statement No. 65, "*Items Previously Reported as Assets and Liabilities*," the Commission recognizes deferred outflows and inflows of resources.

In addition to assets, the Statement of Net Position will sometimes report a separate section for deferred outflows of resources. A deferred outflow of resources is defined as a consumption of net position by the government that is applicable to a future reporting period. The Commission has two items which qualify for reporting in this category; refer to Note 7 and Note 9 for a detailed listing of the deferred outflows of resources the Commission has reported.

In addition to liabilities, the Statement of Net Position will sometimes report a separate section for deferred inflows of resources. A deferred inflow of resources is defined as an acquisition of net position by the Commission that is applicable to a future reporting period. The Commission has two items which qualify for reporting in this category; refer to Note 7 and 9 for a detailed listing of the deferred inflows of resources the Commission has reported.

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**NOTES TO BASIC FINANCIAL STATEMENTS**  
 June 30, 2021

---

**NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (Continued)**

**R. Future Accounting Pronouncements**

GASB Statements listed below will be implemented in future financial statements:

Statement No. 87	"Leases"	The provisions of this statement are effective for fiscal years beginning after June 15, 2021.
Statement No. 89	"Accounting for Interest Cost Incurred before the End of a Construction Period"	The provisions of this statement are effective for fiscal years beginning after December 15, 2020.
Statement No. 91	"Conduit Debt Obligations"	The provisions of this statement are effective for fiscal years beginning after December 15, 2021.
Statement No. 92	"Omnibus 2020"	The provisions of this statement are effective for fiscal years beginning after June 15, 2021.
Statement No. 93	"Replacement of Interbank Offered Rates"	The provisions of this statement except for paragraphs 11b, 13, and 14 are effective for fiscal years beginning after June 15, 2020. Paragraph 11b is effective for fiscal years beginning after December 31, 2021. Paragraphs 13 and 14 are effective for fiscal years beginning after June 15, 2021.
Statement No. 94	"Public-Private and Public-Public Partnerships and Availability Payment Arrangements"	The provisions of this statement are effective for fiscal years beginning after June 15, 2022.
Statement No. 96	"Subscription-Based Information Technology Arrangements"	The provisions of this statement are effective for fiscal years beginning after June 15, 2022.
Statement No. 97	"Certain Component Unit Criteria, and Accounting and Financial Reporting for Internal Revenue Code Section 457 Deferred Compensation Plans - an amendment of GASB Statements No. 14 and No. 84, and a supersession of GASB Statement No. 32"	The provisions of this statement except for paragraphs 6-9 are effective for fiscal years beginning after December 15, 2019. Paragraphs 6-9 are effective for fiscal years beginning after June 15, 2021.

**NOTE 2 – CASH AND INVESTMENTS**

The Commission maintains all of its cash in the Santa Cruz County Treasurer’s Investment Fund. The County Treasurer pools and invests the funds it oversees. All participants share investment gains or losses proportionately. Earned interest is apportioned monthly based on each participant’s average daily deposit.

Investments are carried at fair value. On June 30, 2021, the Commission had the following cash and investments on hand:

Cash in bank and on hand	\$ 145,929
Cash and investments with the Santa Cruz County Treasurer’s Investment Fund	<u>45,862,451</u>
Total cash and investments	<u>\$ 46,008,380</u>

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**NOTES TO BASIC FINANCIAL STATEMENTS**  
 June 30, 2021

**NOTE 2 – CASH AND INVESTMENTS (Continued)**

Cash and investments are presented on the accompanying basic financial statements, as follows:

Cash and investments, statement of net position	\$ 4,457,442
Cash and investments, statement of fiduciary net position	<u>41,550,938</u>
Total cash and investments	<u>\$ 46,008,380</u>

The Commission categorizes its fair value measurements within the fair value hierarchy established by U.S. Generally Accepted Accounting Principles. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. These principles recognize a three-tiered fair value hierarchy. Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs; Level 3 inputs are significant unobservable inputs. The Commission had investments in the Santa Cruz County Investment Pool, this external pool is measured under Level 2.

Investments Authorized by the Commission’s Investment Policy

The Commission’s investment policy only authorizes investment in the local government investment pool administered by the County of Santa Cruz. The Commission’s investment policy does not contain any specific provisions intended to limit the Commission’s exposure to interest rate risk, credit risk, and concentration of credit risk.

Disclosures Relating to Interest Rate Risk

Interest rate risk is the risk that changes in market interest rates will adversely affect the fair value of an investment. Generally, the longer the maturity of an investment, the greater the sensitivity of its fair value to changes in market interest rates. One of the ways that the Commission manages its exposure to interest rate risk is by purchasing a combination of shorter term and longer term investments and by timing cash flows from maturities so that a portion of the portfolio is maturing or coming close to maturity evenly over time as necessary to provide the cash flows and liquidity needed for operations.

Information about the sensitivity of the fair values of the Commission’s investments to market interest rate fluctuations is provided by the table on the following page that shows the distribution of the Commission’s investments by maturity:

Investment Type	Carrying Amount	Remaining Maturity (in Months)			
		12 Months Or Less	13 - 24 Months	25 - 60 Months	More than 60 months
Santa Cruz County Treasurer’s Investment Fund	\$ 45,862,451	\$ 45,862,451	\$ -	\$ -	\$ -
Total	<u>\$ 45,862,451</u>	<u>\$ 45,862,451</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>

Disclosures Relating to Credit Risk

Generally, credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of rating by a nationally recognized statistical rating organization. Presented below, is the minimum rating required by the California Government Code and the Commission’s investment policy, and the actual rating as of fiscal year end for each investment type.

Investment Type	Carrying Amount	Minimum Legal Rating	Exempt From Disclosure	Ratings as of fiscal year end		
				AAA	Aa	Not Rated
Santa Cruz County Treasurer’s Investment Fund	\$ 45,862,451	N/A	\$ -	\$ -	\$ -	\$ 45,862,451
Total	<u>\$ 45,862,451</u>		<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 45,862,451</u>

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**NOTES TO BASIC FINANCIAL STATEMENTS**  
 June 30, 2021

**NOTE 2 – CASH AND INVESTMENTS (Continued)**

Concentration of Credit Risk

The investment policy of the Commission contains no limitations on the amount that can be invested in any one issuer beyond that stipulated by the California Government Code. There are no investments in any one issuer that represent 5% or more of the total Commission’s investments.

Custodial Credit Risk

Custodial credit risk for *deposits* is the risk that, in the event of the failure of a depository financial institution, a government will not be able to recover its deposits or will not be able to recover collateral securities that are in the possession of an outside party. The California Government Code and the Commission’s investment policy do not contain legal or policy requirements that would limit the exposure to custodial credit risk for deposits, other than the following provision for deposits: The California Government Code requires that a financial institution secure deposits made by state or local governmental units by pledging securities in an undivided collateral pool held by a depository regulated under state law (unless so waived by the governmental unit). The fair value of the pledged securities in the collateral pool must equal at least 110% of the total amount deposited by the public agencies. California law also allows financial institutions to secure the Commission’s deposits by pledging first trust deed mortgage notes having a value of 150% of the secured public deposits.

None of the Commission’s deposits with financial institutions in excess of federal depository insurance limits were held in uncollateralized accounts.

The custodial credit risk for *investments* is the risk that, in the event of the failure of the counterparty (e.g., broker-dealer) to a transaction, a government will not be able to recover the value of its investment or collateral securities that are in the possession of another party. The California Government Code and the Commission’s investment policy do not contain legal or policy requirements that would limit the exposure to custodial credit risk for investments. With respect to investments, custodial credit risk generally applies only to direct investments in marketable securities. Custodial credit risk does not apply to a local government’s indirect investment in securities through the use of mutual funds or government investment pools (such as Santa Cruz County Treasurer’s Investment Fund).

Investment in Santa Cruz County Treasurer’s Investment Fund

The Commission is a participant in the Santa Cruz Treasurer’s Investment Fund (County Pool) that is regulated by the California Government Code. The fair value of the Commission’s investment in this pool is reported in the accompanying basic financial statements at the amounts based upon the Commission’s pro-rata share of the fair value provided by the County Pool for the entire Santa Cruz County Treasurer’s Investment Fund portfolio (in relation to the amortized cost of that portfolio). The balance available for withdrawal is based on the accounting records maintained by the County Pool, which are recorded on an amortized cost basis.

**NOTE 3 – DUE FROM OTHER AGENCIES**

Due from other agencies consists of the following at June 30, 2021:

Agency	Special Revenue Funds					
	Administration and Planning Fund	Rail/Authority Fund	Service Authority for Emergencies Fund	Freeway Service Patrol Fund	Highway 1 Program Fund	Highway 1 Auxiliary Fund
State grants (DOT)	\$ 510,409	\$ -	\$ -	\$ 197,465	\$ -	\$ 1,691,904
Federal grants (DOT)		3,900,964	66,781			
Totals	<u>\$ 510,409</u>	<u>\$ 3,900,964</u>	<u>\$ 66,781</u>	<u>\$ 197,465</u>	<u>\$ -</u>	<u>\$ 1,691,904</u>

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**NOTES TO BASIC FINANCIAL STATEMENTS**  
 June 30, 2021

**NOTE 3 – DUE FROM OTHER AGENCIES (Continued)**

Agency	Special Revenue Funds (cont)		Fiduciary Funds			
	Cruz 511 Fund	Active Transportation MBSST Fund	Local Transportation Fund	State Transit Assistance Fund	Surface Transportation Program Exchange Fund	Measure D Fund
State grants (DOT)	\$ 41,340	\$ 40,000	\$ -	\$ 1,033,171	\$ -	\$ -
Federal grants (DOT)						
<b>Totals</b>	<b>\$ 41,340</b>	<b>\$ 40,000</b>	<b>\$ 0</b>	<b>\$ 1,033,171</b>	<b>\$ -</b>	<b>\$ -</b>

**NOTE 4 – INTERFUND TRANSACTIONS**

Interfund transactions are reported as either loans, services provided, reimbursements, or transfers. Loans are reported as interfund receivables and payables, as appropriate, and are subject to elimination upon consolidation. Services provided, deemed to be at market or near market rates, are treated as revenues and expenditures/expenses. Reimbursements occur when one fund incurs a cost, charges the appropriate benefiting fund, and reduces its related cost as a reimbursement. All other interfund transactions are treated as transfers. Transfers between governmental funds are netted as part of the reconciliation to the government-wide financial statements.

Due From/Due To Other Funds

Interfund receivable and payable balances at June 30, 2021, are as follows:

	<u>Interfund Receivables</u>	<u>Interfund Payables</u>
Major Funds:		
Administration and Planning	\$ 294,747	\$ -
Rail/Trail Authority		260,702
Freeway Service Patrol		34,045
	<u>\$ 294,747</u>	<u>\$ 294,747</u>

Interfund Transfers

Interfund transfers consist of operating transfers from funds receiving revenue to funds through which the resources are to be expended. Interfund transfers for the 2020-2021 fiscal year, are as follows:

	<u>Transfers In</u>	<u>Transfers Out</u>
Major Funds:		
Administration and Planning	\$ -	\$ 110,000
Rail/Trail Authority	110,000	
Service Authority for Freeway Emergencies		50,000
Cruz 511	50,000	
	<u>\$ 160,000</u>	<u>\$ 160,000</u>

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**NOTES TO BASIC FINANCIAL STATEMENTS**  
 June 30, 2021

**NOTE 5 – CAPITAL ASSETS**

Capital assets activity for the fiscal year ended June 30, 2021, was as follows:

	Balance July 1, 2020	Increases	Decreases	Balance June 30, 2021
<b>Governmental activities</b>				
Nondepreciable capital assets				
Right of way	\$ 14,200,000	\$ -	\$ -	\$ 14,200,000
Construction in progress	5,648,411			5,648,411
Total nondepreciable capital assets	<u>\$ 19,848,411</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 19,848,411</u>
Depreciable capital assets				
Equipment	\$ 178,163	\$ 6,555	\$ 12,307	\$ 172,411
Total depreciable capital assets	178,163	6,555	12,307	172,411
Less accumulated depreciation	(157,440)	(9,676)	(12,307)	(154,809)
Net depreciable capital assets	<u>\$ 20,723</u>	<u>\$ (3,121)</u>	<u>\$ -</u>	<u>\$ 17,602</u>
Net capital assets	<u>\$ 19,869,134</u>	<u>\$ (3,121)</u>	<u>\$ -</u>	<u>\$ 19,866,013</u>

**NOTE 6 – LONG-TERM LIABILITIES**

**Changes in long-term liabilities**

Long-term liability activity for the fiscal year ended June 30, 2021, is shown below:

	Balance July 1, 2020	Additions	Deletions	Balance June 30, 2021	Due within One Year
<b>Governmental activities</b>					
Compensated Absences	\$ 328,310	\$ 206,831	\$ 156,030	\$ 379,111	\$ -
OPEB Liability	2,732,914	529,117	74,599	3,187,432	
Net Pension Liability	1,665,720	467,111	440,212	1,692,619	
Governmental activities Long-term liabilities	<u>\$ 4,726,944</u>	<u>\$ 1,203,059</u>	<u>\$ 670,841</u>	<u>\$ 5,259,162</u>	<u>\$ -</u>

**NOTE 7 – PENSION PLAN**

A. General Information about the Pension Plan

*Plan Descriptions*

All qualified permanent and probationary employees are eligible to participate in the Commission’s Miscellaneous Employee Pension Plans, cost-sharing multiple employer defined benefit plans administered by the California Public Employees’ Retirement System (CalPERS). Benefit provisions under the Plans are established by State statute and Commission resolution. CalPERS issues publicly available reports that include a full description of the pension plans regarding benefit provisions, assumptions and membership information that can be found on the CalPERS website.

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**NOTES TO BASIC FINANCIAL STATEMENTS**  
 June 30, 2021

---

**NOTE 7 – PENSION PLAN (Continued)**

A. General Information about the Pension Plan (Continued)

*Benefits Provided*

CalPERS provides service retirement and disability benefits, annual cost of living adjustments and death benefits to plan members, who must be public employees and beneficiaries. Benefits are based on years of credited service, equal to one year of full time employment. Members with five years of total service are eligible to retire at age 50 with statutorily reduced benefits. All members are eligible for nonduty disability benefits after 10 years of service. The death benefit is one of the following: the Basic Death Benefit, the 1957 Survivor Benefit, or the Optional Settlement 2W Death Benefit. The cost of living adjustments for each plan are applied as specified by the Public Employees' Retirement Law.

The Plans' provisions and benefits in effect at June 30, 2021, are summarized as follows:

Hire Date	Miscellaneous	
	Prior to January 1, 2013	On or after January 1, 2013
Benefit formula	2.0% @ 55	2.0 % @ 62
Benefit vesting schedule	5 years service	5 years service
Benefit payments	monthly for life	monthly for life
Retirement age	50-63	52-67
Monthly benefits, as a % of eligible compensation	1.4% to 2.4%	1.0% to 2.5%
Required employee contribution rates	6.906%	6.750%
Required employer contribution rates	10.221% + \$115,986	6.985% + \$1,884

*Contributions*

Section 20814(c) of the California Public Employees' Retirement Law requires that the employer contribution rates for all public employers be determined on an annual basis by the actuary and shall be effective on the July 1 following notice of a change in the rate. Funding contributions for the Plan is determined annually on an actuarial basis as of June 30 by CalPERS. The actuarially determined rate is the estimated amount necessary to finance the costs of benefits earned by employees during the year, with an additional amount to finance any unfunded accrued liability. The Commission is required to contribute the difference between the actuarially determined rate and the contribution rate of employees. Contributions to the pension plan from the Commission were \$725,030 for the fiscal year ended June 30, 2021.

B. Pension Liabilities, Pension Expenses and Deferred Outflows/Inflows of Resources Related to Pensions

At June 30, 2021, the Commission reported a liability of \$1,692,619 for its proportionate share of the net pension liability. The net pension liability was measured as of June 30, 2020 and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of June 30, 2019 rolled forward to June 30, 2020 using standard update procedures. The Commission's proportion of the net pension liability was based on a projection of the Commission's long-term share of contributions to the pension plan relative to the projected contributions of all Pension Plan participants, actuarially determined. At June 30, 2020, the Commission's proportion was 0.04013%, which decreased by 0.00147% from June 30, 2019.

For the year ended June 30, 2021, the Commission recognized pension expense of \$573,041. Pension expense represents the change in the net pension liability during the measurement period, adjusted for actual contributions and the deferred recognition of changes in investment gain/loss, actuarial gain/loss, actuarial assumptions or method, and plan benefits. At June 30, 2021, the Commission reported deferred outflows of resources and deferred inflows of resources related to pension from the sources shown on the following page:

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**NOTES TO BASIC FINANCIAL STATEMENTS**  
 June 30, 2021

**NOTE 7 – PENSION PLAN (Continued)**

**B. Pension Liabilities, Pension Expenses and Deferred Outflows/Inflows of Resources Related to Pensions (Continued)**

	Deferred Outflows of Resources	Deferred Inflows of Resources
Pension contributions subsequent to measurement date	\$ 725,030	\$ -
Differences between expected and actual experience	87,226	
Changes in assumptions		12,072
Net difference between projected and actual earnings on retirement plan investments	50,282	
Adjustment due to differences in proportions		88,543
Difference in actual contributions and proportionate share of contributions	108,935	
	<u>\$ 971,473</u>	<u>\$ 100,615</u>

\$725,030 reported as deferred outflows of resources related to pensions resulting from Commission contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ended June 30, 2022. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in the pension expenses as follows:

Fiscal Year Ending June 30	Amount
2022	\$ 57,793
2023	37,635
2024	26,283
2025	24,117
	<u>\$ 145,828</u>

*Actuarial Assumptions*

The total pension liability in the June 30, 2019 actuarial valuation was determined using the following actuarial assumptions:

Valuation Date	<u>Miscellaneous</u> June 30, 2019
Measurement Date	June 30, 2020
Actuarial Cost Method	Entry-Age Normal Cost Method
Actuarial Assumptions:	
Discount Rate	7.15%
Inflation	2.50%
Salary Increases	Varies by Entry Age and Service
Investment Rate of Return	7.0% Net of Pension Plan Investment and Administrative Expenses; includes Inflation
Mortality Rate Table (1)	Derived using CalPERS' Membership Data for all Funds
Post Retirement Benefit Increase	Contract COLA up to 2.50% until Purchasing Power Protection Allowance Floor on Purchasing Power applies, 2.75% thereafter

(1) The mortality table used was developed based on CalPERS' specific data. The table includes 15 years of mortality improvements using 90% Scale MP 2016 published by the Society of Actuaries. For more details on this table please refer to the 2017 experience study report.

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**NOTES TO BASIC FINANCIAL STATEMENTS**  
 June 30, 2021

**NOTE 7 – PENSION PLAN (Continued)**

B. Pension Liabilities, Pension Expenses and Deferred Outflows/Inflows of Resources Related to Pensions (Continued)

*Discount Rate*

The discount rate used to measure the total pension liability was 7.15%. To determine whether the municipal bond rate should be used in the calculation of a discount rate for public agency plans (including PERF C), CalPERS stress tested plans that would most likely result in a discount rate that would be different from the actuarially assumed discount rate. Based on the testing, none of the tested plans run out of assets. Therefore, the current 7.15 percent discount rate is adequate and the use of the municipal bond rate calculation is not necessary. The long term expected discount rate of 7.15 percent will be applied to all plans in the Public Employees Retirement Fund including PERF C. The stress test results are presented in a detailed report called “GASB Crossover Testing Report” that can be obtained at CalPERS’ website under the GASB No. 68 section.

CalPERS is scheduled to review all actuarial assumptions as part of its regular Asset Liability Management (ALM) review cycle that is scheduled to be completed in February 2022. Any changes to the discount rate will require Board action and proper stakeholder outreach. For these reasons, CalPERS expects to continue using a discount rate net of administrative expenses for GASB No. 67 and No. 68 calculations through at least the 2021-22 fiscal year. CalPERS will continue to check the materiality of the difference in calculation.

The long-term expected rate of return on pension plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net pension plan investment expense and inflation) are developed for each major asset class.

In determining the long-term expected rate of return, CalPERS took into account both short-term and long-term market return expectations as well as the expected pension fund cash flows. Using historical returns of all the funds’ asset classes, expected compound returns were calculated over the short-term (first 10 years) and the long-term (11-60 years) using a building-block approach. Using the expected nominal returns for both short-term and long-term, the present value of benefits were calculated for each fund. The expected rate of return was set by calculating the single equivalent expected return that arrived at the same present value of benefits for cash flows as the one calculated using both short-term and long-term returns. The expected rate of return was then set equivalent to the single equivalent rate calculated above and rounded down to the nearest one quarter of one percent.

The table below reflects the long-term expected real rate of return by asset class. The rate of return was calculated using the capital market assumptions applied to determine the discount rate and asset allocation. These rates of return are net of administrative expenses.

Asset Class	New Strategic Allocation	Real Return Years 1-10(a)	Real Return Years 11+(b)
Global Equity	50.0%	4.80%	5.98%
Global Fixed Income	28.0%	1.00%	2.62%
Inflation Sensitive	0.0%	0.77%	1.81%
Private Equity	8.0%	6.30%	7.23%
Real Estate	13.0%	3.75%	4.93%
Liquidity	1.0%	0.00%	-0.92%
Total	100.0%		

(a) An expected inflation of 2.00% used for this period.

(b) An expected inflation of 2.92% used for this period.

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**NOTES TO BASIC FINANCIAL STATEMENTS**  
 June 30, 2021

---

**NOTE 7 – PENSION PLAN (Continued)**

B. Pension Liabilities, Pension Expenses and Deferred Outflows/Inflows of Resources Related to Pensions (Continued)

*Sensitivity of the Proportionate Share of the Net Pension Liability to Changes in the Discount Rate*

The following represents the Commission’s proportionate share of the net pension liability calculated using the discount rate of 7.15 percent, as well as what the Commission’s proportionate share of the net pension liability would be if it were calculated using a discount rate that is 1 percentage point lower (6.15 percent) or 1 percentage point higher (8.15 percent) than the current rate:

	1% Decrease <u>6.15%</u>	Discount Rate <u>7.15%</u>	1% Increase <u>8.15%</u>
District's proportionate share of the net pension plan liability	\$3,205,846	\$ 1,692,619	\$ 442,287

*Pension Plan Fiduciary Net Position*

Detailed information about the pension plan’s fiduciary net position is available in the separately issued CalPERS financial reports.

C. Payable to the Pension Plan

At June 30, 2021, the Commission had no amount outstanding for contributions to the pension plan required for the fiscal year ended June 30, 2021.

**NOTE 8 – NET POSITION**

GASB Statement No. 63, requires that the difference between assets added to the deferred outflows of resources and liabilities be added to the deferred inflows of resources be reported as net position. Net position is classified as either net investment in capital assets, restricted, or unrestricted.

The government-wide and fiduciary funds financial statements utilize a net position presentation. Net position is categorized as net investment in capital assets, restricted, and unrestricted.

*Net investment in capital assets* – This category groups all capital assets, including infrastructure, into one component of net position. Accumulated depreciation and the outstanding balances of debt that are attributable to the acquisition, construction, or improvement of these assets reduce the balance in this category.

*Restricted Net Position* – This category presents external restrictions imposed by creditors, grantors, contributors, or laws or regulations of other governments and restrictions imposed by law through constitutional provisions or enabling legislation.

*Unrestricted Net Position* – This category represents net position of the Commission, not restricted for any project or other purpose.

**NOTE 9 – OTHER POST EMPLOYMENT BENEFITS (OPEB)**

Plan Description

*Plan administration* – Integrated medical/prescription drug coverage is provided through CalPERS under the Public Employees’ Medical and Hospital Care Act (PEMHCA). Employees may choose from a variety of HMO and PPO options. The Commission offers the same health plans to its retirees as its active employees, with the exception that once a retiree becomes eligible for Medicare, he or she must join a Medicare HMO or a Medicare Supplement plan under PEMHCA. No assets are accumulated in a trust that meets the criteria in paragraph 4 of GASB Statement 75.

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**NOTES TO BASIC FINANCIAL STATEMENTS**  
 June 30, 2021

---

**NOTE 9 – OTHER POST EMPLOYMENT BENEFITS (OPEB) (CONTINUED)**

Plan Description (Continued)

*Benefits provided* – Employees (SEIU and RAMM members) and executive directors become eligible to retire and receive monthly contributions from the Commission upon attainment of age 50 and five years of covered PERS service, or by qualifying disability retirement status. Benefits are paid for the lifetime of the retiree and, if applicable, the surviving spouse of the retiree if coverage is in effect at the time of the retiree's death. The Commission's retiree contribution is based on the CalPERS PEMHCA unequal method. The active caps are 95% of the Blue Shield Bay Area premium for single and 90% for dual and family. Currently, the retiree single cap is equal to the active single cap. The retiree dual and family caps are not equal to the corresponding active caps and are projected to remain unequal.

Employees Covered

As of the July 1, 2019, actuarial valuation, the following current and former employees were covered by the benefit terms under the Commission's Plan:

Active plan members	18
Inactive employees or beneficiaries currently receiving benefits	<u>10</u>
Total	<u><u>28</u></u>

The Commission currently finances benefits on a pay-as-you-go basis.

Total OPEB Liability

The Commission's total OPEB liability was measured as of June 30, 2021 and the total OPEB liability used to calculate the total OPEB liability was determined by an actuarial valuation dated July 1, 2019. Standard actuarial update procedures were used to project/discount from valuation to measurement dates.

*Actuarial assumptions.* The total OPEB liability was determined using the following actuarial assumptions, applied to all periods included in the measurement, unless otherwise specified:

Discount Rate	1.92%
Inflation	3.00%
Salary Increases	3.00%
Mortality Rate	Mortality rates from 2017 CalPERS Experience Study
Healthcare Trend Rate	5.70% decreasing to 5.00% for 2028 and later years

Actuarial assumptions used in the July 1, 2019 valuation were based on a review of plan experience during the period July 1, 2017 to June 30, 2019.

The long-term expected rate of return on OPEB plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation. To achieve the goal set by the investment policy, plan assets will be managed to earn, on a long-term basis, a rate of return equal to or in excess of the target rate of return of 1.92 percent.

*Change in assumptions.* For the June 30, 2021 measurement date, the discount rate was decreased from 2.45 percent to 1.92 percent. The medical cost trend rate decreased from 5.80 percent to 5.70 percent.

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**NOTES TO BASIC FINANCIAL STATEMENTS**  
 June 30, 2021

**NOTE 9 – OTHER POST EMPLOYMENT BENEFITS (OPEB) (CONTINUED)**

Total OPEB Liability (Continued)

*Discount rate.* GASB 75 requires a discount rate that reflects the following:

- a) The long-term expected rate of return on OPEB plan investments — to the extent that the OPEB plan's fiduciary net position (if any) is projected to be sufficient to make projected benefit payments and assets are expected to be invested using a strategy to achieve that return;
- b) A yield or index rate for 20-year, tax-exempt general obligation municipal bonds with an average rating of AA/Aa or higher — to the extent that the conditions in (a) are not met.

To determine a resulting single (blended) rate, the amount of the plan's projected fiduciary net position (if any) and the amount of projected benefit payments is compared in each period of projected benefit payments. The discount rate used to measure the District's total OPEB liability is based on these requirements and the following information:

Reporting Date	Measurement Date	Long Term Expected Return of Plan Investments	Municipal 20 Year High Grade Rate Index	Discount Rate
June 30, 2020	June 30, 2020	4.00%	2.45%	2.45%
June 30, 2021	June 30, 2021	4.00%	1.92%	1.92%

Changes in the OPEB Liability

	Total OPEB Liability
Balance at June 30, 2020 (Valuation Date June 30, 2019)	\$ 2,732,914
Changes recognized for the measurement period:	
Service cost	211,434
Interest	71,228
Changes of assumptions	246,455
Benefit payments	(74,599)
Net Changes	454,518
Balance at June 30, 2021 (Measurement Date June 30, 2021)	\$ 3,187,432

*Sensitivity of the OPEB liability to changes in the discount rate.* The following presents the OPEB liability, as well as what the OPEB liability would be if it were calculated using a discount rate that is 1 percentage point lower (0.92 percent) or 1 percentage-point higher (2.92 percent) than the current discount rate:

	1% Decrease 0.92%	Discount Rate 1.92%	1% Increase 2.92%
OPEB Liability	\$ 3,739,191	\$ 3,187,432	\$ 2,744,714

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**NOTES TO BASIC FINANCIAL STATEMENTS**  
 June 30, 2021

**NOTE 9 – OTHER POST EMPLOYMENT BENEFITS (OPEB) (CONTINUED)**

*Sensitivity of the OPEB liability to changes in the healthcare trend rates.* The following presents the OPEB liability, as well as what the OPEB liability would be if it were calculated using a healthcare cost trend rates that are 1 percentage-point lower (4.70 percent) or 1 percentage-point higher (6.70 percent) than the current healthcare cost trend rates:

	1% Decrease (4.70% Decreasing to 4.00%)	Healthcare Cost Trend Rate (5.70%) Decreasing to 5.00%)	1% Increase (6.70%) Decreasing to 6.00%)
OPEB Liability	\$ 2,632,378	\$ 3,187,432	\$ 3,908,223

OPEB Expense and Deferred Outflows/Inflows of Resources Related to OPEB

For the fiscal year ended June 30, 2021, the Commission recognized OPEB expense of \$366,692. As of the fiscal year ended June 30, 2021, the Commission reported deferred outflows and deferred inflows of resources related to OPEB from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Difference between expected and actual experience	\$ -	\$ 7,950
Change in assumptions	537,414	44,662
	<u>\$ 537,414</u>	<u>\$ 52,612</u>

Amounts reported as deferred outflows and inflows of resources will be recognized in OPEB expense as follows:

Fiscal Year Ending June 30,	Amount
2022	\$ 84,030
2023	84,030
2024	93,635
2025	80,914
2026	80,914
Thereafter	61,279
	<u>\$ 484,802</u>

**NOTE 10 – SENATE BILL 1 – STATE OF GOOD REPAIR**

The Road Repair and Accountability Act of 2017, Senate Bill (SB) 1 (Chapter 5, Statutes of 2017), signed by the Governor on April 28, 2017, includes a program that will provide additional revenues for transit infrastructure repair and service improvements. This investment in public transit will be referred to as the State of Good Repair program. This program provides funding of approximately \$105 million annually to the State Transit Assistance (STA) Account. These funds are to be made available for eligible transit maintenance, rehabilitation and capital projects.

This program demonstrates California's commitment to clean, sustainable transportation, and the role that public transit plays in that vision. While SB 1 addresses a variety of transportation needs, this program has a specific goal of keeping transit systems in a state of good repair, including the purchase of new transit vehicles, and maintenance and rehabilitation of transit facilities and vehicles. These new investments will lead to cleaner transit vehicle fleets, increased reliability and safety, and reduced greenhouse gas emissions and other pollutants.

In the fiscal year ended June 30, 2021, the Santa Cruz County Regional Transportation Commission received \$738,201. The funding was distributed to the Santa Cruz Metropolitan Transit District.

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**

**NOTES TO BASIC FINANCIAL STATEMENTS**

June 30, 2021

---

**NOTE 11 – EXCESS EXPENDITURES OVER APPROPRIATIONS**

The Commission spent \$2,257,677 more than appropriated in the Rail/Trail Authority Fund for the year ended June 30, 2021.

**NOTE 12 – PRIOR-PERIOD ADJUSTMENT**

A prior-period adjustment of (\$445,000) was made to the governmental activities and to the Highway 1 Auxiliary Lanes Fund for State RSTP Exchange funding recognized in the prior year that was received in the prior year but was not spent and earned as of June 30, 2020.

**This page intentionally left blank.**

**REQUIRED SUPPLEMENTARY INFORMATION SECTION**



**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**BUDGETARY COMPARISON SCHEDULE**  
**ADMINISTRATION AND PLANNING FUND**  
**SCHEDULE OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE**  
**For the Fiscal Year Ended June 30, 2021**

	<u>Budgeted Amounts</u>		<u>Actual Amounts</u>	<u>Variance with</u>
	<u>Original</u>	<u>Final</u>		<u>Final Budget</u>
				<u>Positive (Negative)</u>
<b>Revenues</b>				
Local Transportation Funds	\$ 1,147,062	\$ 1,224,372	\$ 1,281,891	\$ 57,519
RSTP Exchange	201,155	201,155	182,709	(18,446)
State Planning, Programming and Monitoring Funds	164,097	144,579	82,265	(62,314)
State Rural Planning Assistance	337,000	376,518	290,120	(86,398)
Sustainable Transportation Grant CDFW	145,600	225,612	158,318	(67,294)
Sustainable Transportation Grant WCB	217,220	217,220	162,479	(54,741)
CalTrans SHA Grant	58,567	58,568	58,568	
Measure D	1,187,841	389,288	1,082,233	692,945
Use of money and property			9,957	9,957
Other		376,518	25,979	(350,539)
<b>Total revenues</b>	<b>3,458,542</b>	<b>3,213,830</b>	<b>3,334,519</b>	<b>120,689</b>
<b>Expenditures</b>				
Salaries and benefits	1,979,105	1,791,470	1,743,530	47,940
Services and supplies	1,286,878	2,499,515	475,704	2,023,811
Bike Challenge	125,000	100,000	97,826	2,174
Bike to Work	49,585	49,585	46,123	3,462
Transit corridor alt analysis			233,105	(233,105)
Community Traffic Safety Coalition	107,435	107,435	33,147	74,288
Regional Conservation Investment Study			125,595	(125,595)
Measure D Administration			19,371	(19,371)
Bike SC Project Paseo	50,000	50,000	33,452	16,548
Scotts Creek Marsh			156,509	(156,509)
SR9 San Lorenzo Valley Complete Streets			65,971	(65,971)
RTP CEQA EIR		30,000	30,000	
Highway 17 Wildlife Crossing			518	(518)
Other		15,000	5,009	9,991
Capital outlay			6,555	(6,555)
<b>Total expenditures</b>	<b>3,598,003</b>	<b>4,643,005</b>	<b>3,072,415</b>	<b>1,570,590</b>
Excess of revenues over (under) expenditures	(139,461)	(1,429,175)	262,104	1,691,279
<b>Other Financing Sources (Uses):</b>				
Operating transfers in	282,717			
Operating transfers out	(110,000)	(110,000)	(110,000)	
<b>Total other financing sources (uses)</b>	<b>172,717</b>	<b>(110,000)</b>	<b>(110,000)</b>	
Change in fund balance	33,256	(1,539,175)	152,104	1,691,279
Fund balance - July 1	2,102,822	2,102,822	2,102,822	
Fund balance - June 30	\$ 2,136,078	\$ 563,647	\$ 2,254,926	\$ 1,691,279

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**BUDGETARY COMPARISON SCHEDULE**  
**RAIL/TRAIL AUTHORITY FUND**  
**SCHEDULE OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE**  
**For the Fiscal Year Ended June 30, 2021**

	<u>Budgeted Amounts</u>		<u>Actual Amounts</u>	<u>Variance with Final Budget Positive (Negative)</u>
	<u>Original</u>	<u>Final</u>		
<b>Revenues</b>				
Measure D	\$ 1,505,240	\$ 1,505,240	\$ 1,912,200	\$ 406,960
Use of money and property	76,000	70,000	73,547	3,547
RSTP Exchange	260,790	163,583	3,138,093	2,974,510
FEMA	2,330,463	5,381,219	3,879,384	(1,501,835)
Other revenue			72,951	72,951
Total revenues	<u>4,172,493</u>	<u>7,120,042</u>	<u>9,076,175</u>	<u>1,956,133</u>
<b>Expenditures</b>				
Salaries and benefits	350,000	350,000	251,389	98,611
Services and supplies	3,913,640	6,880,042	5,300,901	1,579,141
Other			3,935,429	(3,935,429)
Total expenditures	<u>4,263,640</u>	<u>7,230,042</u>	<u>9,487,719</u>	<u>(2,257,677)</u>
Excess of revenues over (under) expenditures	<u>(91,147)</u>	<u>(110,000)</u>	<u>(411,544)</u>	<u>(301,544)</u>
<b>Other Financing Sources (Uses):</b>				
Operating transfers in	<u>110,000</u>	<u>110,000</u>	<u>110,000</u>	
Total other financing sources (uses)	<u>110,000</u>	<u>110,000</u>	<u>110,000</u>	
Excess of revenues and other sources over (under) expenditures and other uses	18,853		(301,544)	(301,544)
Fund balance - July 1	<u>441,215</u>	<u>441,215</u>	<u>441,215</u>	
Fund balance - June 30	<u>\$ 460,068</u>	<u>\$ 441,215</u>	<u>\$ 139,671</u>	<u>\$ (301,544)</u>

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**BUDGETARY COMPARISON SCHEDULE**  
**SERVICE AUTHORITY FOR FREEWAY EMERGENCIES FUND**  
**SCHEDULE OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE**  
**For the Fiscal Year Ended June 30, 2021**

	<u>Budgeted Amounts</u>		<u>Actual Amounts</u>	<u>Variance with Final Budget Positive (Negative)</u>
	<u>Original</u>	<u>Final</u>		
<b>Revenues</b>				
Motor vehicle fees	\$ 257,750	\$ 257,750	\$ 261,721	\$ 3,971
Aid from other governments	50,000	50,000	46,395	(3,605)
Measure D	50,000	50,000	50,000	
Use of money and property	3,000	3,000	4,287	1,287
Total revenues	<u>360,750</u>	<u>360,750</u>	<u>362,403</u>	<u>1,653</u>
<b>Expenditures</b>				
Salaries and benefits	134,000	134,000	92,774	41,226
Services and supplies	239,550	239,550	231,706	7,844
Total expenditures	<u>373,550</u>	<u>373,550</u>	<u>324,480</u>	<u>49,070</u>
Excess of revenues over (under) expenditures	<u>(12,800)</u>	<u>(12,800)</u>	<u>37,923</u>	<u>50,723</u>
<b>Other Financing Sources (Uses):</b>				
Operating transfers out	<u>(50,000)</u>	<u>(50,000)</u>	<u>(50,000)</u>	
Total other financing sources (uses)	<u>(50,000)</u>	<u>(50,000)</u>	<u>(50,000)</u>	
Excess of revenues and other sources over (under) expenditures and other uses	<u>(62,800)</u>	<u>(62,800)</u>	<u>(12,077)</u>	<u>50,723</u>
Fund balance - July 1	<u>587,314</u>	<u>587,314</u>	<u>587,314</u>	
Fund balance - June 30	<u>\$ 524,514</u>	<u>\$ 524,514</u>	<u>\$ 575,237</u>	<u>\$ 50,723</u>

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**BUDGETARY COMPARISON SCHEDULE**  
**FREEWAY SERVICE PATROL FUND**  
**SCHEDULE OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE**  
**For the Fiscal Year Ended June 30, 2021**

	<u>Budgeted Amounts</u>		<u>Actual Amounts</u>	<u>Variance with Final Budget Positive (Negative)</u>
	<u>Original</u>	<u>Final</u>		
<b>Revenues</b>				
California Department of Transportation Grant - SB1	\$ 117,389	\$ 117,389	\$ 80,397	\$ (36,992)
Caltrans Grant (FSP)	183,618	183,618	167,519	(16,099)
Measure D	150,000	150,000	145,281	(4,719)
Use of money and property			399	399
Total revenues	<u>451,007</u>	<u>451,007</u>	<u>393,596</u>	<u>(57,411)</u>
<b>Expenditures</b>				
Salaries and benefits	86,500	86,500	79,606	6,894
Services and supplies	17,200	17,200	5,717	11,483
Towing service	347,307	347,307	307,873	39,434
Total expenditures	<u>451,007</u>	<u>451,007</u>	<u>393,196</u>	<u>57,811</u>
Excess of revenues over (under) expenditures			400	400
Fund balance - July 1	<u>152,293</u>	<u>152,293</u>	<u>152,293</u>	
Fund balance - June 30	<u>\$ 152,293</u>	<u>\$ 152,293</u>	<u>\$ 152,693</u>	<u>\$ 400</u>

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**BUDGETARY COMPARISON SCHEDULE**  
**HIGHWAY 1 PROGRAM FUND**  
**SCHEDULE OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE**  
**For the Fiscal Year Ended June 30, 2021**

---

	<u>Budgeted Amounts</u>		<u>Actual Amounts</u>	<u>Variance with Final Budget Positive (Negative)</u>
	<u>Original</u>	<u>Final</u>		
<b>Revenues</b>				
Use of money and property	\$ -	\$ -	\$ 1,089	\$ 1,089
Excess of revenues over (under) expenditures			1,089	1,089
Fund balance - July 1	159,413	159,413	159,413	
Fund balance - June 30	<u>\$ 159,413</u>	<u>\$ 159,413</u>	<u>\$ 160,502</u>	<u>\$ 1,089</u>

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**BUDGETARY COMPARISON SCHEDULE**  
**HIGHWAY 1 AUXILIARY LANES FUND**  
**SCHEDULE OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE**  
**For the Fiscal Year Ended June 30, 2021**

	<u>Budgeted Amounts</u>		<u>Actual Amounts</u>	<u>Variance with Final Budget Positive (Negative)</u>
	<u>Original</u>	<u>Final</u>		
<b>Revenues</b>				
Use of money and property	\$ -	\$ -	\$ 1,699	\$ 1,699
RSTP Exchange Funds	445,000	445,000	320,000	(125,000)
State Planning, Programming and Monitoring Funds	1,750,000	1,578,847	2,297,641	718,794
Local Partnership Program Grant		1,190,000	720,807	(469,193)
Measure D	5,447,809	5,711,391	2,866,167	(2,845,224)
Other	7,950	7,950	8,756	806
Total revenues	<u>7,650,759</u>	<u>8,933,188</u>	<u>6,215,070</u>	<u>(2,718,118)</u>
<b>Expenditures</b>				
Salaries and benefits	851,000	587,950	252,104	335,846
Services and supplies	<u>6,799,759</u>	<u>8,345,238</u>	<u>6,307,682</u>	<u>2,037,556</u>
Total expenditures	<u>7,650,759</u>	<u>8,933,188</u>	<u>6,559,786</u>	<u>2,373,402</u>
Excess of revenues over (under) expenditures			<u>(344,716)</u>	<u>(344,716)</u>
Fund balance - July 1	954,535	954,535	954,535	
Prior period adjustment			<u>(445,000)</u>	<u>(445,000)</u>
Fund balance - July 1, restated	<u>954,535</u>	<u>954,535</u>	<u>509,535</u>	<u>(445,000)</u>
Fund balance - June 30	<u>\$ 954,535</u>	<u>\$ 954,535</u>	<u>\$ 164,819</u>	<u>\$ (789,716)</u>

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**BUDGETARY COMPARISON SCHEDULE**  
**CRUZ 511 FUND**  
**SCHEDULE OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE**  
**For the Fiscal Year Ended June 30, 2021**

	<u>Budgeted Amounts</u>		<u>Actual Amounts</u>	<u>Variance with Final Budget Positive (Negative)</u>
	<u>Original</u>	<u>Final</u>		
<b>Revenues</b>				
State Planning, Programming and Monitoring Funds	\$ 131,100	\$ 196,369	\$ 196,390	\$ 21
RSTP Exchange Funds	49,754	169,590		(169,590)
Aid from other governments				
Measure D	250,000	250,000	89,437	(160,563)
Use of money and property	4,000	4,000	2,438	(1,562)
Other				
<b>Total revenues</b>	<b>434,854</b>	<b>619,959</b>	<b>288,265</b>	<b>(331,694)</b>
<b>Expenditures</b>				
Salaries and benefits	213,663	213,663	134,487	79,176
Services and supplies	200,100	208,100	58,117	149,983
<b>Total expenditures</b>	<b>413,763</b>	<b>421,763</b>	<b>192,604</b>	<b>229,159</b>
Excess of revenues over (under) expenditures	21,091	198,196	95,661	(102,535)
<b>Other Financing Sources (Uses):</b>				
Operating transfers in	50,000	50,000	50,000	
<b>Total other financing sources (uses)</b>	<b>50,000</b>	<b>50,000</b>	<b>50,000</b>	
Excess of revenues and other sources over (under) expenditures and other uses	71,091	248,196	145,661	(102,535)
Fund balance - July 1	361,283	361,283	361,283	
Fund balance - June 30	<u>\$ 432,374</u>	<u>\$ 609,479</u>	<u>\$ 506,944</u>	<u>\$ (102,535)</u>

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**BUDGETARY COMPARISON SCHEDULE**  
**ACTIVE TRANSPORTATION MBSST FUND**  
**SCHEDULE OF REVENUES, EXPENDITURES, AND CHANGES IN FUND BALANCE**  
**For the Fiscal Year Ended June 30, 2021**

	<u>Budgeted Amounts</u>		<u>Actual Amounts</u>	<u>Variance with Final Budget Positive (Negative)</u>
	<u>Original</u>	<u>Final</u>		
<b>Revenues</b>				
RSTP Exchange Funds	\$ 300,000	\$ 230,000	\$ -	\$ (230,000)
Active Transportation Program		22,000	9,525	(12,475)
Land Trust	500,000	500,000	94,217	(405,783)
Measure D	5,137,068	5,398,568	3,524,198	(1,874,370)
Use of money and property			807	807
Total revenues	<u>5,937,068</u>	<u>6,150,568</u>	<u>3,628,747</u>	<u>(2,521,821)</u>
<b>Expenditures</b>				
Salaries and benefits	467,585	642,585	635,277	7,308
Services and supplies	<u>5,469,483</u>	<u>5,577,983</u>	<u>2,987,940</u>	<u>2,590,043</u>
Total expenditures	<u>5,937,068</u>	<u>6,220,568</u>	<u>3,623,217</u>	<u>2,597,351</u>
Excess of revenues over (under) expenditures		(70,000)	5,530	75,530
Fund balance - July 1	<u>135,776</u>	<u>135,776</u>	<u>135,776</u>	
Fund balance - June 30	<u>\$ 135,776</u>	<u>\$ 65,776</u>	<u>\$ 141,306</u>	<u>\$ 75,530</u>

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**SCHEDULE OF CHANGES IN THE OPEB LIABILITY AND RELATED RATIOS**  
 Last 10 Years\*  
 As of June 30, 2021

	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>
Total OPEB Liability				
Service cost	\$ 211,434	\$ 177,210	\$ 113,898	\$ 121,414
Interest on the total OPEB liability	71,228	76,179	69,300	60,196
Actual and expected experience difference		(10,840)		
Changes in assumptions	246,455	357,350	139,953	(133,982)
Change in benefit items				
Benefit payments	(74,599)	(72,998)	(62,470)	(50,598)
Net change in total OPEB liability	454,518	526,901	260,681	(2,970)
Total OPEB liability - beginning	2,732,914	2,206,013	1,945,332	1,948,302
Total OPEB liability - ending	<u>\$ 3,187,432</u>	<u>\$ 2,732,914</u>	<u>\$ 2,206,013</u>	<u>\$ 1,945,332</u>
Covered payroll	\$ 1,961,919	\$ 1,880,332	\$ 1,888,097	\$ 1,374,598
Total OPEB liability as a percentage of covered payroll	162.47%	145.34%	116.84%	141.52%

\*- Fiscal year 2018 was the 1st year of implementation, therefore only four years are shown.

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**SCHEDULE OF OPEB CONTRIBUTIONS**  
Last 10 Years\*  
As of June 30, 2021

---

The Commission's contribution for the fiscal year ended June 30, 2021 was \$74,599. The Commission did not have an actuary calculate the Actuarially Determined Contribution for the fiscal year ended June 30, 2021, therefore the Commission does not need to comply with GASB 75's Required Supplementary Information requirements.

The Commission's contribution for the fiscal year ended June 30, 2020 was \$72,998. The Commission did not have an actuary calculate the Actuarially Determined Contribution for the fiscal year ended June 30, 2020, therefore the Commission does not need to comply with GASB 75's Required Supplementary Information requirements.

The Commission's contribution for the fiscal year ended June 30, 2019 was \$62,470. The Commission did not have an actuary calculate the Actuarially Determined Contribution for the fiscal year ended June 30, 2019, therefore the Commission does not need to comply with GASB 75's Required Supplementary Information requirements.

The Commission's contribution for the fiscal year ended June 30, 2018 was \$50,598. The Commission did not have an actuary calculate the Actuarially Determined Contribution for the fiscal year ended June 30, 2018, therefore the Commission does not need to comply with GASB 75's Required Supplementary Information requirements.

\*- Fiscal year 2018 was the 1st year of implementation, therefore only four years are shown.

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**SCHEDULE OF PROPORTIONATE SHARE OF NET PENSION LIABILITY**  
 Last 10 Years\*  
 As of June 30, 2021

The following table provides required supplementary information regarding the Commission's Pension Plan.

	<u>2021</u>		<u>2020</u>		<u>2019</u>		<u>2018</u>
Proportion of the net pension liability	0.01556%		0.01626%		0.01717%		0.01902%
Proportionate share of the net pension liability	\$ 1,692,619	\$	1,665,720	\$	1,654,850	\$	1,886,393
Covered payroll	\$ 1,880,332	\$	2,081,870	\$	1,590,897	\$	1,541,379
Proportionate share of the net pension liability as percentage of covered payroll	90.02%		80.01%		104.02%		122.38%
Plan's total pension liability	\$ 43,702,930,887	\$	41,426,453,489	\$	38,944,855,364	\$	37,161,348,332
Plan's fiduciary net position	\$ 32,822,501,335	\$	31,179,414,067	\$	29,308,589,559	\$	27,244,095,376
Plan fiduciary net position as a percentage of the total pension liability	75.10%		75.26%		75.26%		73.31%
	<u>2017</u>		<u>2016</u>		<u>2015</u>		
Proportion of the net pension liability	0.01925%		0.01875%		0.02073%		
Proportionate share of the net pension liability	\$ 1,665,777	\$	1,286,988	\$	1,289,646		
Covered payroll	\$ 1,523,462	\$	1,351,432	\$	1,333,752		
Proportionate share of the net pension liability as percentage of covered payroll	109.34%		95.23%		96.69%		
Plan's total pension liability	\$ 33,358,627,624	\$	31,771,217,402	\$	30,829,966,631		
Plan's fiduciary net position	\$ 24,705,532,291	\$	24,907,305,871	\$	24,607,502,515		
Plan fiduciary net position as a percentage of the total pension liability	74.06%		78.40%		79.82%		

**Note to Schedule:**

Change in assumptions

In 2018, inflation was changed from 2.75 percent to 2.50 percent and individual salary increases and overall payroll growth was reduced from 3.00 percent to 2.75 percent.

In 2017, as part of the Asset Liability Management review cycle, the discount rate was changed from 7.65 percent to 7.15 percent.

In 2016, the discount rate was changed from 7.5 percent (net of administrative expense) to 7.65 percent to correct for an adjustment to exclude administrative expense.

In 2015, amounts reported as change in assumptions resulted primarily from adjustments to expected ages of general employees.

\*- Fiscal year 2015 was the 1st year of implementation, therefore only seven years are shown.

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**SCHEDULE OF PENSION CONTRIBUTIONS**  
 Last 10 Years\*  
 As of June 30, 2021

The following table provides required supplementary information regarding the Commission's Pension Plan.

	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>
Contractually required contribution (actuarially determined)	\$ 725,030	\$ 440,212	\$ 443,077	\$ 552,504
Contribution in relation to the actuarially determined contributions	<u>(725,030)</u>	<u>(440,212)</u>	<u>(443,077)</u>	<u>(552,504)</u>
Contribution deficiency (excess)	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>
Covered payroll	\$ 1,967,823	\$ 1,880,332	\$ 2,081,870	\$ 1,590,897
Contributions as a percentage of covered payroll	36.84%	23.41%	21.28%	34.73%
	<u>2017</u>	<u>2016</u>	<u>2015</u>	
Contractually required contribution (actuarially determined)	\$ 267,135	\$ 214,636	\$ 170,439	
Contribution in relation to the actuarially determined contributions	<u>(267,135)</u>	<u>(214,636)</u>	<u>(170,439)</u>	
Contribution deficiency (excess)	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	
Covered payroll	\$ 1,541,379	\$ 1,523,462	\$ 1,351,432	
Contributions as a percentage of covered payroll	17.33%	14.09%	12.61%	

**Notes to Schedule**

Valuation Date:	6/30/2017
Methods and assumptions used to determine contribution rates:	
Actuarial cost method	Entry Age Normal
Amorization method/period	For details, see the June 30, 2017 funding valuation report.
Discount rate	7.15%
Payroll growth	3.00%
Price inflation	2.63%
Salary increases	Varies by entry age and years of service.
Mortality	The probabilities of mortality are based on the 2010 CalPERS Experience Study for the period from 1997 to 2007. Pre-retirement and post-retirement mortality rates include 5 years of projected mortality improvement using Scale AA published by the Society of Actuaries.
Retirement age	The probabilities of retirement are based on the 2010 CalPERS Experience Study for the period from 1997 to 2007.

\*- Fiscal year 2015 was the 1st year of implementation, therefore only seven years are shown.

**SUPPLEMENTARY INFORMATION SECTION**





**INDEPENDENT AUDITORS' REPORT ON  
TRANSPORTATION DEVELOPMENT ACT COMPLIANCE**

Santa Cruz County Regional Transportation Commission  
Santa Cruz, California

We have audited the financial statements of the governmental activities, the major funds, and the aggregate remaining fund information of the Santa Cruz County Regional Transportation Commission's (the Commission) compliance with the types of compliance requirements described in the *Transportation Development Act Guidebook*, published by the State of California Department of Transportation applicable for the fiscal year ended June 30, 2021.

***Management's Responsibility***

Management is responsible for compliance with the requirements of laws, regulations, contracts, and grants applicable to the Transportation Development Act.

***Auditors' Responsibility***

Our responsibility is to express an opinion on the Commission's compliance based on our audit of the compliance with applicable statutes, rules and regulations of the Transportation Development Act (TDA), Sections 99233.1 and 99402, the California Code of Regulations (CCR), and the allocation instructions and resolutions of Santa Cruz County Regional Transportation Commission as required by Section 6662 and 6666 of the CCR. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the *Transportation Development Act Guidebook*. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the compliance requirements referred to above that could have a direct and material effect on the state laws and regulations applicable to the Fund occurred. An audit includes examining, on a test basis, evidence about the Fund's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance. However, our audit does not provide a legal determination of the Commission's compliance.

***Opinion on Compliance with the Transportation Development Act***

In our opinion, the funds allocated to and received by Santa Cruz County Regional Transportation Commission pursuant to the TDA, complied, in all material respects, with the compliance requirements referred to above that are applicable to the statutory requirements of the Transportation Development Act and the allocation instructions and resolutions of Santa Cruz County Regional Transportation Commission for the fiscal year ended June 30, 2021.

This report is intended solely for the information and use of the Board of Directors, management of the Santa Cruz County Regional Transportation Commission and for filing with the appropriate regulatory agencies and is not intended to be and should not be used by anyone other than these specified parties.

*Moss, Levy & Hartzheim LLP*

Santa Maria, California  
March 9, 2022



**INDEPENDENT AUDITORS' REPORT ON  
MEASURE D COMPLIANCE**

Santa Cruz County Regional Transportation Commission  
Santa Cruz, California

We have audited the financial statements of the governmental activities, the major funds, and the aggregate remaining fund information of the Santa Cruz County Regional Transportation Commission's (the Commission) compliance with the types of compliance requirements described in *Ordinance No. 2016-01* (Measure D), applicable for the fiscal year ended June 30, 2021.

***Management's Responsibility***

Management is responsible for compliance with the requirements of laws, regulations, contracts, and grants applicable to Measure D.

***Auditors' Responsibility***

Our responsibility is to express an opinion on the Commission's compliance based on our audit of the compliance with applicable statutes, rules and regulations of Measure D. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and *Ordinance No. 2016-01*. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the compliance requirements referred to above that could have a direct and material effect on the state laws and regulations applicable to the Fund occurred. An audit includes examining, on a test basis, evidence about the Fund's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance. However, our audit does not provide a legal determination of the Commission's compliance.

***Opinion on Compliance with Measure D***

In our opinion, the funds allocated to and received by Santa Cruz County Regional Transportation Commission pursuant to Measure D, complied, in all material respects, with the compliance requirements referred to above that are applicable to the statutory requirements of Measure D of Santa Cruz County Regional Transportation Commission for the fiscal year ended June 30, 2021.

This report is intended solely for the information and use of the Board of Directors, management of the Santa Cruz County Regional Transportation Commission and for filing with the appropriate regulatory agencies and is not intended to be and should not be used by anyone other than these specified parties.

*Moss, Levy & Hartzheim LLP*

Santa Maria, California  
March 9, 2022

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**SCHEDULE OF ALLOCATIONS AND EXPENDITURES**  
**LOCAL TRANSPORTATION FUND**  
For the Fiscal Year Ended June 30, 2021

Claimant/Purpose/Authority*	Allocated Balance July 1, 2020	Allocation	Expended	Allocated Balance June 30, 2021
<b>Santa Cruz Metropolitan Transit District</b>				
Transit operator assistance PUC § 99260(a)	\$ -	\$ 7,096,904	\$ 7,096,904	\$ -
Totals		7,096,904	7,096,904	
<b>Santa Cruz County Regional Transportation Commission</b>				
Administration PUC § 99233.1		532,283	532,283	
Planning PUC § 99402		614,779	614,779	
Pedestrian and bicycle PUC § 99400 (a)		134,829	134,829	
Totals		1,281,891	1,281,891	
<b>City of Santa Cruz</b>				
Volunteer Center and Community Bridges PUC § 99400 (c)		780,245	786,466	(6,221)
Pedestrian and bicycle PUC § 99400 (a)	352,038	101,348	46,247	407,139
Totals	352,038	881,593	832,713	400,918
<b>County of Santa Cruz</b>				
Pedestrian and bicycle PUC § 99400 (a)	762,508	205,940		968,448
Totals	762,508	205,940		968,448
<b>City of Scotts Valley</b>				
Pedestrian and bicycle PUC § 99400 (a)	42,072	18,607		60,679
Totals	42,072	18,607		60,679
<b>City of Capitola</b>				
Pedestrian and bicycle PUC § 99400 (a)	233,392	15,770	197,749	51,413
Totals	233,392	15,770	197,749	51,413
<b>City of Watsonville</b>				
Pedestrian and bicycle PUC § 99400 (a)	676,767	81,657	337,920	420,504
Totals	676,767	81,657	337,920	420,504
Grand totals	<u>\$ 2,066,777</u>	<u>\$ 9,582,362</u>	<u>\$ 9,747,177</u>	<u>\$ 1,901,962</u>

\* Public Utilities Code

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**  
**SCHEDULE OF ALLOCATIONS AND EXPENDITURES**  
**STATE TRANSIT ASSISTANCE FUND**  
For the Fiscal Year Ended June 30, 2021

Claimant/Purpose/Authority*	Allocated Balance <u>July 1, 2020</u>	<u>Allocation</u>	<u>Expended</u>	Allocated Balance <u>June 30, 2021</u>
<b>Santa Cruz Metropolitan Transit District</b>				
Transit operator assistance CAC § 6730 a	\$ 1,223,263	\$ 3,954,682	\$ 4,169,774	\$ 1,008,171
Total	<u>\$ 1,223,263</u>	<u>\$ 3,954,682</u>	<u>\$ 4,169,774</u>	<u>\$ 1,008,171</u>
<b>City of Santa Cruz</b>				
Community Bridges CAC § 6730 a	\$ 25,000	\$ 100,000	\$ 100,000	\$ 25,000
	<u>\$ 25,000</u>	<u>\$ 100,000</u>	<u>\$ 100,000</u>	<u>\$ 25,000</u>

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

---

## **RECOMMENDATIONS**

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

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

## **BACKGROUND**

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

## **DISCUSSION**

Unfortunately, the COVID-19 pandemic continues; therefore, the RTC has been making the necessary AB361 findings at its meetings since November 2021 to continue to hold virtual meetings. The goal of the RTC is to hold RTC meetings in a hybrid format as long as the COVID-19 situation permits, and

the facilities are available for hybrid meetings. For hybrid meetings, a limited number of Commissioners and members of the public may participate in person, as long as the County Board of Supervisors Chambers are available for the meeting. Everyone participating in person will need to abide by Santa Cruz County requirements that may be in place for wearing masks. All others will participate via Zoom. The RTC has not yet been able to hold any hybrid meetings. All of the meetings of RTC committees will continue to be virtual meetings via Zoom because conference rooms are not equipped for hybrid meetings.

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

“(3) If a state of emergency remains active, or state or local officials have imposed or recommended measures to promote social distancing, in order to continue to teleconference without compliance with paragraph (3) of subdivision (b), the legislative body shall, not later than 30 days after teleconferencing for the first time pursuant to subparagraph (A), (B), or (C) of paragraph (1), and every 30 days thereafter, make the following findings by majority vote:

- (A) The legislative body has reconsidered the circumstances of the state of emergency.
- (B) Any of the following circumstances exist:
  - (i) The state of emergency continues to directly impact the ability of the members to meet safely in person.
  - (ii) State or local officials continue to impose or recommend measures to promote social distancing.”

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

### **30-Day Requirement for AB 361 Findings**

State law requires that findings to continue virtual and/or hybrid meetings be made every 30 days. State law also allows special virtual meetings for the sole purpose of making AB 361 findings to hold virtual and/or hybrid

meetings. Therefore, it may be necessary for the RTC to hold special virtual meetings solely for the purposes of making AB 361 findings. A number of agencies around the state are working towards legislative modifications so such special meetings will not be required but such modifications are not anticipated soon.

### **FISCAL IMPACT**

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

### **SUMMARY**

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

*S:\RTC\TC2022\05\Consent Agenda\AB361 Findings\AB361 findings 050522.docx*

**TO:** Regional Transportation Commission  
**FROM:** Tommy Travers, Transportation Planner  
**RE:** Bicycle Advisory Committee Membership Appointment

---

## **RECOMMENDATIONS**

As submitted by Commissioner Montesino, the Bicycle Advisory Committee and staff recommend that the Regional Transportation Commission (RTC) approve the nomination and appoint Gina Gallino Cole to serve on the Bicycle Advisory Committee.

---

## **BACKGROUND**

Seats on the Regional Transportation Commission's Bicycle Advisory Committee correspond to City and Supervisorial District seats on the Regional Transportation Commission (RTC). Commissioners may nominate individuals for Committee and RTC consideration. Two additional seats for Bike to Work and the Community Traffic Safety Coalition also exist, and nominations are made by the respective organization. Seats for the Bicycle Committee are for three-year terms and expire on a rotating basis. Each seat has a primary (voting) and an alternate representative. The Bicycle Advisory Committee's description, role and membership are in the 2017 RTC Rules and Regulations available on the RTC website.

## **DISCUSSION**

Murray Fontes has served two 3-year terms on the Bicycle Advisory Committee representing the City of Watsonville, including two 2-year terms as Vice Chair. Staff appreciates Mr. Fontes's service to the RTC and the community. In early 2022, he notified staff that he did not wish to serve an additional term. Staff updated the Committee website, notified Commissioner Montesino, and announced the opening at the February Committee meeting. One application was received, and it was reviewed and forwarded to Commissioner Montesino, who nominated Gina Gallino Cole as the primary member representing the City of Watsonville. Her application is included as Attachment 1.

Staff continues to seek applicants to fill one vacancy and welcomes recommendations from Commissioners. The application and more information about the Committee are available on the RTC webpage <https://sccrtc.org/meetings/bike-committee/>.

A draft roster is included as Attachment 2.

**As submitted by Commissioner Montesino, the Bicycle Advisory Committee and staff recommend that the RTC approve the nomination and appoint Gina Gallino Cole to serve on the Bicycle Advisory Committee.**

**FISCAL IMPACT**

None.

**SUMMARY**

A vacancy existed on the Bicycle Advisory Committee for the City of Watsonville. The Commissioner made a nomination, which has been reviewed by the Committee. The Committee and staff recommend that the RTC appoint Gina Gallino Cole as primary Committee member representing the City of Watsonville.

Attachments:

1. Gina Gallino Cole application
2. May 2022 Draft Bicycle Advisory Committee Roster

# COMMITTEE APPOINTMENT APPLICATION

## Santa Cruz County Regional Transportation Commission (SCRTC) Bicycle Advisory Committee

The Bicycle Advisory Committee consists of eleven seats: one for each city within Santa Cruz County, one for each of the county supervisorial districts, one representing the Bike to Work program and one representing the Community Traffic Safety Coalition. Each of the seats has an alternate member appointed in the case that the primary member is unable to attend a meeting.

Meetings are usually held the second Monday of even numbered months from 6:00 p.m. to 8:30 p.m. in the Santa Cruz County Regional Transportation Commission conference room, located at 1101 Pacific Avenue Ste. 250 in downtown Santa Cruz, however during the COVID-19 pandemic have been held virtually. One meeting per year is typically held in mid- or south-county. Please refer to the Committee description and bylaws for more information: <https://scrtc.org/meetings/bike-committee/>.

If you are interested in serving on this committee, we recommend reviewing the by-laws and attending a meeting to familiarize yourself with the committee process. After doing so please complete this application and email a scanned signed copy to [ttravers@scrtc.org](mailto:ttravers@scrtc.org) or return a signed copy to the RTC office.

Name: Gina Gallino Cole  
Home address: [REDACTED]  
Mailing address (if different): [REDACTED]

Phone: (home) [REDACTED] (business/message/mobile) [REDACTED]  
E-mail: [REDACTED]

Length of residence in Santa Cruz County: 28 yrs in S.C. County  
19 yrs in N. Monterey County

I am applying to represent the following vacant position (circle one):

- City of Scotts Valley – Alternate
- City of Watsonville – Primary
- Other \_\_\_\_\_

I would consider a different position - either a different seat or alternate versus primary (circle one): Yes / No

**Previous experience on a government commission or committee:** (Please describe the committee/commission's purpose and your role.)

*\* See attached \**

**Other Relevant Work or Volunteer Experience**

Organization	Location	Position	Dates
<i>* See attached</i>			

**Statement of Qualifications:** Please attach a brief statement indicating why you are interested in serving on this committee and why you are qualified for the appointment. If you have served on this committee in the past, please summarize your accomplishments on the committee and indicate which of the committee's potential future endeavors most interest you.

**Certification:** I certify that the above information is true and correct and I authorize the verification of the information in the application in the event I am a finalist for the appointment.



Signature

*March 25, 2022*

Date

**Return Application to:**

SCCRTC Attn: Tommy Travers  
1101 Pacific Avenue Ste. 250  
Santa Cruz, CA 95060  
Or email: [ttravers@sccrtc.org](mailto:ttravers@sccrtc.org)

**Questions or Comments:**

Contact Tommy Travers at (831) 460-3200 or by email at [ttravers@sccrtc.org](mailto:ttravers@sccrtc.org).

**Previous experience on a government commission or committee:**

Planning Commissioner for District 2, Planning Commission for the City of Watsonville : January 2021 to January 2022.

Member, City of Watsonville, Vision Zero Task Force : October 2018 to present

Member, Community Traffic Safety Coalition : May 2019 to present

Member, City of Scotts Valley, Active Transportation Plan, Coordination Team : May 2019 to May 2021

Member, County of Santa Cruz, Active Transportation Plan, Coordination Team : August 2020 to November 2021

Member, City of Watsonville, Downtown Watsonville Specific Plan Stakeholders Committee : August 2019 to present

Member, City of Watsonville, Alcohol Ordinance Stakeholder Committee : 2017 to 2019

**Other Relevant Work or Volunteer Experience**

<b>Organization</b>	<b>Location</b>	<b>Position</b>	<b>Dates</b>
<b>Bike Santa Cruz County</b>	<b>Santa Cruz, CA</b>	<b>Executive Director</b>	<b>May 2019 - November 2021</b>
<b>Open Streets</b>	<b>Watsonville, CA</b>	<b>Work Group Volunteer</b>	<b>December 2018 to June 2018</b>
<b>Community Bike Collective</b>	<b>Watsonville, CA</b>	<b>Volunteer Youth Ride Leader</b>	<b>2019 to present</b>
<b>Friends of Watsonville Parks and Community Services</b>	<b>Watsonville, CA</b>	<b>Volunteer, Monthly Mayors' Ride Coordinator</b>	<b>2018-2021</b>
<b>Friends of the Rail and Trail</b>	<b>Santa Cruz County</b>	<b>Board Member</b>	<b>May 2019 to present</b>
<b>YWCA of Watsonville</b>	<b>Watsonville, CA</b>	<b>Board Member</b>	<b>November 2017 to November 2019</b>
<b>MHCAN</b>	<b>Santa Cruz</b>	<b>Board Member</b>	<b>May 2017 to May 2020</b>

Gina Gallino Cole

Santa Cruz County Regional Transportation Commission Bicycle Advisory Commission Application

**Statement of Qualifications:**

I am interested in serving on the Santa Cruz County Regional Transportation Commission Bicycle Advisory Commission because I believe that Commission is important for reviewing and providing feedback for the numerous bicycle related projects and policies that develop across the State, County, and jurisdictions. Although I have not served on this committee, I have participated in most of the committee's meetings since June 2019.

I have lived and worked and ridden bikes in Watsonville for most of my life. I have been active in our community as a teacher, a public health community organizer, and a cycling advocate for the past 18 years. In my time with Bike Santa Cruz County, I learned a tremendous amount about transportation planning and policies. I have a vested interest in the community of Watsonville, in ensuring that there are safe routes to schools for youth and safe routes to work for adults. I have a solid working knowledge of government systems and protocols as well as an understanding of the importance of community members participating in their local government.

I feel it is an important role to be able to be an effective liaison between the SCCRTC Bicycle Advisory Committee and the City of Watsonville. With all of the exciting, positive, cycling related changes such as the SC County Active Transportation Plan and the recent funding awarded to the city of Watsonville for connecting Pajaro Valley High School with a bike/pedestrian bridge, as well as expanding the Slough Trails and adding an additional car-free bridge across Lee Road in store for Watsonville, I would be honored to be part of the process for reviewing and providing feedback with the unique lens of a cyclist and an advocate.

With esteem,

Gina Gallino Cole

**Draft May 2022 Bicycle Advisory Committee Roster**

<b>Members</b>	<b>Representing</b>	<b>Alternate</b>
Scott Roseman	County of Santa Cruz-District 1	Corrina McFarlane
Kathleen Bortolussi	County of Santa Cruz-District 2	John Hunt
Sally Arnold	County of Santa Cruz-District 3	Peter Scott
Anna Kammer	County of Santa Cruz-District 4	Liz Hernandez
Rick Hyman	County of Santa Cruz-District 5	Theresia Rogerson
Paula Bradley	City of Capitola	Mike Moore
Matt Farrell	City of Santa Cruz	Grace Voss
Richard Masoner	City of Scotts Valley	<b>Vacant</b>
Gina Gallino Cole*	City of Watsonville	Drew Rogers
Amelia Conlen	Bike to Work	Matt Miller
Leo Jed	Community Traffic Safety Coalition	Arnold Shir

\* Recommended appointment

**Santa Cruz County Regional Transportation Commission  
THREE MONTH MEETING SCHEDULE**

**May 2022 – July 2022**

[www.sccrtc.org/meetings/](http://www.sccrtc.org/meetings/)

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

<b>Meeting Date</b>	<b>Meeting Day</b>	<b>Meeting Type</b>	<b>Meeting Time</b>	<b>Meeting Place</b>
05/05/22	Thursday	Regional Transportation Commission	9:00 am	Zoom
05/10/22	Tuesday	Elderly & Disabled TAC <b>[special meeting]</b>	1:30 pm	Zoom
05/19/22	Thursday	Interagency Technical Advisory Committee <b>[may be canceled]</b>	1:30 pm	Zoom
06/02/22	Thursday	Regional Transportation Commission	9:00 am	TBD
06/09/22	Thursday	Budget & Administration/Personnel <b>[cancelled]</b>	<del>1:30 pm</del>	Zoom
06/13/22	Monday	Bicycle Advisory Committee	6:00 pm	Zoom
06/14/22	Tuesday	Elderly & Disabled TAC <b>[cancelled]</b>	<del>1:30 pm</del>	Zoom
06/16/22	Thursday	Transportation Policy Workshop (TPW)	9:00 am	Zoom
06/16/22	Thursday	Interagency Technical Advisory Committee	1:30 pm	Zoom
		<i>No RTC Meetings in July</i>		

➤ Zoom – See agenda for log-in information

TO							From			Link to full comments on topics within RTC's jurisdiction
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
03/29/22	Contact us form	Incoming	S.Munz 3.29.2022	Shannon	Munz	SCCRTC	John	Kientz	Resident	Question re: Rail at Parade St.
03/23/22	Email	Incoming	S.Munz 3.29.2022	Shannon	Munz	SCCRTC	Renee	Flower	Resident	Re: branding of the 2016 Measure D SCC Transportation Improvement Plan Measure & confusion with Measure D of the June 2022 ballot
03/27/22	Email	Incoming	S.Munz 3.29.2022	Shannon	Munz	SCCRTC	Patrick	Hung	Resident	Re: start of construction Hwy 1 Soquel Dr. to 41st Ave.
04/04/22	Email	Incoming	n/a	Rachel	Moriconi	SCCRTC	Gavin	Newsom	Cal DOT	Grant award letter Re: Santa Cruz County Transportation Equity Action Plan
04/04/22	Email	Incoming	n/a	Ginger	Dykaar	SCCRTC	Gavin	Newsom	Cal DOT	Grant award letter Re: Santa Cruz County Climate Adaptation - Vulnerability Assessment and Transportation Priorities Report
04/04/22	Phone	Incoming	S.Munz 4.4.2022 (phone)	Shannon	Munz	SCCRTC	Dave	Martin	Resident	Supports electric light rail on SCBRL, opposes removal of RR tracks
04/03/22	Email	Incoming	C.Convisser 4.18.2022	Yesenia	Parra	SCCRTC	Kyle	Kelley	Resident	Public records request - correspondence from 2/24 about the railandtrail website and responses.
04/02/22	Email	Incoming	A.Marino 4.6.2022	Amanda	Marino	SCCRTC	Jacqueline	Danziger	Felton Branch Library	Senior transit questions
04/04/22	Email	Incoming	K.Corwin 4.4.2022	Rail	Team	SCCRTC	Kelly	Kumec	City of Santa Cruz Fire Dept	Trestle Bridge Hazard
04/01/22	Email	Incoming	K.Corwin 4.4.2022	Krista	Corwin	SCCRTC	Matt	Hilliard	NorCal Construction Industry Compliance	Manresa Coastal Erosion Repair, awarded? And request for bid results documentation
03/31/22	Email	Incoming		Shannon	Munz	SCCRTC	Jeffrey	Schmaus	Railstar Engineering	Railstar Engineering Consultant Request Form
02/16/22	Email	Incoming	S.Munz 4.4.2022	Shannon	Munz	SCCRTC	Lou	Chiaromonte, Jr.	South Bay Indigenous Solidarity	Response to question regarding exemptions (if any) the RTC-administered coastal rail corridor in SC County receives by having a rating that allows it to carry 'heavy freight'
04/02/22	Contact us form	Incoming	K.Corwin 4.4.2022	Krista	Corwin	SCCRTC	Katie	Conroy	Writer	Article pitch

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
04/04/22	Contact us form	Incoming	K. Corwin 4.20.2022	Grace	Blakeslee	SCCRTC	Wayne	Thompson	Pacific Paleontology	North Coast Rail Trail Call for bids
04/04/22	Email	Incoming	K. Corwin 4.4.2022 (fwd to City of Santa Cruz)	Krista	Corwin	SCCRTC	Donald	Radcliffe	Resident	Support for interim trail concept but please do not fence in the trail except where it is necessary to keep users from going off bridges and embankments
04/04/22	Email	Incoming		Shannon	Munz	SCCRTC	Howie	Schneider	Resident	Comments re: 2016 Measure D logo & confusion with 2022 Measure D
04/06/22	Email	Incoming	K. Corwin 4.20.2022	Shannon	Munz	SCCRTC	David	Van Brink	Resident	"Measure D" confusion
04/06/22	Contact us form	Incoming	B. Goodman 4.6.2022	Brianna	Goodman	SCCRTC	Melanie	Sobel	Santa Cruz County Animal Shelter	Stray goat found on railroad tracks near 30th ave
04/06/22	Email	Incoming	K. Corwin 4.6.2022	Amanda	Marino	SCCRTC	Kathleen	Conley	Santa Cruz County	Pediatric Surge Training Opportunity
04/06/22	Email	Incoming	n/a	Shannon	Munz	SCCRTC	Trink	Praxel	Friends of the Rail and Trail	CC'ed on email RE: Urgent Action Needed on 2016 Measure D Vehicle Stickers
04/06/22	Email	Incoming	S. Munz 4.8.2022	Shannon	Munz	SCCRTC	Jack	Brown	Resident	When should I expect the No on D sign to be taken down?
04/08/22	Email	Incoming	G. Blakeslee 4.11.2022	Sarah Christensen	Grace Blakeslee	SCCRTC	Michael	Pisano	Resident	Comment for segment 8: Flip the rail & trail on Beach Street
04/08/22	Email	Incoming	G. Blakeslee 4.11.2022	Sarah Christensen	Grace Blakeslee	SCCRTC	Michael	Pisano	Resident	Comments: Segments 8 & 9: Pacific Ave to 17th Ave
04/11/22	Email	Incoming	R. Tidmore 4.12.2022	Sarah Christensen	Grace Blakeslee	SCCRTC	Johanna	Lighthill	Resident	Discrepancies in segment width descriptions
04/12/22	Voicemail	Incoming	None requested	Policy	Makers	SCCRTC	Unnamed	Member of public	Resident	Comments about commute traffic and support for electric rail & bike path development
04/12/22	Email	Incoming	n/a	Yesenia	Parra	SCCRTC	Holly	Scheib	SEIU 521	Letter from SEIU 521-Amended Employee Organization Registration Update with Changes
04/12/22	Email	Incoming	K. Corwin 4.12.22	Krista	Corwin	SCCRTC	████	.	Resident	Questions re: comment cut-off periods and correspondence log
04/12/22	Email	Incoming	K. Corwin 4.20.2022	Sarah	Christensen	SCCRTC	Will	Menchine	Resident	Reintroduction, Trackless Trams, etc.

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
04/13/22	Email	Incoming	J.Thompson 4.13.2022	Sarah	Christensen	SCCRTC	DPW	Road Dispatch	SC County	17 ave railroad tracks
04/14/22	Email	Incoming	n/a	Grace	Blakeslee	SCCRTC	Heidy	Kellison	Resident	Message to Grace re: engagement through the CEQA process
04/15/22	Email	Incoming	J.Thompson 4.19.2022	Luis	Mendez	SCCRTC	Brian	McElroy	Resident	Possible dumping of raw sewage and long term RV camping
04/15/22	Email	Incoming	K.Corwin 4.15.2022	Krista	Corwin	SCCRTC	Frank	Rimicci	Resident	Opposition to Greenway ballot measure - why are they allowed to have stickers on county vehicles promoting D? RTC should educate voters better
04/15/22	Email	Incoming	M.Machado 4.15.2022	Rail	Maintenance	SCCRTC	John	Hibble	Aptos Chamber of Commerce	CC'd on correspondence re: weed abatement along Sumner Drive in Aptos
04/15/22	Email	Incoming	S.Munz 4.19.2022	Shannon	Munz	SCCRTC	Lou	Chiaramonte, Jr.	Santa Cruz County Democratic Central Committee	Regarding any official analysis of thoughts on AB 1919
02/08/22	Email	Outgoing	J.Weller 4.16.2022	Jim	Weller	Resident	Cindy	Convisser	SCCRTC	Re: Your public records request
04/19/22	Email	Incoming	S.Munz 4.20.2022	Shannon	Munz	SCCRTC	Grace	Stetson	Lookout Santa Cruz	Interview Request, Lookout Santa Cruz: EV Charging Stations Countywide
04/20/22	Email	Outgoing	n/a	RTC	Commissioners	SCCRTC	Tracy	New	SCCRTC	TDA and Measure D distribution formulas for cities and county
04/20/22	Email	Incoming	J.Thompson 4.21.2022	Rail	Maintenance	SCCRTC	Gregory	Becker	Resident	Spring Valley Road rail grade crossing
04/19/22	Email	Incoming	K.Corwin 4.20.2022	Krista	Corwin	SCCRTC	█	.	Resident	Question about submitting written comment
04/20/22	Email	Incoming	K.Corwin 4.20.2022	Krista	Corwin	SCCRTC	█	.	Resident	Question about attachments to written comment
04/21/22	Email	Incoming	S.Munz 4.21.2022	Shannon	Munz	SCCRTC	Belana	Torrez	Resident	Support for light rail next to trail. Request for info: Light Rail Rider/Commuter Projections

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
04/21/22	Email	Incoming	K. Corwin 4.21.2022	Krista	Corwin	SCCRTC	Ted	Burke	Resident	Comments Re: statements made by Roaring Camp on social media
04/21/22	Email	Incoming	K. Corwin 4.21.2022	Krista	Corwin	SCCRTC	Frank	Rimicci	Resident	Comments on Greenway proposal called Measure D: "confusing"
04/22/22	Email	Incoming	n/a	Krista	Corwin	SCCRTC	Brian	Peoples	Trail Now	CC'd on correspondence to SC City Council re: Earth Day 2022: Infrastructure Safety/Invest in our Planet
04/22/22	Email	Incoming	K. Corwin 4.22.2022	Tommy	Travers	SCCRTC	Debbie	Carson	Resident	Bike map request and comments on rail/trail bike lanes in Capitola
04/22/22	Email	Incoming		Shannon	Munz	SCCRTC	Pete	Haworth	Resident	Question re: cost estimates provided at the TPW Workshop
04/23/22	Email	Incoming	n/a	Krista	Corwin	SCCRTC	Brian	Peoples	Trail Now	CC'd on correspondence to Santa Cruz City Council Re: Agenda Item 11: Opposition to Measure D - Santa Cruz County Greenway Initiative and Reiterated Support for Continued Rail Planning on the Santa Cruz Branch Rail Line (CN)
04/23/22	Email	Incoming	n/a	Krista	Corwin	SCCRTC	Jack	Brown	Trail Now	CC'd on correspondence to Santa Cruz City Council Re: Agenda Item 11: Opposition to Measure D - Santa Cruz County Greenway Initiative and Reiterated Support for Continued Rail Planning on the Santa Cruz Branch Rail Line (CN)
04/23/22	Email	Incoming	n/a	Krista	Corwin	SCCRTC	Paul	Rucker	Trail Now	CC'd on correspondence to Santa Cruz City Council Re: Agenda Item 11: Opposition to Measure D - Santa Cruz County Greenway Initiative and Reiterated Support for Continued Rail Planning on the Santa Cruz Branch Rail Line (CN)
04/24/22	Email	Incoming	K. Corwin 4.25.2022	Krista	Corwin	SCCRTC	█	.	Resident	Comment 3 for May 2022 SCCRTC Meeting
04/25/22	Email	Incoming		Yesenia	Parra	SCCRTC	Lawrence	Kaplan	Resident	Public records request - request for letter related to cancellation of Manresa Bluff Project





# NEWS RELEASE

**Today's Date:** Tuesday, April 5, 2022

**District:** 05 – Santa Barbara, San Luis Obispo, Monterey, San Benito and Santa Cruz Counties

**Contact:** Jim Shivers or Heidi Crawford

**Phone:** (805) 549-3237 or (805) 549-3318

FOR IMMEDIATE RELEASE

## **Caltrans District 5 Awarded \$2.34 Million to Plan Sustainable Transportation Projects in Local Communities**

**San Luis Obispo County** — Caltrans District 5 announced today it has been awarded a total of eight (8) Sustainable Transportation Planning Grants totaling \$2.34 million in state and federal funds to plan sustainable transportation projects that reduce greenhouse gas emissions, improve the state highway system, enhance access to safe walkways and bike paths, and increase natural disaster preparedness.

“These grants are funding the planning for sustainable and more resilient transportation projects that will prepare the state for rising sea levels, wildfires and other climate related impacts,” said Caltrans Interim Director Steven Keck. “By collaborating with local communities, we are working together to achieve both our climate goals and an equitable transportation infrastructure for people who rely on transit and intercity bus service.”

In total, Caltrans District 5 was allocated:

- \$448,800 to the Santa Cruz County Regional Transportation Commission (SCCRTC) for climate change and safety for its Climate Adaptation, Vulnerability Assessment and Transportation Priorities Report.
- \$394,844 to the City of Salinas in Monterey County for the Outreach and Implementation for its Active Transportation Plan.
- \$338,000 to the Santa Cruz County Regional Transportation Commission (SCCRTC) for its Transportation Equity Action Plan.
- \$300,000 to the Monterey County, San Benito County, San Luis Obispo County, Santa Barbara County and Santa Cruz County Regional Transportation Agencies for the California Central Coast Sustainable Freight Study.
- \$296,000 to San Luis Obispo Council of Governments (SLOCOG) for a county-wide Vehicle Miles Traveled Mitigation Program.





## NEWS RELEASE

- \$221,325 to the City of Arroyo Grande for its Active Transportation Plan.
- \$220,082 to Monterey County for its Zero Emissions Shared Mobility Study.
- \$125,000 to the Santa Barbara County Association of Governments (SBCAG) for its Coordinated Public Transit - Human Services Transportation Plan.

Caltrans awards transportation planning grants each year through a competitive process to encourage local and regional projects. Applications are evaluated on how they further state transportation goals by identifying and addressing statewide, interregional, or regional transportation deficiencies on the highway system.

SB 1 provides \$5 billion in transportation funding annually split between the state and local agencies. Road projects progress through construction phases more quickly based on the availability of SB 1 funds, including projects that are partially funded by SB 1.

For more information about transportation projects funded by SB 1, visit [RebuildingCA.ca.gov](http://RebuildingCA.ca.gov).

For a complete list of planning grant project awardees, [visit here](#) [PDF].

### **Caltrans reminds motorists to move over and slow down when driving through highway construction zones.**

For traffic updates on other state highways in the District 5 counties, motorists can call Caltrans District 5 Public Affairs at 805-549-3318 or can visit the District 5 website at: <http://www.dot.ca.gov/dist05/maint/road/upslo.htm>.

###





# PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE MAY 5, 2022 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

PROJECTS UNDER CONSTRUCTION									
	Project	Location Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager (Resident Engineer)	Contractor	Comments
1.	<b>SCr 9 South Drainage and Erosion Control Improvements (1F920)</b>	From SR 1 and 9 to slightly north of Glen Arbor Road (PM 0.0/8.5)	Upgrade drainage systems and stabilize slopes	Winter 2021/22	\$2 million	SHOPP	Doug Hessing	Disney Construction Inc.	Contract awarded and approved to Disney Construction Inc, March 4, 202. Construction is substantially complete with intermittent items remaining through October 2022.
2.	<b>Highway 1/ Highway 17 Ramp Safety Improvements (1H060)</b>	From the Fishhook to Pasatiempo overcrossing (PM 16.7)	Construct ramp safety improvements	Contract Awarded	\$5.8 million	SHOPP	Heidi Borders	Teichert Construction	Project has been awarded to Teichert Construction and is in construction. CCA Target 8/1/22.
3.	<b>Highway 17 Wildlife Habitat Crossing (1G260)</b>	From Laurel Road to just north of Laurel Road (PM 9.442-9.692)	Construct wildlife undercrossing	Winter 2022	\$6.448 million	SHOPP	Aaron Henkel	Granite Rock Construction	Construction has begun on the project. Groundbreaking event scheduled for 04/29/22.
4.	<b>TMS Detection Repair (1H990)</b>	Various locations throughout District 5 along SRs 1, 17, 68, 156, 101 (PM Various)	Replace failed TMS Detection	Summer 2020/Summer 2022	\$4.9 million	SHOPP SB-1	Nick Heisdorf	Traffic Loops Crackfilling, Inc.	Project in construction. Contractor working on “Punchlist” items.
5.	<b>Highway 9 Hairpin Tieback (1K130)</b>	Near Boulder Creek about 1.1 miles south of the SR 236/9 Junction (PM 19.97)	Soldier Pile Tieback Retaining Wall	2021/22	\$2.6 million	SHOPP	Doug Hessing	Gordon N. Ball, Inc.	The construction contract was awarded to GORDON N. BALL, INC. One-way traffic control in place.



# PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE MAY 5, 2022 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

## PROJECTS UNDER CONSTRUCTION (Cont'd.)

	Project	Location Post Mile (PM)	Description	Constructi on Timeline	Construction Cost	Funding Source	Project Manager (Resident Engineer)	Contractor	Comments
6.	<b>Highway 1 Soquel Creek Scour Protection</b> <b>(1H480)</b>	In Capitola at Soquel Creek Bridge  (PM 13.3)	Bridge preventative maintenance – Place scour protection	Summer 2022	\$1.4 million	SHOPP	Heidi Borders	Construction	05-1H481 is scheduled to start advertisement 03-28-22 with Bid Opening 04-21-22.
7.	<b>Highway 1 Davenport Culvert Replacement</b> <b>(0J200)</b>	Near Davenport and south of Waddell Creek Bridge (PM 31.9/35.7)	Replace culverts	Winter 2021/22	\$7.4 million	SHOPP SB-1	Heidi Borders	Serafix Engineering	CCA Target 3/25/24.
8.	<b>Extend Side Hill Viaduct</b> <b>(05-1K060)</b>	In Santa Cruz County near Brookdale 0.3 mile south of Western Avenue (PM 10.80/10.8)	Construct viaduct wall extension, restore roadway and facilities, place Water Pollution Control BMPs	2022	\$1.9 million	SHOPP SB-1	Doug Hessing (PD)	GORDON N. BALL, INC.	One Way Traffic Control
9.	<b>Santa Cruz &amp; San Benito Rumble Strip &amp; Striping Safety Project</b> <b>(1M330)</b>	Various-multi-county locations.  In Sta. Cruz, the project includes Highways 1, 9, 17, 129	Update Striping and Install Edgeline and Center Rumble Strips at Various Locations	Spring/ Summer 2022	\$4.7 million	SHOPP Safety Collision Reduction	Terry Thompson (J.W.)	Construction	Project advertised on 3/21/2022 Bid Open moved to 4/26/2022



# PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE MAY 5, 2022 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

PROJECTS IN DEVELOPMENT									
	Project	Location Post Mile (PM)	Description	Construction Timeline	Estimated Construction Cost	Funding Source	Project Manager	Phase	Comments
10.	<b>Highway 9 PM 1.0 and 4.0 Viaduct</b>  (1K120)	Near SCr north of Vernon Street  (PM 1 and 4)	Construct side-hill viaduct restore roadway and facilities, place Water Pollution Control BMPs, erosion control	Fall 2022	\$9.9 million	SHOPP	Doug Hessing	PS&E	Route 9 may require long term closure during construction.
11.	<b>SCr 9 Upper Drainage and Erosion Control Improvements</b>  (1G950)	In Boulder Creek from Holiday Lane to just south of Ben Lomond to the SR 236/9 Junction  (PM 8.5/25.5)	Upgrade drainage and erosion control	Fall 2023	\$5.4 million	SHOPP	Nick Heisdorf	PS&E	The project is in the Design and Right of Way phase. RTL moved from 9/2022 to 4/2023 due to delay in potholing utilities. Potholing subcontractor has begun work.
12.	<b>Highway 9 San Lorenzo River Bridge and Kings Creek Bridge Replacement</b>  (1H470)	Near Boulder Creek, at San Lorenzo River Bridge and at Kings Creek Bridge  (PM 13.6/15.5)	Replace bridges	2023-2025	\$12 million	SHOPP SB-1	Doug Hessing	PS&E	The project is in the Design and Right of Way phase.
13.	<b>Highway 152 Corralitos Creek ADA</b>  (05- 1F620)	Near Watsonville, East of Beverly Drive to Holohan / College Road (PM1.9 to R2.0)	Construct Accessible Pathway	Summer 2023	\$3.4 million	SHOPP	Nick Heisdorf	PS&E	Project is in the Design and Right of Way phase. Project delivered to OE. On schedule for June 2022 RTL.



# PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE MAY 5, 2022 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

## PROJECTS IN DEVELOPMENT (Cont'd)

	Project	Location Post Mile (PM)	Description	Construct ion Timeline	Estimated Construction Cost	Funding Source	Project Manager	Phase	Comments
14.	<b>Highway 236 Heartwood Hill Wall (1M450)</b>	Near Boulder Creek (PM 5.4)	Restore Embankment with a Retaining Wall	2023	\$1.8 million	SHOPP	Doug Hessing	PS&E	The project is in the Design and Right of Way Phase.
15.	<b>Felton Safety Improvements (1M400)</b>	On Route 9 in Santa Cruz County between Kirby St. and San Lorenzo Valley High School (PM 6.3/7.2)	Construct Accessible Pedestrian Path	2024/25	\$8 million	SHOPP Safety	Doug Hessing (P.D.)	PA&ED	Survey work and environmental studies are in progress.
16.	<b>Highway 129 Paving, Sign Panels, Lighting, TMS Improvement (1J830)</b>	Near Watsonville for SR129/1 separation to Salsipuedes Creek Bridge (PM 0/0.56)	Pavement Preservation, Lighting, Sign Panel Replacement and TMS Elements improvements	2024/25	\$8 million	SHOPP	Nick Heisdorf	PA&ED	PS&E began February 2022. Possible addition of Braoadband on SR129.
17.	<b>Highway 1 Roadside Safety (1J960)</b>	0.5 mile north of Larkin Valley Rd. U.C. (San Andreas Rd) to Laguna Rd (North) (8.20/26.00)	Drainage System Restoration; paving at 40 ramps; Install Lighting at Interchanges and Install Count Stations	2024/25	\$15.5 million	SHOPP	Heidi Borders	PA&ED	No updates.



# PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE MAY 5, 2022 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

## PROJECTS IN DEVELOPMENT (Cont'd)

	Project	Location Post Mile (PM)	Description	Construction Timeline	Estimated Construction Cost	Funding Source	Project Manager	Phase	Comments
18.	<b>Santa Cruz Route 1 CAPM (1M110)</b>	In and near Santa Cruz from .06 miles south of Route 9 Junction to .09 miles north of the Mission St intersection. (PM 17.5/20.2)	Grinding/ paving 2.7 miles of pavement, upgrading up to 89 curb ramps, guard rail upgrade, sign panel upgrade, loop detector replacement.	2026	\$8.9 million	SHOPP	Nick Heisdorf	PID	PAED scheduled to start Summer 2022
19.	<b>Highway 17 Install High Friction Surface Treatment (HFST) (1M730)</b>	In Santa Cruz County near Santa Cruz at various locations from 0.2 miles south of Scotts Valley Overcrossing to 1.6 miles south of Summit Road Separation.	Safety Construction includes HFST between the left/right edges of the travel way and cold plane removal of Open Grade Asphalt Concrete (OGAC) and replacement with Hot Mix Asphalt	Winter 2022/ Spring 2023	\$6.5 million	SHOPP	Heidi Borders	PS&E/RW	No updates.
20.	<b>Highway 9 North CAPM (1K900)</b>	In Santa Cruz County from 0.4 miles south of Saratoga Toll Rd to the Santa Cruz/San Mateo County line (PM 18.89/27.09)	Preserve CAPM Strategies including but not limited to digouts, profile grinding, overlay, placing shoulder backing and dike. Reconstruct guardrail, rehabilitate or replace 6 culvert and replace 67 sign panels	2026	\$6.3 million	SHOPP	Doug Hessing	PID	Project is anticipated to be programmed in the 2022 SHOPP to start PA&ED phase.



# PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE MAY 5, 2022 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

## PROJECTS IN DEVELOPMENT

Project	Location Post Mile (PM)	Description	Construction Timeline	Estimated Construction Cost	Funding Source	Project Manager	Phase	Comments
21. Highway 152 Watsonville Rehab/CAPM (05-1P110)	Santa Cruz County on Route 152 from Jct Route 1 to 0.5 Mile East of Carlton Rd.  (PM 0.31/4.14)	Preserve pavement, rehabilitate or replace Salsipuedes Creek Bridge, replace culverts, rehabilitate traffic signals, upgrade curb ramps, reconstruct guardrail, replace sign panels, and complete streets	2029	\$25 million	SHOPP	Heidi Borders	PID	No updates.

### ACRONYMS USED IN THIS REPORT:

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

**--- Public Hearing Scheduled for 9:30 a.m.---**

**AGENDA:** May 5, 2022

**TO:** Regional Transportation Commission  
**FROM:** Amanda Marino, Transportation Planner  
**RE:** 2022 Unmet Transit and Paratransit Needs List

---

## **RECOMMENDATIONS**

The Elderly and Disabled Transportation Advisory Committee and staff recommend that the Regional Transportation Commission (RTC):

1. Adopt the *2022 Unmet Transit and Paratransit Needs List (Attachment 1)*, with revisions as appropriate, following the public hearing; and,
  2. Consider unmet transit and paratransit needs as funding becomes available.
- 

## **BACKGROUND**

The State allocates ¼ cent share of the state's 7.25 cent sales tax to the Regional Transportation Commission according to state law. TDA statutes require transportation planning agencies using TDA funds for local streets and roads projects, to implement a public process, including a public hearing, to identify unmet transit needs of transit dependent or disadvantaged persons, and determine if unmet transit needs can be reasonably met. Although the RTC does not allocate TDA funds to local streets and roads projects, and therefore is not required to perform this analysis, the RTC endeavors to solicit regular input on unmet transit and paratransit needs to provide a useful tool to identify and prioritize transit funding needs in the region.

## **DISCUSSION**

Serving as the social services transportation advisory council per TDA statutes, the Elderly and Disabled Transportation Advisory Committee (E&D TAC) regularly hears and considers unmet transit and paratransit needs in Santa Cruz County. Unmet transit and paratransit needs are those transportation needs which are not being met by the current public transit system, have community support, and do not duplicate transit services provided publicly or privately.

Attached for the Regional Transportation Commission's consideration is the *2022 Unmet Transit and Paratransit Needs list (Attachment 1)*. The 2022 Unmet Transit Needs List is shown in Attachment 1 with updates since the 2021 Unmet Transit Needs list using underline and strikeout. The unmet needs are prioritized using high, medium and low rankings, and within each category there are three levels indicating to what extent the needs, if addressed, would advance regional

transportation plan goals.

The Unmet Transit and Paratransit Needs List and process of soliciting public input is a tool to identify transit and paratransit needs, services, and project funding priorities for future State Transit Assistance (STA), Low Carbon Transit Operations Program (LCTOP), Transportation Development Act (TDA), State of Good Repair (SGR), FTA5310, TNC Access for All, greenhouse gas reduction, and other funds. Development of the 2022 Unmet Transit and Paratransit Needs considers needs identified through various means including:

- Input from the Elderly and Disabled Transportation Advisory Committee (E&D TAC);
- Input from staff of Santa Cruz Metropolitan Transit District, Community Bridges Lift Line serving as the Coordinated Transportation Services Agency, and the Volunteer Center; and
- Comments submitted by members of the public, partner agencies, RTC staff and RTC commissioners.

The Draft 2022 Unmet Transit and Paratransit Needs list was posted on the RTC website and a notice of availability was sent to interest groups, senior living facilities, senior centers, local jurisdictions, and transportation service providers. Public input was received using the online form included as [Attachment 2](#) available in both English and Spanish. The RTC additionally attended the Pajaro Valley Chamber of Commerce and Agriculture's Business Expo with printed copies of the online form in both English and Spanish. The Draft 2022 Unmet Paratransit Needs List was considered by the E&D TAC at its April 12, 2022 meeting and recommends approval with revisions as appropriate following the public hearing.

**The E&D TAC and staff recommends that the RTC adopt the 2022 Unmet Transit and Paratransit Needs list, with revisions as appropriate, following the public hearing, and consider unmet paratransit and transit needs as funding is available.**

## **SUMMARY**

TDA statutes require transportation planning agencies to consult with their designated social services transportation advisory councils to annually identify transit needs. Although the RTC does not allocate TDA funds to local streets and roads projects, and therefore is not required to perform an analysis of unmet transit needs, the RTC endeavors to solicit regular input on unmet paratransit and transit needs to provide a useful tool to prioritize needs in the region. Staff recommends adoption of the *2022 Unmet Transit and Paratransit Needs* with revisions as appropriate, following the public hearing on the item.

### Attachments:

1. Final Draft 2022 Unmet Transit and Paratransit Needs
2. Public Comment on Unmet Transit and Paratransit Needs list

## 2022 Draft Unmet Transit and Paratransit Needs List

### Prioritization of Need:

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

**M - Medium** priority items that supplement existing service.

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

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

### Strategies:

- Proposals and suggestions to address need, including programs and projects.
- **Updates since the 2021 Unmet Transit and Paratransit Needs list are shown using underline and strikeout.**

### General

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

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

### **Paratransit/Specialized Transportation Services**

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

- [Ensure accessible public taxi service for those using mobility devices.](#)
- [Ensure accessible on demand ride share service for those using mobility devices.](#)

7. **M1** - Paratransit service for the people who lost paratransit service due to changes in Santa Cruz Metro ParaCruz program in 2015.
  - Support policies that expand ADA mandated paratransit service area.
  - Support programs providing specialized transportation to areas outside the ADA-mandated paratransit service area for a fee or at no cost.
  - Expand taxi voucher program.
8. **H2** – Access to paratransit services on all holidays.
  - Extend existing paratransit services to holidays.
  - Support taxi voucher programs.
9. **H12** - Specialized transportation for areas outside the ADA-mandated paratransit service area for medical, non-medical trips.
  - Secure funding for taxi voucher programs.
  - Provide affordable and desirable housing for seniors and disabled individuals within ADA paratransit service area.
  - Provide incentives for senior and social services to be located in transit service areas.
  - Support programs providing specialized transportation to areas outside the ADA-mandated paratransit service area for a fee or at no cost.
  - Support continuous funding for transportation to medical services.
  - Seek volunteer drivers to provide transportation services from areas not served by transit or ADA paratransit service.
  - Identify priority origins and destinations outside the ADA service area.
10. **H12**- Free or low-cost paratransit options.
  - Provide funding for programs that provide discounted and free paratransit rides.
  - Support programs that provide on-demand ADA accessible rides.
  - Support increased specialized transportation services to low-income and disabled individuals for educational and work opportunities at higher education institutions (UCSC and Cabrillo).

11. **H2** - Direct paratransit and accessible transit connections with neighboring counties- including Monterey (Pajaro), San Benito, Santa Clara and other points north.
  - Establish direct inter-regional fixed route accessible transit service.
  - Develop plan to coordinate between agencies providing specialized transportation services in neighboring counties.
  - Support programs providing inter-regional specialized transportation for a fee or at no cost.
  - Establish feeder services to inter-regional accessible transit services.
  
12. **M1** - Affordable transportation for dialysis and other medical appointments, including 'same day' specialized transportation services for medical trips, on a continuous basis.
  - Support continuous funding for 'same day' transportation to medical services.
  - Support continuous funding for no or low-cost specialized transportation to medical appointments.
  - Increase capacity of existing programs providing transportation to dialysis and other medical appointments.
  - Secure funding for taxi voucher programs.
  
13. **M2** - Transportation for programs that promote senior and disabled individuals health, safety and independence including, but not limited to, all senior meal sites in the county, the stroke centers, medical facilities, and senior activity centers.
  - Support continuous funding for transportation services to meal sites.
  - Provide transit and paratransit services to medical service centers.
  - Support volunteer drivers to provide transportation services.
  
14. **M2** – Conduct targeted outreach to seniors, people living with disabilities, and transportation service providers to provide information about transportation options and safety.
  - Provide safe driving and transit information at locations with concentrations of seniors.
  - Support field trips to events by bus ("Mobility Trainer" and "Bus by Choice" models)
  - Annual updates to transportation service providers including, but not limited to, providers included in the Guide for Specialized Transportation about paratransit service options.
  
15. **L2** - Publicity about existing specialized transportation services including ADA paratransit, non-ADA paratransit, taxi services, Medi-Cal rides and mobility training for people to use regular fixed route buses.

- Streamline communication activities by establishing a central point of contact within health providers to disseminate information about specialized transportation services.
  - Support continuous funding for communication and outreach activities.
16. **H2** - Volunteer drivers in Santa Cruz County particularly in south-county and San Lorenzo Valley.
- Expand outreach efforts to recruit drivers and promote services.
  - Support for the Volunteer Center Transportation Program.
17. **M2** - Affordable special care trips and gurney vehicle for medically fragile individuals and those needing "bed to bed" transportation.
- Provide vouchers for specialized care trips.
  - Identify a service provider for gurney trips and assist in procurement of a vehicle for services.
  - Partner with assisted living and hospice care to provide services.
  - Publicize availability of services, if available.
18. **M3** - Ongoing provision of ADA Paratransit certification, provided by Santa Cruz Metro, at group facilities.
- Provide on-site services to reach a greater number of individuals.
19. **M3** - Specialized transportation services for people living with a cognitive impairments, dementia or mental health diagnosis.
- Provide on demand transportation services for people living with a mental health diagnosis.
  - Provide services designated to assisting people with mental illness navigate transit and paratransit eligibility requirements.
20. **L1** - Specialized transportation for 'same day' low cost non-medical trips.
- Expand taxi voucher program.
  - Support "on-call" volunteer drive programs.
21. **L3** - Anticipate growing demand for services by projecting funding needs for specialized transportation (including fixed route, ADA and non-ADA Paratransit) to provide transportation services to the senior population expected to increase over the next 15 to 30 years.
- Identify funding needs for paratransit over a 15-30 year horizon.
  - Designated funding source for paratransit service.
22. **M1** - Provide increased UCSC on-campus paratransit service between campus to campus destinations.

- Increase existing UCSC specialized transportation services to supplement increased demand.

### **Paratransit/Specialized Transportation Capital**

23. **H1** - ParaCruz operating facilities.
  - Acquire and develop permanent operations and maintenance facility for ParaCruz to reduce operating cost.
  - Increase funding opportunities for paratransit capital projects.
  
24. **M2** - Consolidated Transportation Services Agency operating facilities.
  - Increase funding opportunities for paratransit capital projects.
  
25. **H2** - Paratransit vehicle replacements.
  - Increase funding opportunities for paratransit capital projects including funding for electric vehicles and/or zero emission vehicles.
  - Take measures to include electric vehicles as option for purchase in the Section 5310 grant program.
  
26. **H2** – Electric Vehicle Charging Stations
  - Support funding for electric vehicle charging infrastructure. Provide an electric vehicle emergency preparedness plan that includes battery storage, vehicles, and facilities.

### **Transit Services**

27. **H1** – Greater frequency and span of transit service in densely populated areas with a mix of land uses.
  - Increase service level between downtown Santa Cruz and Capitola Mall Transit Center through the Live Oak corridor.
  - Enhance service on Mission Street.
  - Extend transit service hours later in the evening and early in the morning serving Cabrillo College and commercial centers of Santa Cruz/Live Oak/ Watsonville.
  - Enhance service to employment entities.
  - Enhance service on Scotts Valley Drive.
  - [Enhance service in Soquel and Old San Jose Road.](#)
  - [Enhance service in Aptos.](#)
  - [Enhance service in Corralitos.](#)

28. **H1** – Greater evening frequency and span of transit service in coverage-oriented areas, in keeping with METRO service standards.
- San Lorenzo Valley Route 35 variants (Mt. Store and Country Club)
  - Local Watsonville services
  - La Selva Beach
  - [Consider creating “All Nighter” circular bus network providing late-night and early-morning bus service in downtown areas.](#)
29. **M1** – More transit service to UCSC.
- Increase weekend and weekday UCSC service.
  - Increase service to UCSC campus.
  - Increase service to the University of Santa Cruz employment center in Scotts Valley.
30. **H1** - More interregional and cross county transit services.
- Increase Hwy 17 weekend service frequency.
  - Provide transit service from Santa Cruz County to Los Gatos.
  - Provide direct transit service to San Jose Airport.
  - Enhance Monterey County to Santa Cruz County service [including connections to the Salinas Intermodal Transportation Center.](#)
  - Support for an integrated transit network, which includes transit services on a dedicated transit facility on the rail right-of-way consistent with the Unified Corridor Investment Study and the Transit Corridor Alternatives Analysis.
  - Provide [direct bus](#) transit service from San Lorenzo Valley to Los Gatos.
  - Provide direct transit connection between Live Oak and San Jose Diridon Station.
  - [Implementation of express bus service using bus-on-shoulder operations on Hwy 1.](#)
31. ~~**H1M1**~~ – Free and low-cost transportation options, including fixed-route transit services.
- Support programs that provide transportation services, including, but not limited to bus services, for a reduced or no fee.
  - Seek volunteer drivers to provide transportation services.
  - ~~Support programs that allow seniors, and disabled,~~ [and low-income](#) individuals to ride free during designated time periods.
32. ~~**M12**~~ – More transit service between primary destinations in Santa Cruz County.

- Provide service between Capitola Mall and Cabrillo.
  - Expand transit service to new residential and commercial areas in Watsonville.
  - Improve north - south transit connections (ex. Soquel Ave/Drive \ to coastal communities).
  - Support for an integrated transit network, which includes transit services on a dedicated transit facility on the rail right-of-way consistent with Unified Corridor Investment Study and the Transit Corridor Alternatives Analysis.
  - Provide single trip service.
  - Provide express bus service from Watsonville to Scotts Valley.
  - Increase bus service to libraries and other public venues.
  - Increased transit service using bus-on-shoulder facilities on Hwy 1 and transit prioritization on Soquel Drive.
33. **M2** - More transit service to facilities providing medical, health and other social services.
- Provide transit service to medical facilities.
  - Provide medical, health, and social services within the existing transit service area.
34. **M2** - Access to transportation services on all holidays.
- Provide regular Santa Cruz Metro service on holidays.
  - Support taxi voucher programs.
  - Support volunteer transportation services.
35. **H2M2** - Easier and faster transit trips system wide.
- Enhance connections through increasing the span and frequency of service.
36. **H2M2** - Faster run times on transit routes.
- Investigate opportunities for transit priority lanes and signal priority.
  - Pursue right turn pockets for bypass lanes for buses service and transit priority on Soquel Ave/Drive and Freedom consistent with the Unified Corridor Investment Study.
  - Consider direct services between more locations, reducing need for transfers.
37. **M2** - Intra-community service in Santa Cruz County communities.
- Develop San Lorenzo Valley circulator.
  - Develop Scotts Valley circulator.
  - Investigate need for intra-community and neighborhood transit services

- [Consider partnerships with ride-hail and/or taxi services for first/last mile connections.](#)
  - [Develop Micro Transit programs in San Lorenzo Valley, Scotts Valley, Soquel, Aptos, and Watsonville.](#)
38. **L2** - Transit service to major tourist destinations.
- Provide transit service to Waddell Creek and North Coast and Highway 17 direct service to Boardwalk on weekends.
39. **H2L2** - Commuter transit service.
- Extend Highway 17 service to Watsonville, or improve connections between Watsonville-Santa Cruz service and Highway 17 service.
  - Provide faster commute option for transit riders between SLV and Santa Cruz.
40. **L3** - Special event services.
- Establish program to coordinate with Santa Cruz Visitor Center and partner agencies to provide special event services.

### **Transit Capital**

41. **H3M1** – Bus stops.
- Provide ADA compliant bus stops.
  - Prioritize bus stop improvements and shelter replacement based on high usage by seniors and people with disabilities.
  - Install braille and raised numbers on bus signage at bus stops indicating which bus routes are being offered at each stop (or a technology-based way finding alternative).
  - Provide the ability to lower the height of braille for wheelchair access.
  - [Work with local jurisdictions to provide benches and increased lighting at bus stops and connecting crosswalks including in-pavement lighting fixtures and in-road warning lights.](#)
  - [Increase sidewalk connectivity at bus stops and overhead LED lighting at connecting crosswalks.](#)
  - [Reinstate and fund bus stop committee to study and monitor bus stop accessibility.](#)
  - [Add bus stop at intersection of Granite Creek Rd and Santa’s Village Rd on the southwest corner after Hwy17 exit 5.](#)
42. **M1** – Maintenance of existing transit facilities.
- Support funding for maintenance of bus stops, parking lots, transit centers, buildings.

43. **H1** – Bus replacement: Replace buses beyond useful life as needed including buses, including buses providing rural service.
- Support funding for transit capital improvements.
  - Support funding for electric vehicle bus replacements and electric vehicle charging stations.
44. **H1** - Transit station improvements.
- Investigate options for renovation or redevelopment of Santa Cruz Metro Center.
  - [Coordinate improvements to Capitola Transit Center with Capitola Mall ownership.](#)
  - [Coordinate improvements of the Watsonville Transit Center’s transit facilities and provide increased parking.](#)
  - [Install bike lockers at transit stations.](#)
45. **H12** - Faster transit travel times.
- Installation of transponders on all buses for signal priority on major corridors improving traffic flow, reducing travel time, and improving on-time performance.
  - Support and seek funding for bus on shoulder on Highway 1.
46. **H1** – Dedicated transit facilities.
- Right-of-way improvements and stations along Santa Cruz Branch Rail Line if a bus rapid transit (BRT) or rail service is developed consistent with the Unified Corridor Investment Study and the Transit Corridor Alternatives Analysis.
  - [Multimodal transfer facilities at stations along the Santa Cruz Branch Rail Line if BRT or rail service is developed.](#)
  - [Implementation of bus-on-shoulder operations on portions of Hwy 1.](#)
47. **H3** - New equipment to assist with real-time operations, security, scheduling and planning.
- Automated Vehicle Location (AVL) System to provide better monitoring of on-time performance and more accurate data reporting.
  - Automatic Passenger Counting (APC) system to make mandatory reporting more efficient and improve data for service planning.
  - Install audio and video surveillance system for all buses.
  - Install audio and video surveillance system for all buses
  - Electronic fare payment for more convenient payment options and to speed up boarding.
  - Modernize planning and scheduling software for more efficient service planning and better community outreach.

48. **M1**– More multimodal connections to transit.
- Construct park and ride lots in strategic locations along inter-city routes that lack adequate feeder service.
  - Bike lockers and/or bike share stations at key locations to facilitate first/last mile of travel.
  - Increase amount of on-bus bike racks to facilitate first/last mile of travel.
  - Dedicated a park and ride lot near Hwy 1, connecting to transit service in Watsonville.

49. **M3** - Wifi expansion on buses.
- Install wifi equipment at all facilities and on all buses.
  - Partner with private companies to provide wifi.

2022 Unmet Transit Attachment 2 and Paratransit Public Comment Form

Attachment 2

Name (First/Last)	Do you use public transit or paratransit services in Santa Cruz County?	If no, why do you choose not to use public transportation?	If yes, please select the services you've used. Check all that apply.	Do you drive a car for some of your trips?	Where do you usually take the bus or paratransit? Check all that apply.	Are there places you would like to access by transit in Santa Cruz County, but can't?	What trips would you like to take by bus, shuttle, or other transit but cannot make now?	What would make it easier to ride the bus?	Describe a need which is not being met by the current public transit system and how it could be addressed to improve transit and/or paratransit service.	The need described is located in:	What do you think should be the highest priority for transit funding in Santa Cruz County?	How do you commonly access information about transit schedules, routes, bus stop locations, and fare prices? Check all that apply.
Marcia Murphy	Yes-Sometimes		METRO Bus (SCMTD);	Yes-sometimes	Shopping ;Medical Appointments;	Yes	All trips	More routes		City of Santa Cruz;	Light Rail, reduce greenhouse emissions, encourage people to use mass transit, ease traffic congestion for commuters, people with disabilities can ride light rail more easily.	Cruz511: <a href="https://cruz511.org/">https://cruz511.org/</a> ;At the Stop/Station, Ex: Schedule by Stop <a href="https://www.scmtd.com/en/riders-guide/stay-connected/schedule-by-stop">https://www.scmtd.com/en/riders-guide/stay-connected/schedule-by-stop</a> ;Paper Schedules/ Ride Guide Books, Ex: Guide to Specialized Transportation <a href="https://scrtc.org/wp-content/uploads/2018/09/2018GuideSpecTransportFinal-webversion.pdf">https://scrtc.org/wp-content/uploads/2018/09/2018GuideSpecTransportFinal-webversion.pdf</a> ;
david van brink	Yes-often		METRO Bus (SCMTD);	Yes-sometimes	Shopping ;Recreation;	No		seamless timing/connection, or bypass, of Santa Cruz transit center from West Side to dominican/capitola or even watsonville	Automatic refill of transit tap pass. (sharing Clipper card would be GREAT. my travels often continue past hwy 17 express into the bay area which is all clipper card). For myself, I prefer transit pass to using telephone. Fumbling with phone and app can be problem, especially after long day, dead battery... Tap credit card would be ok too.	City of Santa Cruz;City of Capitola;City of Watsonville;	Promote our Metro Service to wider audience! I'm on west side, which is actually very well served (thank you UCSC), especially with new Route 18. We love Route 18! More "regular car people" should know about this, and learn to love it. Currently, I think most "normal grownups" are barely aware of our excellent Metro system. :( big picture -- alternatives to car use is so important. Bike and transit please. I recognize that those of disability and limited income need things, more than I do, and should be prioritized, AND I'm not qualified to suggest how. But public transport can be used and enjoyed by everyone, and we all win.	Transit Agency's Website: <a href="http://www.scmtd.com/en/">http://www.scmtd.com/en/</a> ;Google Map is great, touch the stop and schedule is shown. Is best.;
James Barrett	No-Never	I need to go to multiple stops for work. I drive, but would like to get an ebike if the railroad became a bike/walking path.		Yes-often		No				County wide;	improve bike paths to reduce greenhouse gas, gas useage, promote healthier lifestyle.	
Bruce/Sawhill	Yes-Sometimes		METRO Bus (SCMTD);	Yes-often	School;	Yes	I would like to take transit on the rail line to get to Cabrillo College, Capitola Village, Aptos Village, and Watsonville.	Integration with transit on the rail line, timed transfers.	Using the rail line to extend the reach and frequency of Metro.	City of Santa Cruz;City of Watsonville;City of Capitola;Unincorporated County;County wide;	rail + trail	Transit Agency's Website: <a href="http://www.scmtd.com/en/">http://www.scmtd.com/en/</a> ;Third Party Websites (i.e. Google Maps etc.);
Royce Fincher	No-Never	I prefer to bike or drive	METRO Bus (SCMTD);	Yes-often	not for years;	No	None. i prefer the rail trail to be railbanked and that corridor a bike and ebike and pedestrian corridor	Don't need it.	Bike paths- ebike and pedestrian	County wide;	Railbanking the corridor and making it a bike and ebike friendly	Third Party Websites (i.e. Google Maps etc.);
Kyle Kelley	Yes-Sometimes		METRO Bus (SCMTD);	Yes-sometimes	School;Shopping ;Recreation;	Yes	The 17 express can not fit enough bikes which means I can't connect with a train and have my last mile option with me.	Frequency. If my local buses came more often I wouldn't have to worry about schedules or what time I will arrive.	Buses that come every 10 minutes.	City of Santa Cruz;	Number of buses and drivers	Third Party Websites (i.e. Google Maps etc.);Transit Agency's Website: <a href="http://www.scmtd.com/en/">http://www.scmtd.com/en/</a> ;Mobile Apps (please specify in the box below);Metro app;
Nic	Yes-Sometimes		METRO Bus (SCMTD);	Yes-sometimes	Work;	No		cheaper or free faire	Homeless and unhoused people, seniors, and those who are disabled should have FREE public transit--as it is a barrier to keeping employment and making medical appointments when we can't pay the faire		Homeless and unhoused people, seniors, and those who are disabled should have FREE public transit--as it is a barrier to keeping employment and making medical appointments when we can't pay the faire or free bus passes should be provided to agencies who serve these folks	Third Party Websites (i.e. Google Maps etc.);
Frank Rimicci Jr.	Yes-Sometimes		METRO Bus (SCMTD);	Yes-often		Yes	To connect to Diridon Station in San Jose from south county the rail line here makes perfect sense for this. The bus takes forever from the #71 to downtown to the #17 to Diridon..	the trolley that does not travel on the streets, utilizing the existing rail line.	Most assuredly the rail option. Instead of 50 million per mile of highway expansion, fix the rails and implement clean light passenger service.	County wide;	Definitely passenger rail service. In 10 years, You will be stuck on the widened highway with nowhere to expand and rail service will prove to be invaluable.	Transit Agency's Website: <a href="http://www.scmtd.com/en/">http://www.scmtd.com/en/</a> ;Cruz511: <a href="https://cruz511.org/">https://cruz511.org/</a> ;

Name (First/Last)	Do you use public transit or paratransit van services in Santa Cruz County?	If no, why do you choose not to use public transportation?	If yes, please select the services you've used. Check all that apply.	Do you drive a car for some of your trips?	Where do you usually take the bus or paratransit? Check all that apply.	Are there places you would like to access by transit in Santa Cruz County, but can't?	What trips would you like to take by bus, shuttle, or other transit but cannot make now?	What would make it easier to ride the bus?	Describe a need which is not being met by the current public transit system and how it could be addressed to improve transit and/or paratransit service.	The need described is located in:	What do you think should be the highest priority for transit funding in Santa Cruz County?	How do you commonly access information about transit schedules, routes, bus stop locations, and fare prices? Check all that apply.
Neil Waldhauer	Yes-Sometimes		METRO Bus (SCMTD);	Yes-often	Shopping ;Recreation;Medical Appointments;	No		More frequent service covering earlier and later trips	When I take a bus at peak hour, I sometimes can't get a seat, or sometimes I have to wait for another bus or even walk. More buses would help, or if the passenger train was running to free buses for other routes.	City of Santa Cruz;County wide;	I think the highest priority is to make transit easy to use for everyone, disabled or not. Low-income users should have access to substantial discounts, but not free transit.	Transit Agency's Website: <a href="http://www.scmtd.com/en/">http://www.scmtd.com/en/</a> ;
Barry Scott	Not now, but did in the past	Too infrequent and unreliable for my needs.	METRO Bus (SCMTD);	Yes-often	Shopping ;	Yes	Travel from Aptos Village to downtown Watsonville or to Capitola Village, Seabright, Simpkins, the Boardwalk, and the west side. I live in Rio Del Mar.	Adding a streetcar or train to the system that uses the rail corridor and rail line.	Reliable travel times, easy boarding, room for bikes. Implement Coast Futura-like transit on the rail line.	Unincorporated County;	Move forward with the TCAA Business Plan to develop a rail + bus network.	Transit Agency's Website: <a href="http://www.scmtd.com/en/">http://www.scmtd.com/en/</a> ;Cruz511: <a href="https://cruz511.org/">https://cruz511.org/</a> ;
J L	Yes-Sometimes		METRO Bus (SCMTD);	Yes-often	Social Activities;	No		More smaller busses with more frequent schedules. I see fewer busses on my desired routes, most are vastly under utilized, and they have dramatically reduced schedules.	Reduced schedules impact ridership.	County wide;	ParaCruz seems to be operating well. More park and ride options along Soquel Ave/Dr and Hwy 1, more busses in this routes, and smaller vehicles to take riders of the main corridors into cities... and have the timing of those rides mesh with work schedules	Transit Agency's Website: <a href="http://www.scmtd.com/en/">http://www.scmtd.com/en/</a> ;
Erik Kayhart	No-Never	Buses are slow, always stuck in traffic and inconvenient. If I want to be stuck in traffic, I'll just drive myself. Buses do not provide and relief to highway 1 traffic. Schedule is unreliable	METRO Bus (SCMTD);	Yes-often	Social Activities;	Yes	Aptos to Monterey. Aptos to anywhere else in California, with a reasonable timeframe.	Keep busses off the highways. Busses should be more shuttle stops within communities.	The rails are sitting unused. Santa Cruz needs to get in step with the rest of California, the country, and the world. Fix the rails, get real transit solutions, and connect us to surrounding counties	County wide;	making it easier for people with limited incomes to get to school or work. Improved access between south county & north county. reduce our reliance on rubber wheeled vehicles. Use money where infrastructure is already there (drop the highway widening project)	Transit Agency's Website: <a href="http://www.scmtd.com/en/">http://www.scmtd.com/en/</a> ;Cruz511: <a href="https://cruz511.org/">https://cruz511.org/</a> ;Third Party Websites (i.e. Google Maps etc.);
	Not now, but did in the past	I am taking this survey on behalf of my son who passed away.	ParaCruz (Metro);METRO Bus (SCMTD);	Yes-often	School;Work;Shopping ;Recreation;Social Activities;	Yes	I would like to be able to access ParaCruz from my house. My parents had to buy me an accessible van.	The restrictions on mileage to/from locations or from the bus line makes it difficult for me to use public from my home.	I require 24/7 care and my caregivers take Metro to/from work. When the bus route was stopped on Old San Jose Road, I lost caregivers because they couldn't walk the distance required.	Unincorporated County;	I think ParaCruz should be more client-centered for individuals who have medical issues and have a rigid schedule. Have smaller electric vans to access smaller roads in the hills.	Transit Agency's Website: <a href="http://www.scmtd.com/en/">http://www.scmtd.com/en/</a> ;
Theo Kell	Yes-often		METRO Bus (SCMTD);	Yes-often	Shopping ;Recreation;Social Activities;	Yes	Costco, North Hwy 1 Beaches, Big Basin, Waddell Creek, more locations on the east side	If the routes went more places and ran more frequently	UCSC students who live on the east side have very poor options for getting up to campus. they need to take a 69/71/91x and transfer to another bus at the metro center. There should be a network of buses that run directly from the east side up to campus.	City of Santa Cruz;Unincorporated County;County wide;	Making it possible to get more places via transit, reducing dependency on cars	Transit Agency's Website: <a href="http://www.scmtd.com/en/">http://www.scmtd.com/en/</a> ;Paper Schedules/ Ride Guide Books, Ex: Guide to Specialized Transportation <a href="https://scrtc.org/wp-content/uploads/2018/09/2018GuideSpecTransportFinal-webversion.pdf">https://scrtc.org/wp-content/uploads/2018/09/2018GuideSpecTransportFinal-webversion.pdf</a> ;At the Stop/Station, Ex: Schedule by Stop <a href="https://www.scmtd.com/en/riders-guide/stay-connected/schedule-by-stop">https://www.scmtd.com/en/riders-guide/stay-connected/schedule-by-stop</a> ;Third Party Websites (i.e. Google Maps etc.);Mobile Apps (please specify in the box below);Transit App, Google Maps;
Caroline Lamb	Yes-Sometimes		METRO Bus (SCMTD);	No-never	Shopping ;Medical Appointments;Social Activities;	Yes	The county fair. Some meetings, pre and probably post Pandemic, were at the Quaker center or at the Grange, the former inaccessible by transit, the later accessible only by day.	It's pretty easy, thanks to the new 18.	So many medical treatments/procedures are not available in Santa Cruz county. When my husband broke his wrist, all treatment was in Mountain View. He couldn't drive with a broken wrist. I can't drive. None of our rise assists help when treatment is out of the county. We had to scrounge rides to Mountain View about 6 times.	County wide;	Everyone should be able to get where they need to go. Including weekend trips to Emaline for methadone doses.	Transit Agency's Website: <a href="http://www.scmtd.com/en/">http://www.scmtd.com/en/</a> ;Paper Schedules/ Ride Guide Books, Ex: Guide to Specialized Transportation <a href="https://scrtc.org/wp-content/uploads/2018/09/2018GuideSpecTransportFinal-webversion.pdf">https://scrtc.org/wp-content/uploads/2018/09/2018GuideSpecTransportFinal-webversion.pdf</a> ;
Kyle Ray Kelley	Yes-Sometimes		METRO Bus (SCMTD);	Yes-sometimes	My kids' elementary school;Shopping ;	Yes	New Leaf on the westside	Buses that come more often	Level boarding of bikes to get to my final destination	City of Santa Cruz;	Expanding service so more people can use it more reliably	Mobile Apps (please specify in the box below);METRO mobile app;

**2022 Unmet Transit Attachment 2 and Paratransit Public Comment Form**

**Attachment 2**

Name (First/Last)	Do you use public transit or paratransit van services in Santa Cruz County?	If no, why do you choose not to use public transportation?	If yes, please select the services you've used. Check all that apply.	Do you drive a car for some of your trips?	Where do you usually take the bus or paratransit? Check all that apply.	Are there places you would like to access by transit in Santa Cruz County, but can't?	What trips would you like to take by bus, shuttle, or other transit but cannot make now?	What would make it easier to ride the bus?	Describe a need which is not being met by the current public transit system and how it could be addressed to improve transit and/or paratransit service.	The need described is located in:	What do you think should be the highest priority for transit funding in Santa Cruz County?	How do you commonly access information about transit schedules, routes, bus stop locations, and fare prices? Check all that apply.
Melissa Delany	Yes-Sometimes		METRO Bus (SCMTD);	No-never	Shopping ;Work;Social Activities;Medical Appointments;	Yes	To San Jose and Monterey.	If the buses ran more than once per hour.	Bike racks that hold smaller bikes. Busses need to be scheduled every 15 (ideal) or 30 minutes instead of hourly.	County wide;	Making it easier for people with limited income and disabilities to get places without long wait times.	Transit Agency's Website: <a href="http://www.scmt.com/en/">http://www.scmt.com/en/</a> ;
Judith Grunstra	No-Never	I combine several errands and drive. On many routes the service is too infrequent. As I get older, I can see myself depending more on our bus system.		Yes-often	Shopping ;Recreation;Medical Appointments;Social Activities;			More frequent trips per hour. Coordinated connections with other routes.			Express Bus service that does not get stuck in traffic on Highway 1. Am NOT in favor of widening the highway or adding auxiliary lanes. If the bus system was better, more people would take advantage of free bus passes. Yes to services for those with limited mobility.	Paper Schedules/ Ride Guide Books, Ex: Guide to Specialized Transportation <a href="https://scrtc.org/wp-content/uploads/2018/09/2018GuideSpecTransportFinal-webversion.pdf">https://scrtc.org/wp-content/uploads/2018/09/2018GuideSpecTransportFinal-webversion.pdf</a> ;Transit Agency's Website: <a href="http://www.scmt.com/en/">http://www.scmt.com/en/</a> ;
J. Benito	Not now, but did in the past	There is no bus service close to me! When I lived closer to a bus stop I rode the bus as often as I could. But, the bus schedule was very limited, and not very timely.	METRO Bus (SCMTD);	Yes-often	Shopping ;Social Activities;Recreation;	Yes	Currently there is no bus stop within miles of where I live. The current bus schedule and availability is currently at such a low level, it is difficult to use the bus for anything. It is time the RTC actually took public transportation seriously, stop wasting monies widening highway 1 and start in earnest to actually address public transportation.	If the RTC actually made public transport a priority, and increased the bus schedule and stops available. Instead of using monies to widen freeways and building parks, either help public transportation, nor does it help with greenhouse gas emissions. The RTC needs to reevaluate the transit probities of Santa Cruz county, and start working on safer and more equitable transportation systems.	The current public transit system in Santa Cruz county is so inadequate, it does not really meet anyones needs. Use monies that are being earmarked to road widening, and start increasing the bus schedules, and number of buses running. Work on a light rail that would connect Santa Cruz to Watsonville and beyond. Stop using the automobile as the major transit vehicle, look at the success of Sacramento's light rail. RTC needs to help get people out of their automobiles and start working toward safer and more equitable transit systems.	County wide;	Use no money to widen highways, concentrate on safe and equitable transportation, and limiting greenhouse gases. We need to concentrate on a light rail system that will connect Santa Cruz to the rest of CA.	Third Party Websites (i.e. Google Maps etc.);Transit Agency's Website: <a href="http://www.scmt.com/en/">http://www.scmt.com/en/</a> ;
	Yes-often		METRO Bus (SCMTD);	Not now, but did in the past	Work;				CROSSWALK NEEDED AT VALENCIA AND FREEDOM BLVD!!!!	Unincorporated County;	the schedule needs to be accurate, don't ever have drivers roll through stops early, not ever	Transit Agency's Website: <a href="http://www.scmt.com/en/">http://www.scmt.com/en/</a> ;
ja mascarenhas	Not now, but did in the past	bus stop near my house discontinued!	METRO Bus (SCMTD);specifically bike rack on front of metro buses;	Yes-sometimes	Work;Shopping ;Recreation;Social Activities;	Yes	1) to my house (intersection of Graham Hill Rd and Ocean St) (lots of condos here but no stop!) 2) to Capitola (but buses stuck in traffic in afternoons - need designated bus lane, like on shoulder of Hwy 1) - often faster to bike. 2) to Big Basin/Waddell Creek (for hiking loop) and others but those are the main ones.	reactivate bus stop near my house (in front of Santa Cruz Memorial Cemetery)	1) to my house (intersection of Graham Hill Rd and Ocean St) 2) to Capitola (but buses stuck in traffic in afternoons - need designated bus lane, like on shoulder of Hwy 1) - often faster to bike.	City of Santa Cruz;City of Capitola;	- reducing greenhouse gas emissions - supporting low income families' needs (e.g., South County to Santa Cruz, ,etc)	Transit Agency's Website: <a href="http://www.scmt.com/en/">http://www.scmt.com/en/</a> ;Paper Schedules/ Ride Guide Books, Ex: Guide to Specialized Transportation <a href="https://scrtc.org/wp-content/uploads/2018/09/2018GuideSpecTransportFinal-webversion.pdf">https://scrtc.org/wp-content/uploads/2018/09/2018GuideSpecTransportFinal-webversion.pdf</a> ;Third Party Websites (i.e. Google Maps etc.);
Vicki Miller	Not now, but did in the past	There is no bus in the county area I live in and the bus travels the very crowded roads throughout the county. I'd rather get into town park and walk to my destination than suffer through the traffic. If we had rail I'd use it to move throughout the county.	METRO Bus (SCMTD);	Yes-often	Work;	Yes	If there was a bus option in my area to get me into town I'd use it for shopping and getting to work. If there was a rail option I would use it to move throughout the county for pleasure - up to Davenport, down to Watsonville, to Capitola. I'd love to be able to get all the way to Monterey via rail and places further south.	If there was a bus in my area it would make it very easy.	Two requests: Additional services in the unincorporated areas of the county and a light rail system that would run from north to south and connect us to the larger rail network in our state keeping us off of roads to lighten traffic congestion and give us transit options.	County wide;	Reducing greenhouse gas emissions is high on the list. It is also important to give transit options to all people, especially lower income or mobility challenged. Having transit options that allow our county to connect to greater transportation networks easily without adding to traffic congestion is also high on the list. Traffic congestion adds to our climate issues. I believe a rail network should be prioritized with bus drop off / pickup at each stop for people unable to walk or bike to their final destination..	Transit Agency's Website: <a href="http://www.scmt.com/en/">http://www.scmt.com/en/</a> ;Calling the ticket office;

**2022 Unmet Transit Attachment 2 and Paratransit Public Comment Form**

**Attachment 2**

Name (First/Last)	Do you use public transit or paratransit van services in Santa Cruz County?	If no, why do you choose not to use public transportation?	If yes, please select the services you've used. Check all that apply.	Do you drive a car for some of your trips?	Where do you usually take the bus or paratransit? Check all that apply.	Are there places you would like to access by transit in Santa Cruz County, but can't?	What trips would you like to take by bus, shuttle, or other transit but cannot make now?	What would make it easier to ride the bus?	Describe a need which is not being met by the current public transit system and how it could be addressed to improve transit and/or paratransit service.	The need described is located in:	What do you think should be the highest priority for transit funding in Santa Cruz County?	How do you commonly access information about transit schedules, routes, bus stop locations, and fare prices? Check all that apply.
J.Davids	Yes-Sometimes		METRO Bus (SCMTD);	Yes-often	Medical Appointments;Shopping ;Recreation;Social Activities;	Yes	I live in Corralitos. I use a walker and many locals do not drive. Bus service was reduced/eliminated from Corralitos Road to the intersection of Hames/Browns Valley Rd/Eureka Canyon Rd/Corralitos Rd near the meat market. Make it easy for Corralitos residents to get to Mid/County, Santa Cruz (near Dominican and medical offices, Sutter) and Watsonville. If changes are made, post better signs at bus stop or advertise by hanging large banner near bus stop. Encourage public transportation by making routes accessible. If not enough ridership for large busses, use smaller busses/large vans. Years ago, my elderly inlaws lived off old San Jose road in Soquel but the bus line was eliminated. So many people up old San Jose road are without transportation. Use smaller vans/busses for routes with reduced, but much needed, ridership. This route should be reinstated. Use better large font easy to read schedules at bus stops. Apply QR codes for each specific stop to the sign at stop so rider can better read the schedule for that stop, and input destination so rider can navigate connections on phone.	Understanding routes and schedule , price, method of payment. Keep masks on the bus....that is a big deterrent for me. I do not want to be in a small enclosed space with strangers who are not masked. Training for drivers on how to engage with riders with behavioral health challenges, who can make a bus ride feel unsafe.	See above. Is there an app similar to the uber app in which a rider can indicate where they are (or where their tripwire begin), and where they want to go. And app can easily show custom route and times, cost, method of payment? And also show movement of bus and it's proximity to the bus stop?	Unincorporated County;County wide;	Making public transportation accessible and a way of life for all people by increasing routes, using smaller buses/vans with reduced ridership. Advertise bus usage, routes, schedules. The stigma of using a bus needs to be removed. In other countries and cities, there is no stigma but deemed an obvious cost saving and convenient choice. The more people use public transportation, the more we reduce our county's carbon foot print. As a pilot, consider studying where employees of largest employers live (e.g. county is largest employer)and assess whether a bus route is convenient for them. If the goal is to reduce traffic(and thereby reduce carbon emissions), commuting employees are probably the largest contributors. Offer employee incentives to take public transportation. Make it easier for workers to get to work. If possible, partner with doctors and hospitals to automatically send patients links of how to take public transportation to appointments. Partner with university/Cabrillo to send public transportation links with enrollment information. Even businesses could include information about how to reach them by public transportation. We have all learned more restrictive behaviors because of fear of dying from covid. Now we all need to learn safer ways of living with covid. Most important, employ a tool (app) that makes it really easy for rider to get "custom" information about how to get from Point A to Point B. You can have numerous busses with no carbon emissions but they are mere decorations for display without riders in them.	Transit Agency's Website: <a href="http://www.scmtmd.com/en/">http://www.scmtmd.com/en/</a> ;
Linda Baehr for Adelaide Soria	Not now, but did in the past	Mom would take paracruz but she lives just outside of the under a mile range that you currently have allocated.	METRO Bus (SCMTD);	Not now, but did in the past	Need to take for groceries and medical appt primarily.;Medical Appointments;Shopping ;	Yes	Moms needs service from her house for groceries and medical type visits.	Having paracruz or lifeline to pick my mother up on Hilltop Ct, SOQUEL as her Dr told to me that she cannot drive anymore at almost 80, is physically handicapped so walking that far to a bus stop is impossible but she is just outside the pick up zone.	Seniors who live just outside the zone with impairments and other people with challenges who cannot walk need assistance with the public transit system.	County wide;	Disabilities and low income, greenhouse.	Transit Agency's Website: <a href="http://www.scmtmd.com/en/">http://www.scmtmd.com/en/</a> ; Calling the ticket office;At the Stop/Station, Ex: Schedule by Stop <a href="https://www.scmtmd.com/en/riders-guide/stay-connected/schedule-by-stop;">https://www.scmtmd.com/en/riders-guide/stay-connected/schedule-by-stop</a> ;
Cameron Ohlson	Yes-Sometimes		METRO Bus (SCMTD);	Yes-often	Social Activities;School;	Yes	Seymour Center/Coastal Science Campus on the weekends, Late night service connecting lively areas of the county such as Downtown, Campus, and Capitola	Increased number of routes during the night. Increased UCSC routes during the morning. Better lighting at bus stops (the bus stops on Western Dr. are completely dark and incredibly scary). Better accommodations for bikes (more racks). Reliable tracking of busses. Bus-only lanes.	Inter-city rail options connecting the Westside, Downtown, Eastside, Capitola, Aptos, and Watsonville are absolutely needed to fulfill the needs of these communities. Until this happens, you will continue to see heavy car-dependence, pedestrian deaths, and traffic problems.	City of Santa Cruz;City of Watsonville;City of Scotts Valley;City of Capitola;Unincorporated County;County wide;	Deincentivising car usage by providing safe, quick, and reliable transportation alternatives in the form of bus, rail, walking, and biking. Greenhouse gas emissions will decrease as a result. Pedestrian and commuter deaths will drastically decrease. Build as many separated bike lanes, bus-only lanes, and rail transit options as possible. When that happens, close many of the streets to cars; automobiles have been a plague on our communities and Santa Cruz needs to actively prioritize getting as many people out of cars and into busses, trams, trains, and bike lanes ASAP.	Transit Agency's Website: <a href="http://www.scmtmd.com/en/">http://www.scmtmd.com/en/</a> ;Third Party Websites (i.e. Google Maps etc.);
Patricia McVeigh	Yes-Sometimes		METRO Bus (SCMTD);	Yes-often	Social Activities;Recreation;airport;	Yes	trips directly to San Jose airport. At resent I take a bus to Dideron, then a train or cab to the airport, a distance of a few miles. Why can't we access the airport directly. Many more would use a service if offered.	easy parking availability for overnight rides, such at Hwy one and Paul Sweet.	Access for seniors to airport. Future connection to rail corridors.	City of Santa Cruz;City of Watsonville;City of Scotts Valley;City of Capitola;Unincorporated County;County wide;	Better bus services at reasonable prices for seniors. Better media coverage of bus transit.	Paper Schedules/ Ride Guide Books, Ex: Guide to Specialized Transportation <a href="https://scrtc.org/wp-content/uploads/2018/09/2018GuideSpecTransportFinal-webversion.pdf">https://scrtc.org/wp-content/uploads/2018/09/2018GuideSpecTransportFinal-webversion.pdf</a> ; Calling the ticket office;At the Stop/Station, Ex: Schedule by Stop <a href="https://www.scmtmd.com/en/riders-guide/stay-connected/schedule-by-stop">https://www.scmtmd.com/en/riders-guide/stay-connected/schedule-by-stop</a> ;Cruz511: <a href="https://cruz511.org/">https://cruz511.org/</a> ;
Owen Lawlor	Yes-Sometimes		METRO Bus (SCMTD);17 express;	Yes-often	Social Activities;Work;	No		more frequent service	Commuting from Watsonville and back would be much improved by a rail link	City of Santa Cruz;City of Watsonville;City of Capitola;Unincorporated County;	A rail link in a separate right away that avoids highway when traffic	Transit Agency's Website: <a href="http://www.scmtmd.com/en/">http://www.scmtmd.com/en/</a> ;

Name (First/Last)	Do you use public transit or paratransit van services in Santa Cruz County?	If no, why do you choose not to use public transportation?	If yes, please select the services you've used. Check all that apply.	Do you drive a car for some of your trips?	Where do you usually take the bus or paratransit? Check all that apply.	Are there places you would like to access by transit in Santa Cruz County, but can't?	What trips would you like to take by bus, shuttle, or other transit but cannot make now?	What would make it easier to ride the bus?	Describe a need which is not being met by the current public transit system and how it could be addressed to improve transit and/or paratransit service.	The need described is located in:	What do you think should be the highest priority for transit funding in Santa Cruz County?	How do you commonly access information about transit schedules, routes, bus stop locations, and fare prices? Check all that apply.
Josie Bleeker	Yes-often		METRO Bus (SCMTD);	No-never	Work;School;Social Activities;	No	Haven't looked into it much since my partner drives a car - but I can imagine I might want to take a bus to Aptos or other nearby towns! I would also love to see the rail trail finished and see the rail back in action!	Frequent busses, live updated time via the app so you can track your bus, and separate bus lanes (so it actually becomes quicker to take a bus than to travel by car).	It's currently not beneficial (time-wise) to take the bus. People prefer to drive their car because busses aren't on time and it generally just takes longer to get somewhere because busses are stuck in the same traffic as cars, and they have to stop to pick up passengers. If there were separated bus lanes and public transport, biking and walking were prioritized both culturally and via good infrastructure, way more people would make use of bus and metro systems because it's simply quicker (and cheaper!) than taking your car.	City of Santa Cruz;County wide;	I think climate change is definitely important, but that is never going to be a sufficient driver for more public transport use. The solution is simple: make it more beneficial to take public transport, so that it is the easy, quick and cheaper choice to make. Why take your car when you can a) take a bus for less money that is just as quick, or b) bike or walk in fresh air and get some exercise? Right now, every city in the US is geared towards driving your car: it's the safest and quickest way to get around. If we want people out of their cars, we need to design our cities in ways that favors other modes of transportation. This includes making bus- bike- and pedestrian-friendly infrastructure, offering cheap options like bus passes and e-bikes, narrowing car lanes and/or installing traffic calming measures on roads and streets where cars tend to speed. Examples of this are speed bumps, raised pedestrian crossings, roundabouts and chokers. Examples of increased public transportation + bike & pedestrian friendly infrastructure are more street lighting (especially at bus stops!), colored and separated bike paths, prioritizing right of way for bikes and pedestrians, continuous sidewalk/pavement, widened pavement. I've noticed that often the sidewalk just ends, making it extremely hard to comfortably get around in Santa Cruz when you use a wheelchair.	Mobile Apps (please specify in the box below);Transit app;
Rebecca Downing	No-Never	It doesn't go where I go.		Yes-often	Nowhere. The bus doesn't go to my destinations.;	Yes	Seacliff to Aptos Village.	Service and frequency.	An Aptos circuit linking La Selva, Rio Del Mar and Seacliff with other bus routes. It should start at Cabrillo College and travel on Park to McGregor then Mar Vista and Seacliff Drives, then to Rio Del Mar Beach, Rio Del Mar Shopping Center, to Seascape then La Selva Beach. Returning to Cabrillo on Sumner over Highway 1 on Rio Del Mar then through Aptos Village and Cabrillo College on Soquel Drive. Route 55 could be removed and used for this to improve traffic locally for residents who have little or no service.	Unincorporated County;	Bus service	Transit Agency's Website: <a href="http://www.scmtd.com/en/">http://www.scmtd.com/en/</a> ;
Johanna Lighthill	Not now, but did in the past	My bus only operates ~1x/hr. It does not go where I need to go locally. And because it is not safe to walk or bike, I drive.	METRO Bus (SCMTD);	Yes-often		Yes	I live in Seacliff and would like a shuttle to go to Aptos Village or Rancho Del Mar (Aptos shopping center). Currently, I'd have take the 55 to go to Cabrillo College, transfer, then travel back on Soquel Dr. It only takes 5 minutes to drive (but I'd rather leave my car at home). Additionally, when I took classes at Cabrillo, arrival at Cabrillo was about 15 minutes after class began, which meant I would have to leave an hour earlier. I ended up driving, mostly.	More frequent service. Again, as a Cabrillo Student once, having a pass that allowed me to ride anywhere without figuring fares/transfers encouraged me to ride more.	A frequent and convenient circulator bus within communities could help folks with short trips like shopping, school, dining, etc., and could encourage neighbors to choose local services over those that require traveling longer distances. In Seacliff, a bus traveling on Mar Vista Dr., through Seacliff Village, Rio Del Mar, to Aptos Village, Rancho Del Mar, etc would be helpful.	Unincorporated County;County wide;	Reducing greenhouse gas emissions by increasing transit ridership. Highest priority is to attract transit riders by offering low or free fares, frequent service, and more routes. I would support a new tax to create a better Metro system—but only if it was specific to Metro improvements.	Transit Agency's Website: <a href="http://www.scmtd.com/en/">http://www.scmtd.com/en/</a> ;
Nicole Mihok	No-Never	not convinced it saves time		Yes-often		Yes			transit across town on the old railroad tracks. Would be a "straight shot" through the middle of town and goes North to south to avoid traffic on high way one.	City of Santa Cruz;	ADD a highway lane from Soquel to park avenue as you did from Morrisey to the 17. that segment of the highway now moves but the 41st to Park avenue doesn't. Please do this and it would reduce greenhouse gas from cars idling in traffic. and make quality of life better for our residents. Have a light rail transit on the old tracks going from Watsonville to wilder ranch or as far north as it could. Perhaps many students could use this to get to local schools in the county as many schools are near the tracks (SC high, PCS, Mission JH, Harbor high, New Brighton JH, etc	
	No-Never	My house is too far from a bus stop	METRO Bus (SCMTD);	Yes-often		Yes	To the Coastal Science Campus at UC Santa Cruz, specifically the Seymour Marine Discovery Center	More connectivity between the UC Santa Cruz main campus, the UC Santa Cruz Coastal Science Campus, and downtown Santa Cruz		City of Santa Cruz;	reducing greenhouse gas emissions; making it easier for people with limited incomes to get to school or work; UC Santa Cruz and Cabrillo College students getting to their jobs	Third Party Websites (i.e. Google Maps etc.);
	Not now, but did in the past	Not convenient and too infrequent	METRO Bus (SCMTD);	Yes-often	Work;School;Social Activities;	No		More frequent busses	Paratransit services to UCSC Coastal Science Campus to visit Seymour Marine Discovery Center	County wide;	Combating climate change and creating more options to get cars off the road.	Transit Agency's Website: <a href="http://www.scmtd.com/en/">http://www.scmtd.com/en/</a> ;

2022 Unmet Transit Attachment 2 and Paratransit Public Comment Form

Attachment 2

Name (First/Last)	Do you use public transit or paratransit van services in Santa Cruz County?	If no, why do you choose not to use public transportation?	If yes, please select the services you've used. Check all that apply.	Do you drive a car for some of your trips?	Where do you usually take the bus or paratransit? Check all that apply.	Are there places you would like to access by transit in Santa Cruz County, but can't?	What trips would you like to take by bus, shuttle, or other transit but cannot make now?	What would make it easier to ride the bus?	Describe a need which is not being met by the current public transit system and how it could be addressed to improve transit and/or paratransit service.	The need described is located in:	What do you think should be the highest priority for transit funding in Santa Cruz County?	How do you commonly access information about transit schedules, routes, bus stop locations, and fare prices? Check all that apply.
Catherine Marino	Yes-Sometimes		METRO Bus (SCMTD);	Yes-sometimes	Work;Social Activities;			Level boarding, more room for bikes, no steps, less bus changes to destinations, less traffic on roads, electric, not diesel buses (very allergic to diesel fumes)	Level boarding, stops close to senior living, no need to plan ahead & make appointments, quicker trips not in so much traffic, more multi-transit options such as the light electric trains that were demonstrated on the rail corridor in October 2021. So many rehabs, Senior Centers, Senior living facilities, and post acute care facilities are very close to Rail Corridor, within wheeling distance for elec scooters & chairs- and so many shops, restaurants, offices, recreation opportunities are close to the corridor also. Cal Train is coming to Salinas soon, and the ability to easily interconnect could help us travel farther and more easily!	City of Santa Cruz;City of Watsonville;City of Scotts Valley;City of Capitola;Unincorporated County;County wide;	To provide an additional means of transit that will serve the widest range of people's abilities (physical and financial) with the lowest emissions as an adjuvant to existing transit.	Transit Agency's Website: <a href="http://www.scmtd.com/en/">http://www.scmtd.com/en/</a> ;At the Stop/Station, Ex: Schedule by Stop <a href="https://www.scmtd.com/en/riders-guide/stay-connected/schedule-by-stop">https://www.scmtd.com/en/riders-guide/stay-connected/schedule-by-stop</a> ;Third Party Websites (i.e. Google Maps etc.);Cruz511: <a href="https://cruz511.org/">https://cruz511.org/</a> ;Paper Schedules/ Ride Guide Books, Ex: Guide to Specialized Transportation <a href="https://scrtc.org/wp-content/uploads/2018/09/2018GuideSpecTransportFinal-webversion.pdf">https://scrtc.org/wp-content/uploads/2018/09/2018GuideSpecTransportFinal-webversion.pdf</a> ;Calling the ticket office;
	Yes-Sometimes		METRO Bus (SCMTD);	Yes-often	Social Activities;	Yes			We need more bus lanes off the main lines	City of Santa Cruz;Unincorporated County;	Buses	Transit Agency's Website: <a href="http://www.scmtd.com/en/">http://www.scmtd.com/en/</a> ;
Lauren Donnelly-Crocker	No-Never	It is not conveniently located for me.		Yes-often	Work;Shopping ;Recreation;Social Activities;Medical Appointments;			Locations near my house in Scotts Valley. Besides the 17 express.		Unincorporated County;	Transportation to more areas throughout Santa Cruz more frequently to reduce greenhouse gases and traffic on the highway.	Transit Agency's Website: <a href="http://www.scmtd.com/en/">http://www.scmtd.com/en/</a> ;
	Not now, but did in the past		METRO Bus (SCMTD);	Yes-often	School;	No		lower fare				
Natalie Olivas	No-Never	It does not take me where I need to go fast enough.		Yes-often		Yes	City of Watsonville to Sunset Beach and City of Watsonville to City of Santa Cruz.	If it came more frequently.	Service is not frequent enough.	City of Watsonville;	Reducing greenhouse gas emissions by electrifying buses and moving away from natural gas, as well as making public transit a fast and reliable option to get people out of their cars.	Transit Agency's Website: <a href="http://www.scmtd.com/en/">http://www.scmtd.com/en/</a> ;
Barrett Vitol	Yes-often		METRO Bus (SCMTD);	Yes-sometimes	Work;	No		the bus never arrived early	cross walk on freedom blvd at Valencia road is critical!	Unincorporated County;	pedestrian and bicycle safety	Transit Agency's Website: <a href="http://www.scmtd.com/en/">http://www.scmtd.com/en/</a> ;
Christina Witt	Yes-Sometimes		METRO Bus (SCMTD);	Yes-often	Recreation;Work;	Yes	Work and recreation	I work at UC Santa Cruz and live off of Shaffer Rd/Hwy 1. There are no bus stops close enough to my home that I can just walk to the bus stop and ride the bus to work. Plus, the busses that come closest don't come early enough so that I can be to work by 8 am.	There are many UCSC students that live in the complex I live in who also have difficulty getting to campus easily because there is no bus stop nearby.	City of Santa Cruz;	All of these factors are important.	Transit Agency's Website: <a href="http://www.scmtd.com/en/">http://www.scmtd.com/en/</a> ;
Elice Horton	No-Never	I tried to take the BUS from Cabrillo College to Down Town Santa Cruz, however there was no room for my BIKE on the racks. I beat the BUS downtown on my BIKE. Why would I take the BUS when it cost \$\$, pollutes and takes longer than cycling? Plus your BUSSES only hold 3 BIKES, so my family of four can not utilize the BUS.		Yes-often	;We take Caltrain, BART & Amtrak SF SLO SB;	Yes	We would love to take our BIKES on local high capacity commuter RAIL with dedicated BIKE cars connecting to integrated BIKEWAYS. We would use the TRAIN to go locally to workout in Watsonville, to School in Aptos, and connect to the California State Rail Plan via Pajaro Station.	3 BIKE racks are in insufficient. More racks and faster travel times are needed. The BUS is quicker than walking, but I can ride my BIKE faster than the BUS. I can not ride my BIKE faster than the TRAIN and my whole family can take their BIKES on the TRAIN.	Right now we have to ride our BIKES 30 miles to Salinas to catch the TRAIN. Local Transit would be greatly improved if the travel distance to the nearest TRAIN station could be reduced, making a better connection to California State Rail with our LOCAL Rail Line featuring High Capacity Commuter TRAINS with dedicated BIKE Cars. A 35 min car ride takes an unreasonable 2 hr 39 min to 3 hr 44 min on the BUS to the Salinas TRAIN Station.	City of Santa Cruz;City of Watsonville;City of Capitola;Unincorporated County;	Protecting the Environment with safe, reliable, efficient, electric, local TRAIN service with dedicated BIKE cars that connect to integrated bikeways with protected lanes.	Third Party Websites (i.e. Google Maps etc.);
Anissa Balderas	Not now, but did in the past	Takes too long	METRO Bus (SCMTD);	Yes-often	Work;	No	NA	More frequent schedules	More frequent stops	City of Santa Cruz;City of Watsonville;	making it easier for people with limited incomes to get to school or work + reducing green house gas emissions	

2022 Unmet Transit Attachment 2 and Paratransit Public Comment Form

Attachment 2

Name (First/Last)	Do you use public transit or paratransit van services in Santa Cruz County?	If no, why do you choose not to use public transportation?	If yes, please select the services you've used. Check all that apply.	Do you drive a car for some of your trips?	Where do you usually take the bus or paratransit? Check all that apply.	Are there places you would like to access by transit in Santa Cruz County, but can't?	What trips would you like to take by bus, shuttle, or other transit but cannot make now?	What would make it easier to ride the bus?	Describe a need which is not being met by the current public transit system and how it could be addressed to improve transit and/or paratransit service.	The need described is located in:	What do you think should be the highest priority for transit funding in Santa Cruz County?	How do you commonly access information about transit schedules, routes, bus stop locations, and fare prices? Check all that apply.
Pam Sexton	Yes-Sometimes		METRO Bus (SCMTD);	Yes-often	Work;Social Activities;Medical Appointments;	Yes	from downtown Watsonville to La Selva Beach From downtown Watsonville to Anzar High School (where hwy101 meets hwy129) From downtown Watsonville to Palm beach	Faster bus services (for work, I can't be late) I LOVE the fact that I can bring my bike!	Faster public transport to more places. Could be addressed by implementing Rail and Trail and by having a bus lane and/or carpool lane on highway 1	Unincorporated County;City of Watsonville;County wide;	Reduce greenhouse gas emissions	Transit Agency's Website: <a href="http://www.scmtd.com/en/">http://www.scmtd.com/en/</a> ;Paper Schedules/ Ride Guide Books, Ex: Guide to Specialized Transportation <a href="https://scrtc.org/wp-content/uploads/2018/09/2018GuideSpecTransportFinal-webversion.pdf">https://scrtc.org/wp-content/uploads/2018/09/2018GuideSpecTransportFinal-webversion.pdf</a> ;Third Party Websites (i.e. Google Maps etc.);
Robert Sutherland	Yes-Sometimes		METRO Bus (SCMTD);	Not now, but did in the past	Shopping ;	Yes	capitola library	?	better response from lift line when I phone them	City of Santa Cruz;		Transit Agency's Website: <a href="http://www.scmtd.com/en/">http://www.scmtd.com/en/</a> ;Paper Schedules/ Ride Guide Books, Ex: Guide to Specialized Transportation <a href="https://scrtc.org/wp-content/uploads/2018/09/2018GuideSpecTransportFinal-webversion.pdf">https://scrtc.org/wp-content/uploads/2018/09/2018GuideSpecTransportFinal-webversion.pdf</a> ;Calling the ticket office;
Carmen Caballero	Not now, but did in the past	Difficult to use public transit because of personal limitations.	ParaCruz (Metro);	Not now, but did in the past	Shopping ;Recreation;Social Activities;	Yes	Shopping	I have balance and mobility problems so taking a bus is not an option.		City of Santa Cruz;County wide;	Making it easier for people with mobility problems and limited incomes to get places.	Transit Agency's Website: <a href="http://www.scmtd.com/en/">http://www.scmtd.com/en/</a> ;
Sally Pollack	No-Never	I commute to work by bike and own an older Nissan Leaf electric car for around town.		Yes-sometimes		No	Aptos to the SC westside	wifi, geo-location so I know which bus and when it will arrive near my house, lower cost.	remove restriction on ParaCruz to have to live close to an existing bus stop top eligible to use.	Unincorporated County;City of Santa Cruz;	Safer, bike/walk pathways and sidewalks on existing streets, dedicating the coastal corridor (by removing tracks) to a wide trail that separates all forms of personal, safe, car-free mobility, e.g. pedestrians, dog walkers, seniors/disabled/wheelchair, moms with strollers, bikes/e-bikes, etc.	Transit Agency's Website: <a href="http://www.scmtd.com/en/">http://www.scmtd.com/en/</a> ;
Will Mayall	Not now, but did in the past	Nearby stop was removed.	METRO Bus (SCMTD);	Yes-sometimes		No		Better frequency. More buses. More Stops. More comfort. NO FARE TAKING ON BOARDING	Stops at more destinations.	County wide;	MAKE IT FREE. Refocus Measure D funds to cover the cost. Nothing beats free for making public transit work. Free public transit would have by far the biggest impact on ridership which would then benefit the planet.	
Tom Haid	Yes-Sometimes		METRO Bus (SCMTD);ParaCruz (Metro);Lift Line (Community Bridges);	Yes-sometimes	Shopping ;Medical Appointments;	Yes		Manressa	More coastline destinations	City of Santa Cruz;Unincorporated County;City of Capitola;County wide;	More and safer bike paths	Third Party Websites (i.e. Google Maps etc.);
John b	Yes-Sometimes		METRO Bus (SCMTD);	Yes-often	Recreation;	No		First mile/last mile shuttles	Electronic route schedules and availability	County wide;	Improve efficiency and ridership of existing services. Don't offer more services before optimizing those we have	At the Stop/Station, Ex: Schedule by Stop <a href="https://www.scmtd.com/en/riders-guide/stay-connected/schedule-by-stop">https://www.scmtd.com/en/riders-guide/stay-connected/schedule-by-stop</a> ;
david giannini	Not now, but did in the past		METRO Bus (SCMTD);	Yes-sometimes	Social Activities;Medical Appointments;	Yes	shopping, recreation	More frequent trips, additional stops, lower cost - free if possible	better bicycle racks	County wide;	making it easier for people with limited incomes to get to school or work	Transit Agency's Website: <a href="http://www.scmtd.com/en/">http://www.scmtd.com/en/</a> ;
Tom wilhelms	No-Never	Schedules and routes are not flexible enough to meet my needs. I prefer riding my bike.		Yes-sometimes		No	None		Need better bike lanes and dedicated bike paths and routes to improve safety for cyclists.	County wide;	More dedicated bike paths and bike lanes.	

2022 Unmet Transit Attachment 2 and Paratransit Public Comment Form

Attachment 2

Name (First/Last)	Do you use public transit or paratransit van services in Santa Cruz County?	If no, why do you choose not to use public transportation?	If yes, please select the services you've used. Check all that apply.	Do you drive a car for some of your trips?	Where do you usually take the bus or paratransit? Check all that apply.	Are there places you would like to access by transit in Santa Cruz County, but can't?	What trips would you like to take by bus, shuttle, or other transit but cannot make now?	What would make it easier to ride the bus?	Describe a need which is not being met by the current public transit system and how it could be addressed to improve transit and/or paratransit service.	The need described is located in:	What do you think should be the highest priority for transit funding in Santa Cruz County?	How do you commonly access information about transit schedules, routes, bus stop locations, and fare prices? Check all that apply.
Jack Brown	No-Never	Service cuts and inconvenient schedules. It's easier for me just to take a car as you have cut schedules in my neighborhood. I'd also like to see more bike share options to make it more convenient to use public transit in my needs to get around.	METRO Bus (SCMTD);	Yes-often	Shopping ;Medical Appointments;	Yes	Anywhere in La Selva, Manresa	Touchless fare collection from a mobile device that is not as complicated and antiquated or just remove the needs for fares altogether. Better info on bus proximity with live updates in an app.	Bus on Shoulder on Highway 1 rather than Bus in Aux lane so there is a true benefit to taking public transit. Get a bike share program going again. I am using one in Washington DC and I can get just about anywhere for very little money and get some fresh air and exercise.	City of Santa Cruz;City of Watsonville;City of Scotts Valley;City of Capitola;Unincorporated County;County wide;	Stop focusing on a train that will never be funded. Improve and modernize the system with electric buses with Free Wifi. Create the Bus on Shoulder rather than Bus in Aux Lane. Show a real benefit to riding public transit.	Transit Agency's Website: <a href="http://www.scmt.com/en/">http://www.scmt.com/en/</a> ; Mobile Apps (please specify in the box below);Google maps;
Peter Stanger	Not now, but did in the past	Metro cancelled service to La Selva Beach. Metro reduced service to nearby Seascapes to the point that its service is useless. Metro's route planning is based on running routes wandering through remote areas without linking-up to the main core routes. Metro long-ago removed the ability for patrons to use transfer. The entire route network is geared around serving Cabrillo College and UCSC as primary, and the mid-county and south-county urban enclaves are ignored.	METRO Bus (SCMTD);	Yes-sometimes	There's no service in LSB. Paratransit is expensive and requires reservation times;	Yes	Anywhere because Metro doesn't serve La Selva.	A bus that ran in my area at least every hour.	Reliable and frequent service that connects to the core routes: Routes 69A&W, Route 72, Route 91.	City of Santa Cruz;City of Watsonville;City of Scotts Valley;City of Capitola;Unincorporated County;County wide;	Frequent service access in neighborhoods that QUICKLY connect to the core (69, 71, 91) routes.	Paper Schedules/ Ride Guide Books, Ex: Guide to Specialized Transportation <a href="https://scrtc.org/wp-content/uploads/2018/09/2018GuideSpecTransportFinal-webversion.pdf">https://scrtc.org/wp-content/uploads/2018/09/2018GuideSpecTransportFinal-webversion.pdf</a> ;Transit Agency's Website: <a href="http://www.scmt.com/en/">http://www.scmt.com/en/</a> ;
	Not now, but did in the past	Infrequent service.	17 Express;	Yes-often	Diridon to Caltrain;	Yes	Stores, downtown (from Rio del Mar). Can't take because of infrequent service	frequent service	I know it's not possible, but routes through neighborhoods that, through transfers, connect to routes through neighborhoods.	Unincorporated County;	Shame on this survey. This question is not about transit, but about everything else. Your work is about transit. To have the Greenhouse Gas reference at the front of the prompt distracts from the issue and suggests alternatives to bus or making it a social program. Focus on how to get people to take a bus. This question tells me this is the problem with METRO. To get people to take a bus, get routes located within reach to riders in neighborhoods and have frequent service (every 1/2 to 1 hour is sufficient). You don't have the funds for this. So why would you have funds to solve social problems? Focus on transportation!!! That would be my suggestion for highest priority.	Transit Agency's Website: <a href="http://www.scmt.com/en/">http://www.scmt.com/en/</a> ;
Robert	Not now, but did in the past	Not convenient		Yes-sometimes		Yes	Anywhere	Free WI-FI, free price and more routes	More buses and more routes	Unincorporated County;	Build a great Greenway so people can take short trips by walking, bike or ebikes	Transit Agency's Website: <a href="http://www.scmt.com/en/">http://www.scmt.com/en/</a> ;
gayle ortiz	No-Never	With the current services it takes too long to get anywhere.		Yes-often	Shopping ;Recreation;Social Activities;Medical Appointments;Work;	Yes	More direct trips from Capitola to downtown Santa Cruz	More frequency.	Faster service from Capitola to other locations	City of Capitola;	Highway 1 improvements and more buses.	
Donna Doran	Not now, but did in the past	Route was discontinued	METRO Bus (SCMTD);	Yes-often	School;	Yes	Better reliability to Cabrillo, Dominican, Downtown.	Knowing when the bus was coming, bus arrives on time. More frequent buses to places such as Cabrillo.			Make it easier to get around if limited income or no car. Buses on time!!	Transit Agency's Website: <a href="http://www.scmt.com/en/">http://www.scmt.com/en/</a> ;

**2022 Unmet Transit Attachment 2 and Paratransit Public Comment Form**

**Attachment 2**

Name (First/Last)	Do you use public transit or paratransit van services in Santa Cruz County?	If no, why do you choose not to use public transportation?	If yes, please select the services you've used. Check all that apply.	Do you drive a car for some of your trips?	Where do you usually take the bus or paratransit? Check all that apply.	Are there places you would like to access by transit in Santa Cruz County, but can't?	What trips would you like to take by bus, shuttle, or other transit but cannot make now?	What would make it easier to ride the bus?	Describe a need which is not being met by the current public transit system and how it could be addressed to improve transit and/or paratransit service.	The need described is located in:	What do you think should be the highest priority for transit funding in Santa Cruz County?	How do you commonly access information about transit schedules, routes, bus stop locations, and fare prices? Check all that apply.
Marilyn Calciano	No-Never	I don't commute anywhere regularly.		Yes-often		No		I think for many people, bus fares should be as low as possible or even free. Hopefully that could increase ridership. I'm sorry that I don't fully understand the funding mechanism, so perhaps this is not possible. I also think it would be great to have the bus on shoulder that has been discussed. Finally if buses could be electric and outfitted with Wi-Fi etc., I feel like they could be a real option for more people to take their daily commute.			Better metro (bus) service for those who need it. Bus on shoulder lanes on highway 1. If they were better bus service, hopefully electric buses, I think a lot more people would use it and that would reduce traffic on Highway one. This will also help the environment.	
Sylvia Forsyth	No-Never	I still drive		Yes-often		No	When I can't drive: to Grey Bears, Rancho Del Mar shops			Unincorporated County;	All of these!	At the Stop/Station, Ex: Schedule by Stop <a href="https://www.scmtd.com/en/riders-guide/stay-connected/schedule-by-stop;">https://www.scmtd.com/en/riders-guide/stay-connected/schedule-by-stop;</a>
Martinez	No-Never	No convenient stops near me		Yes-often		Yes	Capitola	More frequent runs	Buses should be free	County wide;	Providing free buses to all	Transit Agency's Website: <a href="http://www.scmtd.com/en/">http://www.scmtd.com/en/;</a>
Nels Westman	Yes-Sometimes		METRO Bus (SCMTD);	Yes-often	Shopping; Recreation;	No	N/A	More frequent service	Frequency of service and service to outlying areas.	County wide;	Increased funding to Metro as the primary mass transit and paratransit system in the county	Transit Agency's Website: <a href="http://www.scmtd.com/en/;">http://www.scmtd.com/en/;</a> Pa per Schedules/ Ride Guide Books, Ex: Guide to Specialized Transportation <a href="https://sccrtc.org/wp-content/uploads/2018/09/2018GuideSpecTransportFinal-webversion.pdf;">https://sccrtc.org/wp-content/uploads/2018/09/2018GuideSpecTransportFinal-webversion.pdf;</a>
Jose Martinez	Not now, but did in the past	Bus service has been terminated in our area.	METRO Bus (SCMTD);	Yes-often	Medical Appointments; Social Activities; Recreation; Shopping; School;	Yes	Hard to say. Haven't had service in our area for some time.	Make service free.	We've learned to live without service for a long time. So, using service again would need to be learned again. Make service free would go along way to encouraging learning.	Unincorporated County; County wide;	Electric Bus service. Bike and pedestrian trails	Transit Agency's Website: <a href="http://www.scmtd.com/en/">http://www.scmtd.com/en/;</a>
Carin Hanna	Not now, but did in the past	Not enough buses through my neighborhood - Portola Drive avenues	METRO Bus (SCMTD);	Yes-sometimes	Work; Social Activities;	Yes	from Pleasure Point area to south county to the fair, exhibits and social occasions	More buses running later and on weekends and holidays. Often a long walk to the nearest bus stop. If you ride your bike to the bus stop there is not always room on the bus rack for your bike. Unsafe to leave it locked at the bus stop.	more express buses north to south smaller buses an on call system	Unincorporated County;	Making it easier for low income people to get to work and to get to social/recreational situations	Transit Agency's Website: <a href="http://www.scmtd.com/en/;">http://www.scmtd.com/en/;</a> At the Stop/Station, Ex: Schedule by Stop <a href="https://www.scmtd.com/en/riders-guide/stay-connected/schedule-by-stop;">https://www.scmtd.com/en/riders-guide/stay-connected/schedule-by-stop;</a>
Jean Brocklebank	Yes-Sometimes		METRO Bus (SCMTD);	Not now, but did in the past	Medical Appointments; Diridon Station; Shopping;	No	Not so much that I can not make the trip as it is the lack of timely bus station stops. This applies to round trips especially. Rather than wait an hour between buses, 30 or even 45 minutes would be helpful. Also, this is an answer to #16 question -- I rent the space on which my owned home is located. This is true for 88 mobile home parks in the county (over 3,000 homes). In the future, can you edit that question, since many mobilehome parks residents are seniors.	More frequent stops.		County wide;	Making it easier for people with limited incomes to get to school, work, shopping, recreational events, visiting friends and family, medical and other appointments.	Transit Agency's Website: <a href="http://www.scmtd.com/en/;">http://www.scmtd.com/en/;</a> The signs at the station stops are useless.;
	No-Never	Not near my house		Yes-sometimes		Yes	Home to stores	More bus stops and more frequency of busses	There aren't enough bus stops or frequency of busses to get people to where they want/need to go. Busses are a lot more flexible than a fixed rail and would be a better use of our transportation dollars.	Unincorporated County;	1. Fixing our roads 2. Using the unused rail corridor for bikers and walkers. 3. Making it less expensive for those with low incomes to ride the bus - assuming the frequency and bus stop issues are fixed.	Transit Agency's Website: <a href="http://www.scmtd.com/en/;">http://www.scmtd.com/en/;</a> Cruz511: <a href="https://cruz511.org/">https://cruz511.org/;</a> Third Party Websites (i.e. Google Maps etc.);
Frank Anderson	Not now, but did in the past		METRO Bus (SCMTD);	Yes-often	School;	Yes	41 st Ave, Downtown SC, Aptos Village	Frequency of stops in my neighborhood. Signal controls to better move through traffic	Free bus service for seniors and people unable to afford a car	County wide;	Easier for people of limited income to move around cheaply and efficiently.	At the Stop/Station, Ex: Schedule by Stop <a href="https://www.scmtd.com/en/riders-guide/stay-connected/schedule-by-stop;">https://www.scmtd.com/en/riders-guide/stay-connected/schedule-by-stop;</a>

2022 Unmet Transit Attachment 2 and Paratransit Public Comment Form

Attachment 2

Name (First/Last)	Do you use public transit or paratransit van services in Santa Cruz County?	If no, why do you choose not to use public transportation?	If yes, please select the services you've used. Check all that apply.	Do you drive a car for some of your trips?	Where do you usually take the bus or paratransit? Check all that apply.	Are there places you would like to access by transit in Santa Cruz County, but can't?	What trips would you like to take by bus, shuttle, or other transit but cannot make now?	What would make it easier to ride the bus?	Describe a need which is not being met by the current public transit system and how it could be addressed to improve transit and/or paratransit service.	The need described is located in:	What do you think should be the highest priority for transit funding in Santa Cruz County?	How do you commonly access information about transit schedules, routes, bus stop locations, and fare prices? Check all that apply.
Ryan	Yes-Sometimes		METRO Bus (SCMTD);	Yes-sometimes	Odd circumstances when necessary;	No		Those cute signs saying when to expect the next bus to arrive at bus stops.	Travel parallel to HWY 1 on the south side of the freeway	Unincorporated County;	Since busses are so empty (at least when I get on them which is not commute hours) figuring out how to run more frequent smaller ones without ballooning the costs.	Transit Agency's Website: <a href="http://www.scmtd.com/en/">http://www.scmtd.com/en/</a> ;
M. Yellin	Not now, but did in the past	Not convenient; didn't go where I needed it to.	ParaCruz (Metro);Lift Line (Community Bridges);METRO Bus (SCMTD);	Yes-often	Medical Appointments;Social Activities;Recreation;Shopping ;	Yes		More routes, more frequent and on-time scheduled service, ADA compliant transport into more remote areas of our County, more bike carrying buses in more areas of County. Better bus stop canopies for inclement weather protection and safety.	Inadequate service in many areas of County, We need a robust and broad reaching bus service that can provide access to all (disabled, bicyclists) that is on time and using energy efficient vehicles. We already have transit corridors called HWY 1 and 17. Expand bus lane service for non stop service to Monterey, Salinas, Santa Clara and San Francisco region.	County wide;	1. Re-build and expand our Metro, Para-Cruz, Lift-Line services to reach all areas of the County. Do this using energy efficient vehicles. Consider a dedicated bus lane on Hwy 1. 2. Provide low income ride subsidies for elderly, disabled, students, military. 3. Fix the darn roads!! 4. Implement the Measure D directives and build a Greenway on the unused tracks. Railbank the tracks. Do something NOW that will benefit many. 5. Continue some efforts at looking at longer term options for rail service within the County and connecting the County with out of area rail service.	Third Party Websites (i.e. Google Maps etc.);Transit Agency's Website: <a href="http://www.scmtd.com/en/">http://www.scmtd.com/en/</a> ;
Scott Roseman	Not now, but did in the past	Too infrequent, limited routes		Yes-sometimes		Yes	Many places, just isn't convenient	More routes, more frequency, lower fares (no fare!)	Same answer: lower/no fare, more frequency, more routes	County wide;	Lower or eliminate fares to encourage ridership	Transit Agency's Website: <a href="http://www.scmtd.com/en/">http://www.scmtd.com/en/</a> ;
Rebecca/Colligan	No-Never	I have a car. Prefer to bike.						a bike route to connect to it.	Please install a bike & pedestrian path where the train corridor is. It would be used by bikers, walkers, and strollers with moms. Please pull up those tracks so there is room.	Unincorporated County;	Free bus passes for all. People would use it then!	Transit Agency's Website: <a href="http://www.scmtd.com/en/">http://www.scmtd.com/en/</a> ;
Lisa Smith	Not now, but did in the past	I don't live close to a bus stop.		Yes-often				If there was a bus stop put back on my road.	There are many needs that are not being met by the current system. We should have small electric busses running frequently from Watsonville into Santa Cruz to all the main employers- Cabrillo, UCSC and Dominican, 41st and downtown Santa Cruz. It should be very inexpensive, to encourage ridership. I think we should bring back school busses.	City of Santa Cruz;City of Watsonville;City of Scotts Valley;City of Capitola;Unincorporated County;County wide;	All of the above!	Third Party Websites (i.e. Google Maps etc.);
Lisa Sheridan	No-Never	It doesn't seem to run that frequently and understanding the schedule is difficult.		Yes-often		Yes	Soquel to downtown and back	Easier web site for scheduling	Service up old San Jose rd. Small shuttles up Main st, Thurber, Rodeo Gulch,	Unincorporated County;	Buses more often, smaller shuttles in Mnt communities, highly discounted for all. Rain and shade shelters and benches	Transit Agency's Website: <a href="http://www.scmtd.com/en/">http://www.scmtd.com/en/</a> ;Mobile Apps (please specify in the box below);
Johanna Lighthill	Not now, but did in the past	Infrequent service and indirect route to destination takes too much time. Driving easier.	METRO Bus (SCMTD);	Yes-often	Recreation;Shopping ;	Yes	Aptos Village from Seacliff (so close but yet so far). Requires a transfer at Cabrillo—easier to drive.	More frequent service—would require less planning.	More frequency, expanded routes, circulators within communities.	Unincorporated County;County wide;	Reducing greenhouse gas emissions by promoting bus ridership—with reduced fares, more frequent and expanded service and bus priority measures. Why not start with a free day each month (tied with local events)? Not just for Earth Day.	Transit Agency's Website: <a href="http://www.scmtd.com/en/">http://www.scmtd.com/en/</a> ;
Steve Plumb	No-Never	convenience		Yes-often		No		more routes, real-time arrivals, reduced fare			up the game for metro-more routes, real-time arrival times, reduced fare, free for the disabled, attractive bus stops, wi-fi on the bus	
Casey KirkHart	Not now, but did in the past	METRO removed the bus stop where I live so my kids and I can't ride the bus to work or school.	METRO Bus (SCMTD);	Yes-often	Work;School;	Yes	My kids and I could take the bus down Graham Hill Road downtown to work an school. Our hill is dangerous but once we are downtown it would be easy to get around by foot or bike.	Put my stop back please! Cashless fares, using a phone app. Live bus tracking.	Transporting students to/from home/school (not UCSC).	County wide;	Developing our BIKE infrastructure and ties in with expanded METRO access. e-bike rental program County-wide	Transit Agency's Website: <a href="http://www.scmtd.com/en/">http://www.scmtd.com/en/</a> ;

**PUBLIC HEARING– Noticed for no earlier than 10:30AM**

**AGENDA: May 5, 2022**

**TO:** Regional Transportation Commission (RTC)  
**FROM:** RTC Staff  
**RE:** Measure D-2016 Highway Corridors and Active Transportation -  
Five-Year Program of Projects

---

**RECOMMENDATIONS**

Staff recommends that the Regional Transportation Commission (RTC):

1. Hold a public hearing on programming and financing options for Measure D Highway Corridors and Active Transportation regional investment categories;
2. Consider public and RTC Advisory Committee input; and
3. Adopt a resolution (Attachment 1) to:
  - a. Program additional Measure D-Highway Corridors and Active Transportation revenues to Highway 1 and Coastal Rail Trail projects, to either Scenario 1: Interim Trail or Scenario 2: Ultimate Trail as shown in Exhibit A. This includes programming additional Measure D-regional funds for the Highway 1 Freedom to State Park Project, Coastal Rail Trail Segments 7 through 12, as well as ongoing program costs;
  - b. Commit to future actions to finance, if determined necessary to meet funding commitments, in accordance the Measure D - Strategic Implementation Plan (SIP), Policy 4.5 (Attachment 2);
  - c. Amend the RTC FY23 budget to reflect approved programming actions and reflect updated project schedule and cost information for previously programmed projects;
  - d. Authorize future grant applications for either Scenario 1 or Scenario 2.

Should RTC adopt a resolution programming Measure D Active Transportation Program to Scenario 1: Interim Trail, staff also recommends that the Regional Transportation Commission (RTC):

4. Direct staff to return at a subsequent RTC meeting to seek approval from the Commission to initiate railbanking.
-

## BACKGROUND

In November 2016, over two-thirds of Santa Cruz County voters approved a ½-cent transaction and use tax (sales tax) for transportation projects and programs (Measure D-2016). The voter-approved [Expenditure Plan](#) allocates revenues generated by formula for five categories of projects over 30 years:

- Neighborhood projects: 30% of net measure revenues:
  - \$5 million for the Highway 17 Wildlife Crossing
  - \$10 million for San Lorenzo Valley (SLV)/Highway 9 Corridor
  - Balance (approx. 28%) to cities and County by formula
- Transportation for Seniors and People with Disabilities: 20% total
  - 16% to Santa Cruz METRO
  - 4% to Lift Line
- Highway Corridors: 25%
- Active Transportation (Monterey Bay Sanctuary Scenic Trail Network (MBSST)/Coastal Rail Trail): 17%
- Rail Corridor: 8%

Although Measure D-2016 provides significant funding to deliver investments identified in the Expenditure Plan, it is insufficient to fully fund most projects. Consistent with the Measure's Ordinance and long-range *Strategic Implementation Plan (SIP)*, in order to expeditiously deliver programs and projects and to competitively position projects to leverage other grants, most agencies utilize some Measure revenues to serve as match to other grants and/or focus some funds on pre-construction phases, in order to get projects "shovel-ready" and more competitive for grants and other funding opportunities.

## DISCUSSION

The 2016 *Santa Cruz County Transportation Improvement Plan Measure* (aka Measure D-2016 or Measure D Sales Tax) provides critical funding to advance and implement priority transportation projects in Santa Cruz County. Each agency receiving measure revenues is required to annually develop, update, hold a public hearing on, and adopt a five-year program of projects (5-Year Plan) that identifies how they plan to use Measure revenues in the upcoming 5 years. The Regional Transportation Commission (RTC) is responsible for developing the five-year programs of projects for Regional Expenditure Plan categories and projects.

The RTC planned on adopting 5-Year Plan updates for all regional project categories in the fall. However, updates (FY23 – FY27) for the Active Transportation and Highway Corridors categories are being presented at this meeting to allow RTC to commit Measure D funding for grant leveraging opportunities and cost over-runs.

### **Measure-Active Transportation Category Fund Requests**

17% of Measure D revenues are allocated to the Active Transportation category (Measure D-Active Transportation) for the 32-mile Coastal Rail Trail. Funds can be used for trail construction, trail operations and management, as well as maintenance and drainage of the corridor. Measure revenues will need to leverage state and federal grants to complete the entire trail network, and RTC may want to finance to expedite implementation. A map showing Coastal Rail Trail Projects under development is included as Attachment 3.

RTC staff presented Measure D funding scenarios at the April 21, 2022, Transportation Policy Workshop (TPW) as part of a presentation on Measure D capacity and potential financing. Each scenario represents a different approach to preserving the rail line for future rail use. These scenarios correspond with the optional phased approach being considered in the Environmental Impact Reports (EIRs) currently under development and are further discussed in Attachment 4, including cost estimates.

- Scenario 1 – Railbank (beyond Watsonville) and construct the optional interim trail phase on the railroad track alignment for Segments 8-12.
- Scenario 2 – Construct the ultimate trail adjacent to the railroad tracks, without building the interim trail phase, for Segments 8-12

Each scenario has its own set of risks, but either scenario is potentially feasible. Staff seeks the Commission's direction on programming and subsequent grant applications. Should RTC program funds to Scenario 1 (Exhibit A to Attachment 1), staff also recommends that the Commission direct staff to return at a subsequent meeting to seek approval to initiate railbanking.

Since the April 21, 2022, TPW meeting, the City of Santa Cruz opened construction bids for the Segment 7 Phase 2 project between Bay Street and Pacific Avenue. Bids reflected a noticeable increase in the cost of many construction items. Due to the bid results, the City of Santa Cruz is requesting additional Measure D-Active Transportation category funding to award the Segment 7 – Phase 2 construction contract. Project Teams have reviewed the bids and updated the cost estimates to reflect these current bid prices.

The revised Active Transportation programming scenarios are described below.

- **Segment 7 Phase 2** (Bay Avenue to Pacific Avenue): Additional **\$1.15 million** in Measure D Active Transportation Category funds to partially close the funding gap to award the construction contract. This

is in addition to \$2.1 million Measure D funds previously programmed by the RTC for Segment 7 phases 1 and 2. Construction bids received on April 21, 2022 exceeded the available funding of \$10.6M by approximately \$2.15 million. The City of Santa Cruz is using previously approved Active Transportation Program (ATP) grants and City funds to cover the balance. This new programming request is represented in both scenarios.

- **Segments 8 & 9** (Pacific Avenue to 17<sup>th</sup> Avenue): **\$370,000** to cover part of the cost of further analysis and public input on this project. This is in addition to funds previously committed by the City of Santa Cruz, the County of Santa Cruz, and the RTC (\$2 million Measure-Active Transportation) to serve as match to an ATP application. City staff has indicated that it only plans to submit an ATP application for the ultimate trail. This new programming is represented in both scenarios.
- **Segments 10 & 11** (17th Avenue to St. Park Dr): **\$237,000** for further analysis and public input on this project. This new programming is represented in both scenarios. Attached Measure D draft 5-Year Plans show options for:
  - Scenario 1: **\$2.9 million** for final design and construction of the trail on the railroad tracks (interim trail)
  - Scenario 2: **\$12.8 million** for final design and construction of the trail adjacent to the railroad tracks (ultimate trail).

The County will use these funds as a 20% match to their planned Active Transportation Program (ATP) application, which is due to the California Transportation Commission (CTC) in June. *(Since the TPW meeting, the Measure D – Active Transportation funds needed for Scenario 1 and Scenario 2 increased by \$500k and \$3 million respectively).*

- **Segment 12** (State Park Drive to Rio Del Mar Boulevard): Segment 12 is part of a proposed multimodal project that includes Highway 1 Freedom Blvd-State Park Drive Auxiliary Lanes and Bus-on-Shoulder and Segment 12 of the Coastal Rail Trail. Staff has split the costs of the project according to what is allowed by the Measure D expenditure plan. A portion of Segment 12 is funded by the Highway Corridors program due to bicycle and pedestrian overcrossings of Hwy 1 being included in the expenditure plan. RTC is the implementing agency for this project and attached draft 5-Year Plans provide options for new programming:

- Scenario 1: **\$1.9 million** for final design, right of way, and construction of the trail on the railroad tracks (interim trail) which amounts to \$1.3 million through FY2027 and \$0.6 million in future fiscal years; or,
- Scenario 2: **\$12.6 million** for final design, right of way, and construction of the trail adjacent to the railroad tracks (ultimate trail) which amounts to \$10.8 million through FY2027 and \$1.8 million in future fiscal years.

RTC plans to use the Measure D Active Transportation category funds for final design, right-of-way, and construction components of the project, and to leverage grants for the construction of Segment 12. The balance of Segment 12 funding plan is a combination of Measure D-Highway category funds and state and/or federal grants.

- **Corridor Maintenance and Oversight:** RTC also uses Measure D-Active Transportation category funds for corridor maintenance, encroachments, planning and oversight. Staff estimates an extra **\$3.6 million** over previously programmed amounts will be needed through FY27 and annual appropriates are assumed for the life of the Measure and is represented in both scenarios. (*See also "Considerations for the Active Transportation Category's Future Capacity"*)
- **Trail Maintenance – after construction:** In prior 5-Year Plans, RTC programmed some Measure D trail funds for maintenance of sections of trail in Santa Cruz, Watsonville, and Segment 5 in the County of Santa Cruz through FY26. The draft 5-Year Plans for both scenarios include additional funds for these segments through FY27. The draft 5-Year Plans do not include maintenance for Segments 10 through 12 (*See also "Considerations for the Active Transportation Category's Future Capacity"*). Staff estimates that routine trail maintenance for 18-miles of a typical active transportation trail could total \$79 million over the life of the Measure D, not including longer-term trail rehabilitation cost.

### **Measure D-Highway Category Funds Request**

25% of Measure D funds are allocated for highway investments included in the Expenditure Plan to improve traffic flow and safety on Highway 1, especially for South County and Mid-County commuters, small businesses, bus riders and first responders by adding auxiliary lanes and bus on shoulder improvements. Funds can also be used for new bridges for cyclists and pedestrians, traveler information and transportation demand management, and highway safety and congestion reduction programs.

Segment 12 of the Coastal Rail Trail is part of the Highway 1 Freedom Boulevard to State Park Drive auxiliary lanes/bus-on-shoulder project and is partially funded by the Measure D-Highway Corridors revenues. The RTC previously programmed \$19.5 million in projected Measure D-Highway revenues for the Highway 1/Segment 12 project. The Highway 1 Freedom-State Park/Segment 12 project is scheduled to start construction in 2025, dependent upon availability of funds for construction, and is scheduled to extend into FY29 which is beyond the 5-year program of projects shown in Exhibit A to Attachment 1. Proposed funding beyond FY27 is included in the "Future" column.

Caltrans and RTC staff are preparing applications for federal and state grants to fully fund the construction component of the project. Staff recommends a 20% minimum local match for grant applications and requests the Commission consider two potential funding scenarios for the Measure D-Highway Category, which are less the \$19.5M already approved by RTC:

- **The Highway 1 Freedom-State Park/Segment 12 Project**
  - Scenario 1: an additional **\$31.3 million** for construction of Highway project with the trail on the railroad tracks (interim trail) which amounts to an additional \$19.7 million through FY27 plus \$11.6 million in future fiscal years.
  - Scenario 2: an additional **\$72.5 million** for construction of Highway project with the trail adjacent to the railroad tracks (ultimate trail) which amounts to an additional \$48.5 million through FY27 plus \$24 million in future fiscal years.
- **Traffic Demand Management (TDM):** RTC uses Highway category funds for ongoing system & demand management including Cruz511.org traveler information, carpool and the Go Santa Cruz County program. An additional year of funding is proposed in both scenarios and is assumed to continue for the life of the Measure for both scenarios.
- **Safe on 17:** RTC uses Highway category fund for increased CHP enforcement on Highway 17. An additional year of funding is proposed in both scenarios and is assumed to continue for the life of the Measure for both scenarios.
- **Freeway Service Patrol:** RTC uses Highway category funds roving tow trucks to remove incidents and obstructions during peak travel periods on Hwy 1 and Hwy 17. An additional year of funding is proposed in both scenarios and is assumed to continue for the life of the Measure for both scenarios.

Programming amounts for the Highway Corridors category (two scenarios) are reflected in the draft 5-Year Plans shown in Exhibit A to Attachment 1.

### **Risks for Interim Trail and Ultimate Trail alignments:**

There are risks in delivering either of the Coastal Rail Trail with either an optional interim trail phase (Scenario 1) or for the ultimate alignment (Scenario 2). Some of the delivery risks are outside the control of the RTC. Over time, RTC will need to manage these risks, regardless of which funding scenario it may select today. Depending on certain subsequent outcomes (such as railbanking, funding, engineering challenges, environmental impacts, right-of-way acquisition, or other risk related outcomes), RTC may want or need to re-consider its options to ensure that it can construct the project on schedule and within budget. It is not necessary for RTC to complete CEQA to start managing some of the risks, including programming Measure D funds (conditioned upon CEQA compliance) prior to project approval, submitting funding applications, or initiating railbanking, since these actions will not foreclose further consideration of the alternatives and mitigation measures.

Should RTC program funds for either scenario and later determine that risks cannot be effectively managed or mitigated, the Commission can reconsider approach since project teams intend to environmentally clear both scenarios as part of one alternative.

#### Risk Associated with Scenario 1

Railbanking is required and is the primary risk associated with the optional interim trail phase (Scenario 1). The Commission has extensively discussed railbanking at prior RTC meetings. Railbanking falls under the jurisdiction of the Federal Surface Transportation Board (STB), with no guarantees as to outcome. With cooperation of effected parties, railbanking could be completed in as short as 6-months. However, without agreement, RTC will need to file an action with the Surface Transportation Board (STB) to allow for the line to be railbanked. The STB would make its determination based on the viability of freight beyond Watsonville, the current condition of the rail line and the cost associated with its repair. With opposition, an STB determination on railbanking could take 2 – 3 years and could potentially delay the implementation of some trail segments.

Although a railbanking agreement preserves the railroad right-of-way, an interim trail cannot preclude the future potential re-activation of freight rail service. However future rail service of any type will be more challenging to fund and implement if an interim trail is constructed. Although a risk to future rail service is not a direct risk to implementation of trail projects, it is a risk that the Commission may want to consider. Projects teams have designed the ultimate trail to not preclude freight rail service.

If the Commission finds the risks associated with developing an interim trail manageable and desires to program funding for Scenario 1, staff recommends that the Commission direct staff to return at a subsequent RTC meeting to seek approval to initiate railbanking.

#### Risk Associated with Scenario 2

Funding, engineering challenges, environmental impacts, and right-of-way are the primary risks for the ultimate trail phase (Scenario 2). The ultimate trail alignment is more expensive than the interim trail alignment; therefore, the ultimate trail will use Measure D funds, and need larger grant awards to construct. The higher cost reduces the probability of grant awards and creates a risk to project delivery. The higher cost also reduces funding for future segments of the trail construction and maintenance and may jeopardize the completion of the planned 32-mile program. The ultimate trail alignment also requires significant structural solutions due to challenging geographical features. Environmental impacts are still being analyzed to determine potential mitigation measures. The ultimate trail alignment for Segment 12 also requires the acquisition of private property, which, like railbanking, is not completely within the control of the RTC. The Commission could find these risks manageable and direct staff to move forward with programming Scenario 2 at this time.

The ultimate trail is located adjacent to the existing single track freight railroad alignment. Implementation of passenger rail service may require railroad alignment corrections and will require additional space for passing sidings and stations. There is a risk that the ultimate trail may need to be diverted or relocated, which will make a future passenger rail project more challenging to fund and implement.

#### **Measure D Capacity**

Forecasted revenues are insufficient to fund the Ultimate Trail Scenario and potentially insufficient to fund the Interim Trail Scenario on a “pay-as-you-go” basis, given current project cost estimates and development schedules. However, there are financing strategies, including municipal bonding, available to expedite delivery of projects when and if Measure revenues become insufficient to meet project schedules.

The Measure D Active Transportation and Highway Corridors Categories have sufficient capacity such that RTC can pursue either scenario for projects under development, with potential debt financing. The borrowing and future anticipated Measure D capacity for the two scenarios are shown in the following tables and assume grant awards will complete funding plans.

Measure D Category	Scenario 1: Interim Trail (on railroad alignment) - Millions		
	Proposed	Borrowing	Future Capacity
Active Transportation	\$76.3	\$0.0	\$100.6
Highway Corridors	\$91.1	\$6.8	\$165.7
<b>Totals</b>	<b>\$167.4</b>	<b>\$6.8</b>	<b>\$266.3</b>

Measure D Category	Scenario 2: Ultimate Trail (adjacent to rail) - Millions		
	Proposed	Borrowing	Future Capacity
Active Transportation	\$97.4	\$17.0	\$67.2
Highway Corridors	\$124.5	\$60.9	\$95.4
<b>Totals</b>	<b>\$221.9</b>	<b>\$77.9</b>	<b>\$162.5</b>

These tables have been updated since the April 21, 2022, TPW to reflect increased project cost estimates. If RTC commits to funding programming more than the Measure D pay-as-you-go capacity, the Commission will need to take future action implement its policy on financing ([Attachment 2](#)).

**Considerations for the Active Transportation Category’s Future Capacity**

As to not oversubscribe the Active Transportation category long term, RTC should also consider future programming needs, including potential cost increases, funds needed to implement additional trail segments, future corridor maintenance, trail maintenance, and grant leveraging opportunities.

Future Trail Segments: While over 18 miles of Coastal Rail Trail are currently under development and 1.5 miles completed, pre-construction work has not yet been advanced on 12.5 miles of Coastal Rail Trail ([Attachment 5](#)). Staff has planning level estimates for the remaining trail sections and recommends more advanced engineering to determine the estimated cost to finish the 32-mile coastal rail trail. As part of the next Measure D - Strategic Implementation Plan (SIP) update, staff will solicit input from the Commission, committees and the public on future priorities and programming methodology, including whether RTC should require local jurisdictions to provide more local funding towards project delivery.

Ongoing Corridor Maintenance and Management:

As noted above, RTC uses Measure D-Active Transportation funds for ongoing corridor property management and preventative maintenance, including oversight, encroachments, drainage, vegetation control and other corridor needs. These costs vary from year to year, but often exceeds \$1 million per year and are in addition to the anticipated cost to maintain completed sections of the rail trail. Although future anticipated capacity includes an assumption for on-going Corridor maintenance costs, there may be a need for additional funding from the Active Transportation category.

Trail Maintenance Cost: RTC previously programmed some Measure D-Active Transportation category funds to maintain trail segment, after completion and open for public use. No funding for maintenance of constructed trail sections (including filling potholes and periodic trail restriping and resurfacing) is committed beyond FY27 and some sections have no funding proposed. The RTC is working with local jurisdictions, State Parks, and other agencies to update long-term maintenance costs estimates for the Coastal Rail Trail. A high-level estimate for maintenance 18-miles (trail sections under development) of a typical active transportation trail is about \$1 million per year (2022\$). With significant new infrastructure, the cost could be much higher than this estimate. As part of the next Measure D - SIP update, staff will solicit input from the Commission, committees, the public on funding maintenance, including whether local jurisdictions should be required to fund more, or all trail maintenance needs.

### **Considerations for the Highway Corridors Category's Future Capacity**

Although the completion of the Highway 1 Freedom to State Park project would complete the initial 7.5-mile-long Highway 1 auxiliary lanes and bus on shoulder facility, there are other potential Highway Corridors category expenditures to consider. The Measure D Expenditure Plan allows for funding Traveler Information and Transportation Demand Management. RTC expects that these program costs will continue for the duration of the measure. Additionally, there are other highway safety, operational, active transportation, or bus on shoulder improvements that the Commission may want to consider funding in the future.

### **Options**

1. Staff recommendation is to fund one of two potential scenarios. The Commission could select one of these scenarios or consider a variation of one or both scenarios. Additional options that the Commission could consider include programming funds to only a portion of the trail projects currently under development (either interim or ultimate trail) and shown in Exhibits A to Attachment 1 (Scenario 1 or Scenario 2). Projects that do not receive programming will be delayed.
2. Program the projects at lower amounts. Project sponsors (County of Santa Cruz/Capitola and RTC) that receive less funding would need to:
  - a. Use more local or other funds or request higher ATP and SB1 grant amounts; or
  - b. Postpone project implementation until additional measure revenues generated.

### **Recommendation for Measure D 5-Year Plans**

**Staff recommends that the Regional Transportation Commission hold a public hearing, consider input, and adopt a resolution (Attachment 1) updating Measure D five-year programs of projects (5-Year Plans)**

**for FY23 - FY27 and the FY23 RTC budget, as appropriate, for Highway Corridor and Active Transportation, and committing to financing if determined necessary to meeting funding commitments. Should RTC program funds to Scenario 1 (interim trail), RTC staff also recommends that the Commission direct staff to return at a subsequent meeting to seek approval from the RTC to initiate railbanking.** The proposed uses of Measure D funds are consistent with the approved Measure D Expenditure Plan.

Public hearing notices were included in local newspapers and emailed to individuals that have signed up for [RTC enews](#). Public comments that are received by 9:00 AM on May 4, 2022 will be posted to the RTC website as a handout.

#### Advisory Committee Reviews

The RTC's Bicycle Advisory Committee, the Elderly & Disabled Transportation Advisory Committee, and Interagency Technical Advisory Committee (ITAC) discussed proposals, financing and other options, and potential consequences of different funding amounts for Measure D Active Transportation funds for Segments 8 through 12 and ongoing trail maintenance and management. The Advisory Committees reviewed the funding requests presented at the April 21, 2022 TPW and have not reviewed updated Measure D funding requests described earlier in this staff, including additional funding needs for Segment 7-Phase 2, and an increase in Measure D funding request from County of Santa Cruz.

Committee members generally expressed support for projects and using financing if needed.

#### Next Steps

Staff will provide letters to project sponsors, indicating RTC funding commitments, to include with grant applications, including any Commission direction on which phase should be pursued at this time. As project cost estimates and schedules are refined, and if sales tax measure or other funding assumptions change, 5-Year Plan amendments may be proposed throughout the year. Modifications requiring approved funds to be shifted between fiscal years will be handled administratively. Staff will continue to monitor the Measure D Cash Flow Model and will return to the RTC for consideration of any amendments and subsequent actions recommended to finance.

### **FISCAL IMPACT**

Measure D currently generates approximately \$25 million per year in revenue. The five-year programs of projects show how the RTC anticipates investing funds for regional investment categories in the near term. The RTC

budget is hereby amended to reflect anticipated FY23 expenditures and carryover balances from prior years. The FY23 budget remains balanced. Funds may be insufficient to fund all projects currently under development on a pay-go-basis and agencies are using Measure D to leverage other grants. Financing, in accordance with Measure D SIP Policy 4.5, may be needed to meet matching fund commitments based on current project schedules and assuming grant awards.

## **SUMMARY**

In 2016 a super-majority of Santa Cruz County voters approved Measure D, a 30-year ½-cent sales tax which provides critical funding to improve local highways, construct new bicycle and pedestrian facilities, repair local roads, maintain and expand transit and paratransit services for seniors and people with disabilities, maintain and plan for the Santa Cruz Branch rail corridor, and maintain other publicly owned transportation facilities. The measure requires recipient agencies to annually prepare and update a program of projects, identifying how agencies plan to invest Measure revenues over the next 5 years. Staff recommends that the RTC hold a public hearing and program additional funds from the Highway Corridors and Active Transportation Investment categories to one of two scenarios (Exhibit A to Attachment 1) and commit to financing, if determined necessary to meet funding commitments, in accordance with Measure D-SIP Policy 4.5. Should RTC program funds to Scenario 1, RTC staff also recommends that the Commission direct staff to return at a subsequent meeting to seek approval from the RTC to initiate railbanking.

### Attachments:

1. Resolution  
Exhibits:
  - A. Draft Five-Year Programs of Projects (FY23 - FY27) Active Transportation Category and Highway Corridors Category
    - i. Scenario 1: Interim Trail
    - ii. Scenario 2: Ultimate Trail
2. SIP Financing Policy 4.5
3. Coastal Rail Trail Map
4. Description of Trail Alignment Scenarios and Total Costs
5. Remaining Trail Segments

*s:\rtc\tc2022\05\regular\_agenda\measured\bonding-mbsst-5year-sr.docx*

**RESOLUTION NO.**

Adopted by the Santa Cruz County Regional Transportation Commission  
on the date of May 5, 2022  
on the motion of Commissioner  
duly seconded by Commissioner

**A RESOLUTION PROGRAMMING MEASURE D-ACTIVE TRANSPORTATION AND  
MEASURE D-HIGHWAY CORRIDORS FUNDS,  
AMENDING FIVE-YEAR PROGRAMS OF PROJECTS AND FY23 BUDGET**

WHEREAS, to address immense transportation needs and severe transportation funding shortfalls, Santa Cruz County voters approved Measure D in November 2016 by over a 2/3 majority; and

WHEREAS, Measure D is a ½-cent transactions and use tax for 30 years to fund five transportation improvement categories; and

WHEREAS, all Measure D funding recipients are required to develop a five-year program of projects (5-year plans) to identify planned expenditures and deliverables, with these plans adjusted annually based on updated revenue and distribution estimates, project schedule and cost information, as well as information on other grants or funds secured for the projects; and

WHEREAS, the RTC is the agency responsible for delivering and distributing funds for regional and other projects in the voter-approved Measure D Expenditure Plan including Active Transportation-Monterey Bay Sanctuary Scenic Trail Network (MBSST)/Coastal Rail Trail, Highway Corridors, Rail Corridor, the Highway 17 Wildlife Crossing, and San Lorenzo Valley Highway 9 Corridor; and

WHEREAS, the RTC has prepared five-year programs of projects and solicited input from advisory committees and the public for projected Measure D revenues which are consistent with the Measure D Ordinance and Expenditure Plan and the Regional Transportation Plan (RTP);

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

1. The Measure D Five-Year Programs of Projects for FY23-27 for the Active Transportation and Highway Corridors categories are hereby adopted, as shown Exhibit A;
2. Staff is authorized to shift approved funds between fiscal years administratively if needed to expedite delivery or reflect actual or

updated expenditure schedules;

3. The RTC is committed to taking future actions to secure financing, if determined necessary to fulfill programming commitments, in accordance with the 2020 Measure D – Strategic Implementation Plan Policy 4.5;
4. The FY23 RTC Budget and Work Program is hereby amended to reflect these programming actions and reflect updated project schedule and cost information for previously programmed projects.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

---

Sandy Brown, Chair

ATTEST:

---

Guy Preston, Secretary

Exhibit A: Measure D Five Year Program of Projects for Active Transportation and Highway Corridors

*Distribution: RTC Fiscal, RTC Programming, Project Sponsors*

s:\rtc\rc2022\05\regular\_agenda\measured\attachmentsseperate\vatt1\_resolution measure d-actrans-hwy-2022.docx

Measure D: 5-Year Program of Projects (FY22/23-26/27)

Category: **Active Transportation/MBSST-Coastal Rail Trail (17% of Measure D Revenues)**

**Scenario 1: Interim Trail** (Possible Spring 2022 updates)

Previously updated 6/6/19, 12/5/19, 5/7/20, 6/29/20, 9/3/20, 5/6/21, 6/3/21, 8/5/21, 10/7/21.

	Rail Trail Project/Program	Description	Schedule	Prior Years Spent*	FY21/22*	Planned <sup>1</sup>					Total Measure D through FY26/27	Future	2022 Proposed Updates
						FY22/23	FY23/24	FY24/25	FY25/26	FY26/27			
1	North Coast Segment 5	EIR & design consultants, legal, Environmental Health Services & ROW; RTC project mgmt, oversight, outreach and technical assistance	Duration of project delivery	\$2,413,821	\$438,600	\$280,000	\$50,000	\$0	\$0	\$0	\$3,182,421	\$0	Add funds in FY22/23 and FY23/24 for anticipated staff oversight, technical assistance. Previously \$3,057,400.
2	North Coast Segment 5: trail maintenance and operations	Ongoing maintenance of sections of trail once constructed. Includes restriping, sweeping, vegetation management, mitigations, and periodic repaving.	Start after trail open in FY23/24.	\$0	\$0	\$0	\$125,000	\$200,000	\$200,000	\$200,000	\$725,000	\$200k/yr	Move all funds out to later years based on updated schedule. Previously \$600k.
3	North Coast Seg 5: Trail construction and reserve to match grants	Funds to serve as match to grant application(s). Includes \$125k for Davenport Crosswalk.	Pending other funds- construction ready spring 2022	\$0	\$0	\$2,075,000	\$875,000	\$875,000	\$0	\$0	\$3,825,000	\$0	Shift funds out one year based on updated schedule
4	Segment 7: Natural Bridges to Bay/California (Phase I), Bay/Californiat to Wharf (Phase II), City of Santa Cruz (SC) lead	Allocation to City of Santa Cruz for Segment 7 rail trail	Phase I: 2020; Phase II: start 2022	\$1,100,000	\$0	\$2,150,000	\$0	\$0	\$0	\$0	\$3,250,000	\$0	Add \$1.1 million and shift \$1M from FY21/22 to FY22/23 based on updated schedule for Phase 2. Previously \$2.1 million for both phases.
5	Segment 7: Oversight and technical assistance	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	Duration of project delivery	\$248,381	\$40,000	\$35,000	\$35,000	\$0	\$0	\$0	\$358,381	\$0	Previously \$292k. Funds added based on updated costs and schedule.
6	Seg 8: San Lorenzo River trestle widening, City of Santa Cruz	Allocation to City of SC for widening of existing walkway on the existing railroad bridge over San Lorenzo River near Boardwalk	Completed June 2019	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000	\$0	No change. Project completed.
7	Segment 8: Oversight and technical assistance	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	done	\$7,149	\$0	\$0	\$0	\$0	\$0	\$0	\$7,149	\$0	No change. Project completed.
8	Seg 8/9: SC Wharf to 17th Ave., City of SC lead (partnership with County)	Allocation to City of SC: \$2M set aside to serve as match for construction grants. Joint project with County.	Est. 2023	\$0	\$0	\$370,000	\$2,000,000	\$0	\$0	\$0	\$2,370,000	\$0	Add \$370,000 for interim trail analysis and additional public outreach. Shift construction funds out to FY23/24
9	Segment 8/9: Oversight and technical assistance	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	Duration of project delivery	\$29,937	\$48,685	\$40,000	\$40,000	\$40,000	\$0	\$0	\$198,621	\$0	Increase FY24/25 to \$40k (includes some FY20/21 not spent). Previously \$185,481 total.
10	Trail maintenance and operations in Santa Cruz	Ongoing maintenance. Includes restriping, sweeping, vegetation management, mitigations, and periodic repaving.	ongoing	\$0	\$45,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$345,000	TBD	Add funds in FY26/27. Previously \$285k

	Rail Trail Project/Program	Description	Schedule	Prior Years Spent*	FY21/22*	FY22/23	FY23/24	FY24/25	FY25/26	FY26/27	Total Measure D through FY26/27	Future	2022 Proposed Updates
11	Segment 10-11: Segment 10 (17th-47th/Jade St. park), Seg 11 (Monterey to St. Park Dr)	Allocation to County DPW for planning, environmental review, design, and right of way and construction. County led project.	PA/ED started 2020	\$254,723	\$1,800,000	\$2,182,145	\$192,823	\$524,364	\$1,766,901	\$441,725	\$7,162,681	TBD-maint.	Add funds to serve as match for ATP grant for ultimate trail configuration and additional analysis of alignments. Previously \$4M
12	Segment 10-11 Oversight and technical assistance	RTC project mgmt, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	Duration of project delivery	\$57,041	\$55,000	\$55,000	\$55,000	\$55,000	\$40,000	\$30,000	\$347,041	\$0	Add funds in FY26/27.
13	Capitola Trestle Railroad Bridge Interim Trail analysis	Analysis of feasibility for building a trail on the bridge through Capitola Village and over Soquel Creek.	FY21/22	\$0	\$50,000						\$50,000	\$0	No change
14	Segment 12: State Park Drive to Rio Del Mar Boulevard	<u>Design, right-of-way, and matching funds for construction grants for ultimate trail alignment. Assumes work associated with bridges over Highway 1 to be implemented with the Hwy 1 Freedom-State Park project and paid out of Measure Highway Corridors funds.</u>	<u>Start construction FY24/25, dependent on grant funding</u>	\$0	\$0	\$8,250	\$33,000	\$286,250	\$463,194	\$504,167	\$1,294,861	\$570,139	Program \$1.3M through FY26/27, plus \$570k future. Partially funded by Measure D-Highway Corridors. Construction timing dependent on grants and Hwy & Trail category financing
NA	Segment 12 Oversight and technical assistance	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	Duration of project delivery	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
NA	Trail maintenance and operations	Ongoing maintenance. Includes restriping, sweeping, vegetation management, mitigations, and periodic repaving.	ongoing	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
15	Segment 18: Ohlone to slough trail (Phase I), Remainder Lee to Walker (Phase II), City of Watsonville lead	Allocation to City of Watsonville for trail construction.	Ph. 1 completed 2021; Phase 2 FY22/23 dependent on ROW	\$0	\$150,000	\$933,333	\$933,333	\$933,333	\$0	\$0	\$2,950,000	\$0	No change. May shift funds out a year. Phase 1 \$150k invoiced for in FY21/22.
16	Segment 18: Oversight and technical assistance	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	Duration of project delivery	\$102,547	\$20,000	\$29,000	\$10,425	\$10,000	\$5,000	\$0	\$176,972	\$0	Add \$15k in FY22/23 to assist with right-of-way and add funds in FY25/26.
17	Trail maintenance and operations in Watsonville	Ongoing maintenance. Includes restriping, sweeping, vegetation management, mitigations, and periodic repaving.	ongoing	\$0	\$10,000	\$11,000	\$11,000	\$11,000	\$11,000	\$11,000	\$65,000	TBD	Add funds in FY26/27.
18	Capitola Trail: City Hall to Monterey Ave	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	Construction timing TBD	\$1,870	\$13,207	\$1,000	\$1,000	\$0	\$0	\$0	\$17,077	\$0	Add funds in FY22/23-23/24. Previously \$15k.
19	Santa Cruz County Regional Conservation Investment Strategy - Grant match	Match to Wildlife Conservation Board grant for early mitigation planning for transportation projects.	FY19/20-FY21/22	\$11,382	\$5,958	\$0	\$0	\$0	\$0	\$0	\$17,340	\$0	No change.
20	Ongoing oversight, coordination, and assistance, including on development of future trail sections	Includes RTC staff and consultants work related to overall trail planning, surveys, soil investigations, Environmental Health (EHS), legal, stakeholder coordination, response to public comments, and development of future projects/grant applications	ongoing	\$910,294	\$245,000	\$220,000	\$220,000	\$220,000	\$220,000	\$231,000	\$2,266,294	Estimated \$1.1M/year + escalation	Update to reflect updated cost estimates and add funds in FY26/27. Previously \$2.026M.

	Rail Trail Project/Program	Description	Schedule	Prior Years Spent*	FY21/22*	FY22/23	FY23/24	FY24/25	FY25/26	FY26/27	Total Measure D through FY26/27	Future	2022 Proposed Updates
21	Corridor encroachments & maintenance	Ongoing corridor maintenance, including vegetation, tree removal, trash, graffiti, drainage, encroachments, storm damage repairs outside of what is required for railroad operations. Includes RTC staff time and contracts.	ongoing	\$1,194,479	\$1,346,900	\$1,557,350	\$1,148,028	\$1,020,409	\$1,058,218	\$1,106,785	\$8,432,169	Estimated \$1.1M/year + escalation	Update to reflect updated cost estimates. Includes significant drainage work in FY21/22-22/23, add funds in FY26/27. Previously \$5.4M.
<b>Estimated 5-Year Measure D Expenditures</b>				<b>\$6,831,623</b>	<b>\$4,268,350</b>	<b>\$10,007,078</b>	<b>\$5,789,609</b>	<b>\$4,235,356</b>	<b>\$3,824,314</b>	<b>\$2,584,677</b>	<b>\$37,541,007</b>		

1- Funds may be shifted between years based on actual expenditures/use rates when sufficient cash capacity exists.

\*FY21/22 and future amounts will be adjusted based on audited financials

**Measure D: 5-Year Program of Projects (FY22/23-FY26/27)  
Highway Corridors (25% of Measure D Revenues)**

**Scenario 1: Interim Trail**

*Previously updated 6/6/19, 6/27/19, 2/6/20, 3/5/20, 5/7/20, 9/3/20, 11/5/20, 12/3/20, 3/4/21, 10/7/21.*

	Project	Description	Schedule	Prior Years Spent	FY21/22*	Planned <sup>1</sup>					Total through FY26/27 Measure D	Future	2022 Proposed Updates
						FY22/23	FY23/24	FY24/25	FY25/26	FY26/27			
1	Highway 1: Auxiliary Lanes and Bus on Shoulder from 41st to Soquel; Chanticleer Bike/Pedestrian Overcrossing	Freeway operational improvement, bus on shoulder improvements, rehab roadway and drainage, improve bicycle/pedestrian access over freeway.	Start Spring 2021	\$974,303	\$1,006,924	\$365,000	\$350,000	\$215,000	\$200,000	\$50,000	\$3,161,228	\$50,000	Prior updated to reflect actuals and carryover unspent FY20/21 to FY21/22. Previously \$3.18M programmed. Add funds in FY26/27 for project management for close out and bus on shoulder implementation.
2	Highway 1: Auxiliary Lanes & Bus on Shoulder from State Park to Bay-Porter, Reconstruction of Capitola Avenue Overcrossing and Bicycle/Pedestrian Overcrossing at Mar Vista Dr	Freeway operational improvement, bus on shoulder improvements, soundwalls and retaining walls, reconstruct Capitola Ave. overcrossing with sidewalks and bike lanes, new Bike/ped bridge	FY22/23	\$2,290,157	\$3,985,000	\$1,820,000	\$5,330,000	\$4,490,000	\$280,000	\$210,000	\$18,405,157	\$125,000	Add funds in FY26/27 for environmental mitigation and project management for close out and bus on shoulder implementation. Previously \$18,444,236 programmed
3	Highway 1: Auxiliary Lanes & Bus on Shoulder from Freedom to State Park, widening of the bridge over Aptos Creek/Spreckles Drive, and 2 new bicycle/pedestrian overcrossings with a portion of Segment 12 of the Coastal Rail Trail	Freeway operational improvement, bus on shoulder improvements, soundwalls and retaining walls, bridges over Hwy 1 and widen bridge over Aptos Creek/Spreckles Drive, portion of Segment 12 of the Coastal Rail Trail	FY24/25	\$1,308,872	\$1,685,577	\$3,759,827	\$5,130,846	\$8,201,827	\$9,130,694	\$9,859,167	\$39,076,810	\$11,592,639	Program additional \$31.2M (previously \$19.5M programmed). Add funds for right of way, project management, and construction through project completion.
4	Santa Cruz County Regional Conservation Investment Strategy - Grant match	Match to Wildlife Conservation Board grant for early mitigation planning for transportation projects.	TBD	\$19,703	\$5,797						\$25,500	\$0	No Change
5	Cruz 511-Traveler Information and Commute Manager	Ongoing system & demand management (TDM), includes Cruz511.org traveler information, carpool and other TDM programs	Ongoing	\$245,784	\$200,000	\$200,000	\$210,000	\$220,500	\$231,525	\$243,101	\$1,550,910	\$250-300k/year	Added funds in FY26/27
6	Safe on 17	Ongoing system management program, involves increased CHP enforcement on Highway 17	Ongoing	\$96,663	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$396,663	\$50k/year	Added funds in FY26/27
7	Freeway Service Patrol	Ongoing system management and congestion reducing program. Roving tow trucks removing incidents and obstructions during peak travel periods on Hwy 1 and Hwy 17	Ongoing	\$349,677	\$203,091	\$183,124	\$192,280	\$201,894	\$211,989	\$222,589	\$1,564,644	\$192k/year	Added funds in FY26/27
	Completed Projects	Unified Corridor Investment Study- Analysis of Highway 1 corridor projects	completed Jan 2019	\$199,808	\$0	\$0	\$0	\$0	\$0	\$0	\$199,808	\$0	No Change
<b>Estimated Annual Measure D Highway Corridors Expenditures</b>				<b>\$5,484,966</b>	<b>\$7,136,389</b>	<b>\$6,377,951</b>	<b>\$11,263,127</b>	<b>\$13,379,221</b>	<b>\$10,104,209</b>	<b>\$10,634,857</b>	<b>\$64,380,719</b>	<b>\$11,767,639</b>	
8	Interprogram Loan for Hwy 17 Wildlife Crossing	Interprogram loan to allow Hwy 17 Wildlife Crossing project to proceed without bonding and loan repayments	Interprogram Loan	\$0	\$474,975	\$2,549,000	-\$166,667	-\$166,667	-\$166,667	-\$166,667	\$2,357,309	-\$166,667/year	No Change
<b>Total Expenditures (with loans &amp; repayments)</b>				<b>\$5,484,966</b>	<b>\$7,611,364</b>	<b>\$8,926,951</b>	<b>\$11,096,460</b>	<b>\$13,212,555</b>	<b>\$9,937,542</b>	<b>\$10,468,190</b>	<b>\$66,738,028</b>		

1- Funds may be shifted between years based on actual expenditures/use rates when sufficient cash capacity exists.

\*FY21/22 and future amounts will be adjusted based on audited financials

Measure D: 5-Year Program of Projects (FY22/23-26/27)

EXHIBIT A

Category: **Active Transportation/MBSST-Coastal Rail Trail (17% of Measure D Revenues)**

**Scenario 2: Ultimate Trail** (Possible Spring 2022 Updates)

Previously updated 6/6/19, 12/5/19, 5/7/20, 6/29/20, 9/3/20, 5/6/21, 6/3/21, 8/5/21, 10/7/21.

	Rail Trail Project/Program	Description	Schedule	Prior Years Spent*	FY21/22*	Planned <sup>1</sup>					Total Measure D through FY26/27	Future	2022 Proposed Updates
						FY22/23	FY23/24	FY24/25	FY25/26	FY26/27			
1	North Coast Segment 5	EIR & design consultants, legal, Environmental Health Services & ROW; RTC project mgmt, oversight, outreach and technical assistance	Duration of project delivery	\$2,413,821	\$438,600	\$280,000	\$50,000	\$0	\$0	\$0	\$3,182,421	\$0	Add funds in FY22/23 and FY23/24 for anticipated staff oversight, technical assistance. Previously \$3,057,400.
2	North Coast Segment 5: trail maintenance and operations	Ongoing maintenance of sections of trail once constructed. Includes restriping, sweeping, vegetation management, mitigations, and periodic repaving.	Start after trail open in FY23/24.	\$0	\$0	\$0	\$125,000	\$200,000	\$200,000	\$200,000	\$725,000	\$200k/yr	Move all funds out to later years based on updated schedule. Previously \$600k. Add FY26/27 including some carryover.
3	North Coast Seg 5: Trail construction and reserve to match grants	Funds to serve as match to grant application(s). Includes \$125k for Davenport Crosswalk.	Pending other funds-construction ready spring 2022	\$0	\$0	\$2,075,000	\$875,000	\$875,000	\$0	\$0	\$3,825,000	\$0	Shift funds out one year based on updated schedule
4	Segment 7: Natural Bridges to Bay/California (Phase I), Bay/California to Wharf (Phase II), City of Santa Cruz (SC) lead	Allocation to City of Santa Cruz for Segment 7 rail trail	Phase I: 2020; Phase II: start 2022	\$1,100,000	\$0	\$2,150,000	\$0	\$0	\$0	\$0	\$3,250,000	\$0	Add \$1.1 million and shift \$1M from FY21/22 to FY22/23 based on updated schedule for Phase 2. Previously \$2.1 million for both phases.
5	Segment 7: Oversight and technical assistance	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	Duration of project delivery	\$248,381	\$40,000	\$35,000	\$35,000	\$0	\$0	\$0	\$358,381	\$0	Previously \$292k. Funds added based on updated schedule.
6	Seg 8: San Lorenzo River trestle widening, City of Santa Cruz	Allocation to City of SC for widening of existing walkway on the existing railroad bridge over San Lorenzo River near Boardwalk	Completed June 2019	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000	\$0	No change. Project completed.
7	Segment 8: Oversight and technical assistance	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	done	\$7,149	\$0	\$0	\$0	\$0	\$0	\$0	\$7,149	\$0	No change. Project completed.
8	Seg 8/9: SC Wharf to 17th Ave., City of SC lead (partnership with County)	Allocation to City of SC: \$2M set aside to serve as match for construction grants. Joint project with County.	Est. 2023	\$0	\$0	\$370,000	\$2,000,000	\$0	\$0	\$0	\$2,370,000	\$0	Add \$370,000 for interim trail analysis and additional public outreach. Shift construction funds out to FY23/24
9	Segment 8/9: Oversight and technical assistance	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	Duration of project delivery	\$29,937	\$48,685	\$40,000	\$40,000	\$40,000	\$0	\$0	\$198,621	\$0	Increase FY24/25 to \$40k (includes some FY20/21 not spent). Previously \$185,481 total.
10	Trail maintenance and operations in Santa Cruz	Ongoing maintenance. Includes restriping, sweeping, vegetation management, mitigations, and periodic repaving.	ongoing	\$0	\$45,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$345,000	TBD	Add funds in FY26/27. Previously \$285k
11	Segment 10-11: Segment 10 (17th-47th/Jade St. park), Seg 11 (Monterey to St. Park Dr)	Allocation to County DPW for planning, environmental review, design, and right of way and construction. County led project.	PA/ED started 2020	\$254,723	\$1,800,000	\$2,182,145	\$469,910	\$2,228,998	\$8,110,430	\$2,027,608	\$17,073,814	TBD-maint.	Add funds to serve as match for ATP grant for ultimate trail configuration and for additional analysis of alignments. Previously \$4M

	Rail Trail Project/Program	Description	Schedule	Prior Years Spent*	FY21/22*	FY22/23	FY23/24	FY24/25	FY25/26	FY26/27	Total Measure D through FY26/27	Future	2022 Proposed Updates
12	Segment 10-11 Oversight and technical assistance	RTC project mgmt, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	Duration of project delivery	\$57,041	\$55,000	\$55,000	\$55,000	\$55,000	\$40,000	\$30,000	\$347,041	\$0	Add funds in FY26/27 to reflect project schedule..
13	Capitola Trestle Railroad Bridge Interim Trail analysis	Analysis of feasibility for building a trail on the bridge through Capitola Village and over Soquel Creek.	FY21/22	\$0	\$50,000						\$50,000	\$0	No change
14	Segment 12: State Park Drive to Rio Del Mar Boulevard	<u>Design, right-of-way, and matching funds for construction grants for ultimate trail alignment. Assumes work associated with bridges over Highway 1 to be implemented with the Hwy 1 Freedom-State Park project and paid out of Measure-Highway Corridors funds.</u>	<u>Start construction FY24/25; dependent on grant funding</u>	\$0	\$0	\$128,160	\$512,640	\$7,293,600	\$1,353,833	\$1,466,000	\$10,754,233	\$1,818,167	Program \$12.6M (\$10.75M through FY26/27 and \$1.8M future) for pre-construction and to serve as match to grants. Partially funded by Measure D-Highway Corridors. Construction timing dependent on grants and Hwy & Trail category financing
NA	Segment 12 Oversight and technical assistance	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	Duration of project delivery	\$0		\$0	\$0	\$0	\$0	\$0	\$0		
NA	Trail maintenance and operations	Ongoing maintenance. Includes restriping, sweeping, vegetation management, mitigations, and periodic repaving.	ongoing	\$0		\$0	\$0	\$0	\$0	\$0	\$0		
15	Segment 18: Ohlone to slough trail (Phase I), Remainder Lee to Walker (Phase II), City of Watsonville lead	Allocation to City of Watsonville for trail construction.	Ph. 1 completed 2021; Phase 2 FY22/23 dependent on ROW	\$0	\$150,000	\$933,333	\$933,333	\$933,333	\$0	\$0	\$2,950,000	\$0	No change. May shift funds out a year. Phase 1 \$150k invoiced for in FY21/22.
16	Segment 18: Oversight and technical assistance	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	Duration of project delivery	\$102,547	\$20,000	\$29,000	\$10,425	\$10,000	\$5,000	\$0	\$176,972	\$0	Add \$15k in FY22/23 to assist with right-of-way and add funds in FY25/26.
17	Trail maintenance and operations in Watsonville	Ongoing maintenance. Includes restriping, sweeping, vegetation management, mitigations, and periodic repaving.	ongoing	\$0	\$10,000	\$11,000	\$11,000	\$11,000	\$11,000	\$11,000	\$65,000	TBD	Add funds in FY26/27.
18	Capitola Trail: City Hall to Monterey Ave	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	Construction timing TBD	\$1,870	\$13,207	\$1,000	\$1,000	\$0	\$0	\$0	\$17,077	\$0	Add funds in FY22/23-23/24. Previously \$15k.

	Rail Trail Project/Program	Description	Schedule	Prior Years Spent*	FY21/22*	FY22/23	FY23/24	FY24/25	FY25/26	FY26/27	Total Measure D through FY26/27	Future	2022 Proposed Updates
19	Santa Cruz County Regional Conservation Investment Strategy - Grant match	Match to Wildlife Conservation Board grant for early mitigation planning for transportation projects.	FY19/20-FY21/22	\$11,382	\$5,958	\$0	\$0	\$0	\$0	\$0	\$17,340	\$0	No change.
20	Ongoing oversight, coordination, and assistance, including on development of future trail sections	Includes RTC staff and consultants work related to overall trail planning, surveys, soil investigations, Environmental Health (EHS), legal, stakeholder coordination, response to public comments, and development of future projects/grant applications	ongoing	\$910,294	\$245,000	\$220,000	\$220,000	\$220,000	\$220,000	\$231,000	\$2,266,294	Estimated \$1.1M/year + escalation	Update to reflect updated cost estimates and add funds in FY26/27. Previously \$2.026M.
21	Corridor encroachments & maintenance	Ongoing corridor maintenance, including vegetation, tree removal, trash, graffiti, drainage, encroachments, storm damage repairs outside of what is required for railroad operations. Includes RTC staff time and contracts.	ongoing	\$1,194,479	\$1,346,900	\$1,557,350	\$1,148,028	\$1,020,409	\$1,058,218	\$1,106,785	\$8,432,169	Estimated \$1.1M/year + escalation	Update to reflect updated cost estimates. Includes significant drainage work in FY21/22-22/23, add funds in FY26/27. Previously \$5.4M.
<b>Estimated 5-Year Measure D Expenditures</b>				<b>\$6,831,623</b>	<b>\$4,268,350</b>	<b>\$10,126,988</b>	<b>\$6,546,336</b>	<b>\$12,947,340</b>	<b>\$11,058,482</b>	<b>\$5,132,393</b>	<b>\$56,911,513</b>		

1- Funds may be shifted between years based on actual expenditures/use rates when sufficient cash capacity exists.  
 \*FY21/22 and future amounts will be adjusted based on audited financials

**Measure D: 5-Year Program of Projects (FY22/23-FY26/27)  
Highway Corridors (25% of Measure D Revenues)**

**Scenario 2: Ultimate Trail**

Previously updated 6/6/19, 6/27/19, 2/6/20, 3/5/20, 5/7/20, 9/3/20, 11/5/20, 12/3/20, 3/4/21, 10/7/21.

Project	Description	Schedule	Prior Years Spent	FY21/22*	Planned <sup>1</sup>					Total through FY26/27 Measure D	Future	2022 Proposed Updates	
					FY22/23	FY23/24	FY24/25	FY25/26	FY26/27				
1	Highway 1: Auxiliary Lanes and Bus on Shoulder from 41st to Soquel; Chanticleer Bike/Pedestrian Overcrossing	Freeway operational improvement, bus on shoulder improvements, rehab roadway and drainage, improve bicycle/pedestrian access over freeway.	FY22/23	\$974,303	\$1,006,924	\$365,000	\$350,000	\$215,000	\$200,000	\$50,000	\$3,161,228	\$50,000	Prior updated to reflect actuals and carryover unspent FY20/21 to FY21/22. Previously \$3.18M programmed. Add funds in FY26/27 for project management for close out and bus on shoulder implementation.
2	Highway 1: Auxiliary Lanes & Bus on Shoulder from State Park to Bay-Porter, Reconstruction of Capitola Avenue Overcrossing and Bicycle/Pedestrian Overcrossing at Mar Vista Dr	Freeway operational improvement, bus on shoulder improvements, soundwalls and retaining walls, reconstruct Capitola Ave. overcrossing with sidewalks and bike lanes, new Bike/ped bridge	FY22/23	\$2,290,157	\$3,985,000	\$1,820,000	\$5,330,000	\$4,490,000	\$280,000	\$210,000	\$18,405,157	\$125,000	Update prior actuals. Add funds in FY26/27 for environmental mitigation and project management for close out and bus on shoulder implementation. Previously \$18,444,236 programmed.
3	Highway 1: Auxiliary Lanes & Bus on Shoulder from Freedom to State Park, widening of the bridge over Aptos Creek/Spreckles Drive, and 2 new bicycle/pedestrian overcrossings with a portion of Segment 12 of the Coastal Rail Trail	Freeway operational improvement, bus on shoulder improvements, soundwalls and retaining walls, bridges over Hwy 1 and widen bridge over Aptos Creek/Spreckles Drive, portion of Segment 12 of the Coastal Rail Trail	FY24/25	\$1,308,872	\$1,685,577	\$4,549,609	\$6,443,822	\$11,472,169	\$19,790,056	\$21,497,333	\$66,747,437	\$23,994,611	Program additional \$71.2M (previously \$19.5M programmed). Add funds for right of way, project management, and construction through project completion.
4	Santa Cruz County Regional Conservation Investment Strategy - Grant match	Match to Wildlife Conservation Board grant for early mitigation planning for transportation projects.	TBD	\$19,703	\$5,797						\$25,500		No Change
5	Cruz 511-Traveler Information and Commute Manager	Ongoing system & demand management (TDM), includes Cruz511.org traveler information, carpool and other TDM programs	Ongoing	\$245,784	\$200,000	\$200,000	\$210,000	\$220,500	\$231,525	\$243,101	\$1,550,910	Ongoing	Added funds in FY26/27
6	Safe on 17	Ongoing system management program, involves increased CHP enforcement on Highway 17	Ongoing	\$96,663	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$396,663	Ongoing	Added funds in FY26/27
7	Freeway Service Patrol	Ongoing system management and congestion reducing program. Roving tow trucks removing incidents and obstructions during peak travel periods on Hwy 1 and Hwy 17	Ongoing	\$349,677	\$203,091	\$183,124	\$192,280	\$201,894	\$211,989	\$222,588	\$1,564,643	Ongoing	Updated prior-FY25/26 based on adopted budget. Added funds in FY26/27
	Completed Projects	Unified Corridor Investment Study-Analysis of Highway 1 corridor projects	completed Jan 2019	\$199,808	\$0	\$0	\$0	\$0	\$0	\$0	\$199,808		No Change
<b>Estimated Annual Measure D Highway Corridors Expenditures</b>				<b>\$5,484,966</b>	<b>\$7,136,389</b>	<b>\$7,167,733</b>	<b>\$12,576,102</b>	<b>\$16,649,563</b>	<b>\$20,763,569</b>	<b>\$22,273,023</b>	<b>\$92,051,346</b>	<b>\$24,169,611</b>	
8	Interprogram Loan for Hwy 17 Wildlife Crossing	Interprogram loan to allow Hwy 17 Wildlife Crossing project to proceed without bonding and loan repayments	Interprogram Loan	\$0	\$474,975	\$2,549,000	-\$166,667	-\$166,667	-\$166,667	-\$166,667	\$1,523,975		No Change
<b>Total Expenditures (with loans &amp; repayments)</b>				<b>\$5,484,966</b>	<b>\$7,611,364</b>	<b>\$9,716,733</b>	<b>\$12,409,435</b>	<b>\$16,482,897</b>	<b>\$20,596,903</b>	<b>\$22,106,356</b>	<b>\$93,575,321</b>	<b>\$24,169,611</b>	

1- Funds may be shifted between years based on actual expenditures/use rates when sufficient cash capacity exists.

\*FY21/22 and future amounts will be adjusted based on audited financials

MEASURE D – SIP Policy 4.5

4.5 – USE OF BOND FINANCING OR OTHER BORROWING TOOLS

If needed, a bond or borrowing may be authorized to accelerate projects and take advantage of a low interest rate environment. In addition, short-term financings may be authorized to address short-term cash flow deficits if an inter-investment category loan is not pursued for such purposes.

Bond financing or other forms of borrowing generates up-front financing proceeds to accelerate project delivery. While inter-investment category loans are meant to meet smaller cash flow needs, bonds and other borrowing tools are utilized to advance projects with larger-scale funding and cash flow needs.

Bond financings and borrowings provide for project acceleration, but also involves additional costs in the form of interest payments to investors/lenders, as well as the upfront cost of issuance. If the Commission authorizes the issuance of revenue bonds or execute some form of borrowing for investments within the Expenditure Plan, the cost of financing, including debt service, will be the pro-rata responsibility of the investments that received the financing proceeds. Once a bond is issued, qualifying capital expenditures shall be paid with bond proceeds until those proceeds are exhausted. Once exhausted, capital expenditures will then return to pay-as-you-go financing.

Long-term bonds are secured against and repaid from down-stream, recurring revenues. Investors/lenders are repaid principal and interest, according to regular, predetermined periodic payments with a specified final maturity. To ensure that each individual program can make its annual debt service payment independent of any other program's revenue, RTC may issue bonds designated for an individual program up to an amount where that program's projected annual sales tax revenue is at least one hundred and ten percent [1.10x] of that program's expected annual debt service for any given year. Further, in order to achieve and maintain high bond credit ratings, at the time of a bond financing or borrowing, RTC will ensure that total sales tax revenues will be greater than one and a half times [1.50x] the maximum authority-wide annual debt service payments.



## Trail Alignment Scenarios

In February 2022, the RTC received updates about three Coastal Rail Trail projects currently under development between the Pacific Avenue/Wharf Roundabout in City of Santa Cruz to State Park Drive in Aptos (Segments 8/9; Segments 10/11, and Segment 12). In addition to environmental and design review of construction of the trail adjacent to the existing railroad tracks, as envisioned in the Monterey Bay Sanctuary Scenic Trail Network (MBSST) Master Plan, the lead agencies for each of these projects are also evaluating a potential interim trail, where the trail would be constructed on the existing railroad track alignment. Railbanking would be required to implement the interim alignment and the railroad right-of-way must be preserved and not preclude the future re-activation of freight rail service. Under the interim trail scenario, if rail service is reactivated, the rail tracks would need to be later restored and trail moved to what is described as the ultimate location. RTC staff and its partners have developed cost estimates for the three trail projects currently under environmental review, which are summarized below in Table 1 below:

**Table 1**

Description of Work	Trail Segments & Cost (Millions)			Total Cost
	8 & 9	10 & 11	12	
<b>1. Optional Interim Trail Phase (on existing rail alignment)</b>	\$19.4	\$16.2	\$24.6	\$60.1
<b>2. Ultimate Trail (Adjacent to Rail) without Interim Option</b>	\$39.6	\$79.2	\$47.9	\$166.7

*Notes: The Interim Trail (trail on railroad alignment) cost estimate for Segment 11 includes funding to rehabilitate and repurpose the Capitola Trestle. The Ultimate Trail does not include the replacement of the Capitola Trestle needed for rail + trail.*

RTC is delivering the Segment 12 coastal rail trail project as part of the Highway 1-Freedom to State Park project. The Highway project cost also differs under the interim or ultimate trail approach as shown in Table 2 below:

**Table 2**

Description of Work	Total Cost (Millions)
<b>1. Highway 1 Work without new Rail Bridges over Highway 1 (Interim Trail)</b>	\$101.4
<b>2. Highway Project with new Rail Bridges over Highway 1 (Ultimate Trial)</b>	\$125.9

**Remaining Coastal Rail Trail Segments***(not yet under development)*

<b>Segment #</b>	<b>Location &amp; Distance</b>
Segment 6*	Wilder Ranch to Schaffer Rd (1.49 miles)
Segment 7- Phase 3	Natural Bridges Drive to Schaffer Rd (.28 miles)
Segment 13	Rio Del Mar to Hidden Beach (.85 miles)
Segment 14	Seascape (along Sumner Rd) (1.17 miles)
Segment 15	Seascape Park to Manresa State Beach (1.37 miles)
Segment 16	Manresa State Beach to Ellicott Slough (2.66 miles)
Segment 17A	Harkins Slough -Buena Vista Avenue to Lee Rd (4.00 miles)
Segment 17B	San Andreas & Beach Street from Buena Vista to Lee Street
Segment 18- Phase 3	Lee Rd to Segment 18- Phase 1 (.5 miles)
Segment 19	Walker Street (.47 Miles)
Segment 20	Pajaro River (.74 miles)

*\*Note: Segment 6 of trail in the rail corridor could be eliminated if there is a desire to use the existing parallel Class 1 trail on Caltrans right-of-way instead. The table above does not include Segments 1-4 extending north of the rail right-of-way from Davenport to the San Mateo County line. RTC is currently focusing on developing the 32-mile section along the rail right-of-way.*