



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

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**MEETING AGENDA**

**Monday, December 12, 2022**

**6:00 pm to 8:30 pm**

**NOTE: TELECONFERENCE**

Join the online meeting to see presentations:

<https://us02web.zoom.us/j/88152461381?pwd=UDRSY3cyNnNiVVZ4MHFLcVIDTnNwQT09>

Online meeting ID: 881 5246 1381

Password: 849716

Dial-in: +1 669 900 9128

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

This meeting is being held by teleconference in accordance with the Brown Act as currently in effect under the State Emergency Services Act, the Governor's Emergency Declaration related to COVID-19, the Governor's Executive Order N-29-20, and AB 361, which allow local board and committee members and the public to participate and conduct meetings by teleconference, videoconference, or both. [View full executive order.](#) [View AB 361.](#)

**COMMITTEE MEMBERSHIP**

Member

Scott Roseman  
Brad Kava  
Sally Arnold  
Anna Kammer  
Rick Hyman  
Paula Bradley  
Matt Farrell  
Richard Masoner  
Gina Cole  
Amelia Conlen, Chair  
Leo Jed

Alternate

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

Representing

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

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

1. Call to Order
2. Introductions

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

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

5. Additions or deletions to consent and regular agendas

### **CONSENT AGENDA**

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

6. Approve draft minutes of the October 3, 2022 Bicycle Advisory Committee meeting
7. Receive summary of hazard reports
8. Accept Committee Meeting Schedule for 2023
9. Receive Committee Roster with new member Brad Kava representing District 2
10. Receive Informational Item regarding lifting of COVID public meeting rules and new AB 2449

### **REGULAR AGENDA**

11. TDA Claims for Bay Street and Bikeway Maintenance – provide input and recommend for approval – City of Santa Cruz staff
12. RTC Legislative Program Updates – review and provide input – Rachel Moriconi, Sr. Transportation Planner and Matt Schroeder, Transportation Planner
13. Updates related to Committee functions – Committee members (oral updates)
14. Adjourn

**NEXT MEETING:** The next Bicycle Committee meeting is scheduled for February 13, 2023 from 6:00pm to 8:30pm via teleconference.

### **HOW TO REACH US**

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

### **AGENDAS ONLINE**

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

**ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES**

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

**SERVICIOS DE TRADUCCIÓN/TRANSLATION SERVICES**

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

**TITLE VI NOTICE**

*The RTC operates its programs and services without regard to race, color and national origin in accordance with Title VI of the Civil Rights Act. Any person believing to have been aggrieved by the RTC under Title VI may file a complaint with RTC by contacting the RTC at (831) 460-3212 or 1101 Pacific Avenue Ste. 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.*



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

**BICYCLE ADVISORY COMMITTEE**

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**MEETING  
DRAFT MINUTES**

**Monday, October 3, 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  
Corrina McFarlane, District 1 (Alt.)  
Kathleen Bortolussi, District 2  
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.)  
Gina Cole, City of Watsonville  
Amelia Conlen, Bike-to-Work, Chair  
Matt Miller, Bike-to-Work (Alt.)  
Leo Jed, CTSC  
Arnold Shir, CTSC (Alt.)

**Staff:**

Tommy Travers, Transportation Planner  
Brianna Goodman, Transportation Planner  
Rachel Moriconi, Senior Transportation Planner  
Jason Thompson, Transportation Planning Technician  
Sarah Christensen, Senior Transportation Engineer

**Guests:**

Dan Estranero, City of Santa Cruz  
Miguel Lizarraga, City of Santa Cruz  
Paul Martin, Mark Thomas & Co.

**Unexcused Absences:**

Peter Scott, District 3 (Alt.)  
Richard Masoner, City of Scotts Valley

**Excused Absences:**

John Hunt, District 2 (Alt.)  
Sally Arnold, District 3  
Liz Hernandez, District 4 (Alt.)  
Mike Moore, City of Capitola (Alt.)  
Drew Rodger, City of Watsonville (Alt.)

**Vacancies:**

City of Scotts Valley – Alternate

3. Staff announcements – Staff announced that Kathleen Bortolussi, District 2 Committee Member, has resigned from the Committee beyond the October 3, 2022 meeting, and thanked her for her service to the RTC and community. The Coastal Rail Trail Segments 8 & 9 project Draft Environmental Impact Report (DEIR) is available for public comment, and there will be a public meeting on October 19, 2022; more information is available on the Santa Cruz County Regional Transportation Commission website. Caltrans and City of Watsonville are having a public meeting on Route 152 on October 6<sup>th</sup>, 2022.
4. Oral communications – Matt Miller announced that Ecology Action’s Biketober, which is partially funded by the RTC as part of Bike to Work, launched on October 1, 2022. He gave a presentation on Biketober, a month-long program centered around increasing bike trips, and demonstrated the Love to Ride Platform, a bike challenge where participants can log their bike trips for a chance to win prizes. He announced Ecology Action’s other events: Open Streets, Virtual Bike Commuting Workshop, New Leaf Anniversary Event, Group Commute, and Watsonville Bike Party. The Community Group Ride will take place on October 26, 2022.
5. Additions or deletions to consent and regular agendas – There was a request to move a portion of item 12 to before item 10. Handouts posted on the RTC website were announced.

### **CONSENT AGENDA**

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

6. Approved draft minutes of the August 8, 2022 Bicycle Advisory Committee meeting
7. Accepted summary of hazard reports

### **REGULAR AGENDA**

8. Ocean Street Pavement Rehab & Bike/Ped Upgrades – review and provide input – Dan Estranero, City of Santa Cruz staff – Dan Estranero presented the concept striping plans for Ocean Street. A committee member commented that oversized parked vehicles are an issue and wanted to make sure there is a stripe between the parking and bike lane. A committee member asked about shared bus and bike lanes in place of street parking. A committee member commented on the location of the proposed sharrows. Multiple committee members commented on their concerns about the bike lane during construction. Multiple committee members encouraged looking into protected bike lanes, either parking-protected or with bollards. A committee member commented on the location of one of the bike boxes near Ocean Street Extension. A committee member commented on the location of the bike lane when turning onto Ocean Street from Plymouth Street and the possibility of using green concrete for the bike lanes. Andrew Polay commented in support of parking-protected bike lanes, and said that bicyclists crashing into car doors is a greater concern than motor vehicles crashing into car doors.

9. San Lorenzo Valley Schools Circulation and Access Study – review and provide input – Brianna Goodman, Transportation Planner, and Paul Martin, Mark Thomas & Co. Brianna Goodman introduced the project. Paul Martin, project consultant, presented on the Draft Concepts for the SLV Schools Access Study. Multiple committee members commented that the project focusses on people entering the SLV Elementary School; however, it should include improvements for people on the campus as well. Stephanie Kent commented that pedestrians in the area are younger and encouraged structures that improve safety. Bennett Williamson asked about the connection to Fall Creek Drive. Brianna Goodman responded that a sidewalk is planned to improve the connection. Joni commented about the length of the turn lanes near SLV Elementary School. Keith expressed appreciation for including the paved parking lot and requested a three way stop at Capelli Drive and Hacienda Way and signalization of the intersection of El Solvo Heights Drive and Highway 9. Mark Becker expressed appreciation for including this project to improve safety during this meeting.
10. Measure D 5-Year Plan – review and provide input – Rachel Moriconi, Sr. Transportation Planner - Rachel Moriconi presented the three pieces of the 5-Year Plan that have significant changes. A committee member commented that the RTC should provide insight on how the remaining Measure D funds will be spent. Christopher Schiermeyer expressed concern that a significant amount of funds is proposed for projects other than the SLV Schools area; he commented that the SLV Schools project is a top priority for the community.
11. North Coast Rail Trail Wayfinding Signage – review and provide input – Grace Blakeslee, Sr. Transportation Planner – Grace Blakeslee discussed the site plan for the signage. A committee member inquired about the materials being used for the signs in terms of maintenance. Marty Demare inquired about the text on the signs and commented that there is no reference to a proposed highway overcrossing at Panther Beach to Bureau of Land Management property.
12. Updates related to Committee functions – Committee members (oral updates) Arnold Shir announced that CTSC will hold a meeting on October 4, 2022. CTSC staff assisted County Public Works in submitting a multi-jurisdictional federal grant application for Safe Streets and Roads for All. Scott Roseman announced that the Graham Hill Road subcommittee will meet on October 4, 2022, and that he is organizing a bike ride as a follow-up to the August Committee meeting item regarding bike boulevards. Gina Cole announced that the ad-hoc subcommittee for Segment 12 toured the segment, and she stated concerns about the crossing at State Park Drive, lighting issues, and the railroad crossings in Aptos Village. Paula Bradley shared the Segment 10/11 subcommittee’s concerns about lighting, fencing, and tree removals associated with Segment 11.
13. Adjourn – 8:48pm

**NEXT MEETING:** The next Bicycle Committee meeting is scheduled for December 12, 2022 from 6:00pm to 8:30pm via teleconference.

Minutes respectfully prepared and submitted by:  
Jason Thompson, Transportation Planning Technician

# Bicycle Hazard Reports

## December 12, 2022

Date	First Name	Last Name	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response
11/14/22	Isabelle	Magnin	McGregor Dr	N/A	Aptos	Bike: Debris on shoulder or bikeway	There is a lot of broken glass on both sides of McGregor drive in Aptos (the road that parallels highway 1 between Park exit and State Park exit). The glass is in the bike lane/shoulder on both sides. As a cyclist who uses that road a lot I find myself having to move into the car lane several times to avoid the broken glass. I thought about going with a broom to clean it up, but it isn't a very safe road to walk on and be on. Anything that could be done?	DPW	11/29/22	<b>11/29/22 Ruby Zaragoza:</b> Thank you for your report. We will forward to our Road Maintenance Department for further review and response. <b>11/29/22 DPW Road Dispatch:</b> Duplicate request SR 22-001775
11/02/22	Natalie	Dean	106 Beach St	N/A	Santa Cruz	Bike: Other	Dumpster bins blocking bike path Monday 10/31 at 8:30 am. I'm sure they're no longer there but I want to notify the RTC- there needs to be a place to leave these that allows cyclists through.	Claire Gallogly, Dan Estranero	11/03/22	<b>11/29/22 Dan Estranero:</b> We will notify our refuse team regarding the hazard.
10/20/22	Suzanne	Flanders	Almar Ave	Ingalls St	Santa Cruz	Bike: Rough pavement or potholes, Lack of wheelchair access	permanent pool has formed at the corner of Almar Ave and Ingalls St. Originally a pothole, the hole has been growing and gathering water for several years. Bicyclists have to swing wide to get around the pool at this intersection. The water is smelly and obscures the hole. The water is not evaporating.	Claire Gallogly, Dan Estranero	10/20/22	<b>10/24/22 Dan Estranero:</b> We will have our street maintenance crew investigate and repair the pothole as necessary.
10/14/22	Dave	Wade	Green Hills Rd	Falcon Ridge Rd	Scotts Valley	Bike: Plant overgrowth or interference, Debris on shoulder or bikeway, Other	Most urgent: Large pavement slipout opposite Falcon Ridge intersection. Reported months ago, someone put a cone and hazard tape at the spot. Both are long since gone, big crater in bike lane still there. The only thing that keeps people from riding into hole is the bike path is completely obstructed by vegetation. Continuing south from there, vegetation obstructs the bike lane at multiple points. Vehicular traffic tends to be fast along here, so being forced out of bike lane is not good.	Trish McGrath, Phillip Linarte, Chris Lamm, Tyler Thomas	10/17/22	<b>11/29/22 Tyler Thomas:</b> We are working on designing a repair for this hazard and will follow up once the work has been completed.
10/09/22	Mitra	Ghaffari	71A Municipal Wharf	Beach St	Santa Cruz	Bike: Railroad hazard	I had a bad fall a few nights ago due to the train tracks that line the bike lane of the roundabout. Three colleagues have fallen in the same spot, one of which had to get two surgeries post-fall. It is an extremely dangerous situation for any bikers to have to ride parallel to the tracks than cut across them within the round about. It is not possible to cut at a 90 degree angle when there are cars passing/hugging the biker's left side. I can imagine many people fall weekly. Are there any efforts to change that hazard? Make an alternative bike route? Over the wooden pedestrian bridge there could be a bike option. I would like to speak with someone about this issue if follow up is possible. Beyond bruises and wounds, the fall injured my shoulder and I now need to seek medical treatment. I also need to repair my bike and replace damaged parts. But I am also very concerned for others' safety.	Claire Gallogly, Dan Estranero	10/11/22	<b>Follow up email sent 11/29/22</b>
10/08/22	Anna	Kammer	695 Brown's Valley Rd	N/A	Corralitos	Bike: Rough pavement or potholes, Other	On Brown's Valley Rd. at Mile Marker 2.45 there is a bump that goes all the way across the road. This bump is a big hazard for cyclists when going toward Corralitos because cyclists are going downhill with some speed. This bump goes across the roadway, and is very difficult to see. Today, one of the cyclists in our group hit this bump, which caused her to lose control of her bike. She crashed and sustained many scrapes and bruises. It would be great if this bump could be fixed, but maybe there could at least be a sign warning cyclists of this hazard.	DPW	10/11/22	<b>10/11/22 Jana Vargas:</b> Good morning. Thank you for your email. I will forward to our Road Maintenance Department for review and response.
09/24/22	Ann	Eatinger	Iowa Dr	Bay St	Santa Cruz	Bike: Traffic signal problem	The traffic light on either side of High Street not triggering for cyclists.	Claire Gallogly, Dan Estranero	09/26/22	<b>Follow up email sent 10/18/22</b>

**TO:** Bicycle Advisory Committee

**FROM:** Tommy Travers, Transportation Planner

**RE:** Bicycle Advisory Committee Meeting Schedule for 2023

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## **RECOMMENDATIONS**

Staff recommends that the Bicycle Advisory Committee approve the proposed 2023 meeting schedule.

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## **BACKGROUND**

Every year the Committee approves the schedule of meetings for the following year. Eight meetings have been scheduled.

## **DISCUSSION**

RTC meetings are generally held on the second Monday of even months. Unlike previous years, an additional two meetings are scheduled in an attempt to reduce the number of items per meeting; these are in odd months (\*). Due to a holiday, there is one meeting scheduled for a different Monday (\*\*).

The proposed Committee meeting schedule for 2023 is as follows:

- February 13
- April 10
- May 8\*
- June 12
- August 14
- October 2\*\*
- November 13\*
- December 11

All Committee meetings take place from 6:00 p.m. to 8:30 p.m. Beginning in April, meetings will be held in person at the RTC Offices, except for one meeting held in mid or south County, per the rules and regulations. **Note that the RTC Offices have moved to 1101 Pacific Ave Suite 250, Santa Cruz.** Agenda packets are posted on the RTC website <https://sccrtc.org/meetings/bike-committee/agendas/> at least 3 days and usually 5 days prior to the meeting.

**Staff recommends that the Committee approve the proposed meeting schedule.**



## December 2022 Bicycle Advisory Committee Roster

Order	Seat	Appointment Dates	First	Last	Email
1	District 1 - Primary	First Appointed: 2021 Term Expires: 2025	Scott	Roseman	scott8popcorn@gmail.com
2	District 1 - Alternate	First Appointed: 2021 Term Expires: 2025	Corrina	McFarlane	corrinacorrina.1111@gmail.com
3	District 2 - Primary	First Appointed: 2022 Term Expires: 2025	Brad	Kava	brad@growingupsc.com
4	District 2 - Alternate	First Appointed: 2021 Term Expires: 2025	John	Hunt	jhunt@ucdavis.edu
5	District 3 - Primary	First Appointed: 2019 Term Expires: 2025	Sally	Arnold	sallya@cruzio.com
6	District 3 - Alternate	First Appointed: 2007 Term Expires: 2025	Peter	Scott	drip@ucsc.edu
7	<b>District 4 - Primary VICE CHAIR thru Mar 2024</b>	First Appointed: 2018 Term Expires: 2024	Anna	Kammer	annakso@att.net
8	District 4 - Alternate	First Appointed: 2021 Term Expires: 2024	Liz	Hernandez	elihernandez@ucdavis.edu
9	District 5 - Primary	First Appointed: 1989 Term Expires: 2025	Rick	Hyman	bikerick@att.net
10	District 5 - Alternate	First Appointed: 2018 Term Expires: 2025	Theresa	Rogerson	Theresa.Rogerson@santacruzcounty.us
11	City of Capitola - Primary	First Appointed: 2021 Term Expires: 2024	Paula	Bradley	pbradley2004@sbcglobal.net
12	City of Capitola - Alternate	First Appointed: 2018 Term Expires: 2024	Mike	Moore	mike@bicycletrip.com
13	City of Santa Cruz - Primary	First Appointed: 2018 Term Expires: 2024	Matt	Farrell	mateo@cruzio.com
14	City of Santa Cruz - Alternate	First Appointed: 2021 Term Expires: 2024	Grace	Voss	gracevoss@sbcglobal.net
15	City of Scotts Valley - Primary	First Appointed: 2018 Term Expires: 2024	Richard	Masoner	rmasoner@gmail.com
16	City of Watsonville - Primary	First Appointed: 2022 Term Expires: 2025	Gina	Cole	cyclingmomcole@gmail.com
17	City of Watsonville - Alternate	First Appointed: 2018 Term Expires: 2025	Drew	Rogers	rendez.drew@gmail.com
18	<b>Bike to Work - Primary CHAIR thru Mar 2024</b>	First Appointed: 2013 Term Expires: 2025	Amelia	Conlen	aconlen@ecoact.org
19	Bike to Work - Alternate	First Appointed: 2019 Term Expires: 2025	Matt	Miller	mmiller@ecoact.org
20	CTSC - Primary	First Appointed: 2009 Term Expires: 2024	Leo	Jed	leojed@gmail.com
21	CTSC - Alternate	First Appointed: 2021 Term Expires: 2024	Arnold	Shir	arnold.shir@santacruzcounty.us

**AGENDA:** December 12, 2022

**TO:** SCCRTC Bicycle Advisory Committee

**FROM:** Luis Mendez, Deputy Director

**RE:** COVID 19 State of Emergency to be Lifted and Assembly Bill (AB) 2449

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## **RECOMMENDATION**

Staff recommends that the Bicycle Advisory Committee receive information regarding lifting of the COVID 19 state of emergency as of February 28, 2023 and Assembly Bill (AB) 2449 allowing remote participation in meetings under very limited circumstances.

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## **BACKGROUND**

On October 18, Governor Newsom announced that the state of emergency for the COVID-19 pandemic will be lifted on February 28, 2023. This means that after February 28, 2023, it will no longer be possible to hold remote or hybrid meetings under the rules established by Assembly Bill (AB) 361. Meetings will need to be held under regular Brown Act rules. Assembly Bill (AB) 2449 allows remote participation under very limited circumstances.

## **DISCUSSION**

Beginning in March 2023, meetings will be held in person under general Brown Act rules. The RTC has equipped its conference room so that members of the public can participate either in person or remotely. Committee alternates who are not voting at the meeting are members of the public who may join meetings remotely. However, if there are technical difficulties and connection is lost with remote participants, the meeting will continue with only those who are participating in person.

Assembly Bill (AB) 2449 was signed into law and allows members of a legislative body to participate in meetings remotely under very limited circumstances. AB 2449 provides the following:

- A quorum of the members of the agency's legislative body must participate in person from a singular physical location within the agency's jurisdiction identified on the agenda;
- If a member of a legislative body wishes to participate remotely under AB 2449, that member must make a request to do so at the earliest opportunity possible, including at the start of a regular meeting, and the legislative body must take action to approve the request at the earliest opportunity.
- A request to participate remotely must be on the basis of a circumstance that qualifies as a "just cause" or "emergency" as defined by AB 2449:

1. Just Cause Circumstance: AB 2449 defines "just cause" as:
    - a. A childcare or caregiving need of a child, parent, grandparent, grandchild, sibling, spouse, or domestic partner that requires them to participate remotely;
    - b. A contagious illness that prevents a member from attending in person;
    - c. A need related to certain statutorily defined forms of physical or mental disability; or
    - d. Travel while on official business of the public agency or for another state or local agency.
  2. Emergency Circumstance: AB 2449 defines "emergency circumstance" as a "physical or family medical emergency that prevents a member from attending a meeting in person." The requesting member must provide a general description (not exceeding 20 words) that describes the circumstances relating to the requesting members "emergency." The requesting member is not required to disclose any medical diagnosis or disability, or any personal medical information that is already exempt under existing law.
- The member must publicly disclose at the meeting, before any action is taken, whether any other individuals 18 years of age or older are present in the room at the remote location with the member, and the general nature of the member's relationship with any such individuals.
  - The member must participate through *both* audio and visual technology.
  - A member's remote participation may not exceed (i) three consecutive months, or (ii) 20% of a legislative body's regular meetings within a single calendar year. Also, if the legislative body regularly meets fewer than 10 times per calendar year, a member's participation from a remote location cannot be for more than two meetings total.

## **SUMMARY**

After February 28, 2023, it will no longer be possible to hold remote or hybrid meetings under the rules established by Assembly Bill (AB) 361. Meetings will need to be held under regular Brown Act rules. Assembly Bill (AB) 2449 allows remote participation under very limited circumstances.

**TO:** SCCRTC Bicycle Advisory Committee  
**FROM:** Tommy Travers, Transportation Planner  
**RE:** City of Santa Cruz Article 8 Transportation Development Act Allocation Request

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## **RECOMMENDATION**

Staff recommends that the Bicycle Advisory Committee provide input to City staff and recommend to the Regional Transportation Commission approval of the City of Santa Cruz's Article 8 Transportation Development Act allocation claim for a) Bay Street Protected Bike Lanes and Pedestrian Path and b) Bikeway Striping and Minor Improvements

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## **BACKGROUND**

Each year the Regional Transportation Commission allocates Article 8 Transportation Development Account (TDA) funds to local jurisdictions for bikeway and pedestrian projects. TDA funds allocated to a local jurisdiction may be rolled over from one fiscal year to the next. There are sufficient TDA Santa Cruz funds not yet allocated to a project. TDA claims with pedestrian components must be reviewed by Elderly & Disabled Transportation Advisory Committee, and those with bicycle amenities must be reviewed by the Bicycle Advisory Committee (BAC) prior to approval by the Regional Transportation Commission.

## **DISCUSSION**

The City of Santa Cruz submitted a letter ([Attachment 1](#)) requesting new allocations. The first project is a proposal to design and construct new separated bike lanes on Bay Street (Bay Drive) between Escalona Drive and Nobel Drive/Iowa Drive as well as a pedestrian path on one side of Bay Street (see claim form, [Attachment 2](#), with conceptual exhibit), requesting \$250,000. The project includes the removal of one vehicle lane in each direction.

The second project is a proposal to fund ongoing citywide Bikeway Striping and Minor Improvements (see claim form, [Attachment 3](#)), requesting \$40,000. It will include restriping and resigning to maintain the infrastructure and improve safety. The BAC has approved funds for such bikeway maintenance in past years including 2022, 2020, 2018, and 2016.

**Staff recommends that the Bicycle Advisory Committee recommend that the Regional Transportation Commission approve the City of Santa Cruz's allocation TDA claim requests in the amounts of \$250,000 for Bay Street Protected Bike Lanes and Pedestrian Path and \$40,000 for Bikeway Striping and Minor Improvements.** The projects are consistent with the RTC's Regional Transportation Plan.

## **SUMMARY**

The City of Santa Cruz is requesting TDA Article 8 allocations for two projects. Staff recommends that the Committee provide input to City staff and recommend that the Regional Transportation Commission approve the City of Santa Cruz's allocation requests.

### Attachments:

1. City of Santa Cruz Article 8 TDA Allocation Request Letter
2. Bay Street Protected Bike Lanes and Pedestrian Path Claim Form
  - a. Conceptual exhibit
3. Bikeway Striping and Minor Improvements Claim Form



PUBLIC WORKS DEPARTMENT

809 Center Street, Room 201, Santa Cruz, CA 95060 • 831 420-5160 • Fax: 831 420-5161

October 24, 2022

Mr. Guy Preston  
Santa Cruz County Regional Transportation Commission (RTC)  
1523 Pacific Avenue  
Santa Cruz, CA 95060

**RE: City of Santa Cruz – FY 2022-23 TDA Article 8 Allocation Request**

Dear Mr. Preston:

Please accept this letter as a FY 2022-23 TDA Article 8 allocation request for the following project:

Bikeway Striping and Minor Improvements	\$ 40,000
Bay Drive Protected Bike Lanes and Pedestrian Path	\$250,000

The Bikeway Striping project is our annual request to maintain and improve the bikeway system. The Bay Drive Protected Bike Lanes and Pedestrian Path is a new project that provides improved bike and pedestrian infrastructure through the reduction of motor vehicle lanes on Bay Drive, from Escalona to High Street.

As with all City claims, the City will commit to maintain any facilities provided with these funds for 20 years and will prepare all necessary environmental review for these projects. The above project is consistent with the City's Active Transportation Plan and the RTC's Regional Transportation Plan.

Please call me at 420-5188 if you have any questions or need additional information.

Sincerely,

Nathan Nguyen  
Assistant Public Works Director/City Engineer

Attachments: Project Claim Forms

cc: Public Works (SH)  
Finance Department (NG)

## Transportation Development Act (TDA) CLAIM FORM

*Submit a separate form for each project.*

*This form has been developed in an effort to standardize information required from TDA recipients, based on TDA Statute, RTC Rules and Regulations, and/or RTC board requests.*

*If you have any questions about this claim form or would like an electronic copy of the form, please contact the Santa Cruz County Regional Transportation Commission at 460-3200.*

### Project Information

1. Project Title: Bay Street Protected Bike Lanes and Pedestrian Path
2. Implementing Agency: City of Santa Cruz
3. Sponsoring Agency (if different) – must be a TDA Eligible Claimant:
4. Funding requested this claim: TDA– Local Transportation Funds (LTF) \$250,000  
STA (transit/paratransit only) \$\_\_\_\_\_
5. Fiscal Year (FY) for which funds are claimed: FY 2022-23
6. General purpose for which the claim is made, identified by the article and section of the Act which authorizes such claims:
  - ☒ Article 8 Bicycle and/or Pedestrian Facility
  - ☐ Article 4 Public Transportation
  - ☐ Article 8 Specialized Transportation via city sponsor
  - ☐ Article 3 & 8 TDA Admin or Planning
7. Contact Person/Project Manager  
 Name: Nathan Nguyen  
 Telephone Number: 831-420-5188                      E-mail: nnguyen@cityofsantacruz.com  
  
 Secondary Contact (in event primary not available): Matt Starkey  
 Telephone Number: 831-420-5422                      E-mail: mstarkey@cityofsantacruz.com
8. Project/Program Description/Scope (use additional pages, if needed, to provide details such as work elements/tasks):  
  
 Design and installation of protected bike lanes on Bay Street, northbound and southbound between Escalona Drive and Nobel/Iowa Street, and the installation of a pedestrian walkway on the northbound side of the street between Escalona Drive and Iowa Drive. The project requires the removal of one motor vehicle travel lane in each direction.
9. Project Location/Limits (attach a map and/or photos if available/applicable, include street names):  
  
 Bay Street from Escalona Drive to Nobel/Iowa.
10. Justification for the project. (Why is this project needed? Primary goal/purpose of the project; problem to be addressed; project benefits; importance to the community)  
  
 Improve bicyclist and pedestrian access and safety along this arterial corridor that serves UCSC, other schools and neighborhoods.
11. Project Productivity Goals for this fiscal year:
  - a. Measures of performance, success or completion to be used to evaluate project/program (ex. increase use of facility/service, decrease collisions, etc.):

Traffic safety, number of users and public comments.

- b. Number of people to be served/anticipated number of users of project/program (ex. number of new or maintained bike miles; number of people served/rides provided):

Estimated number of 100 users daily.

12. Consistency and relationship with the Regional Transportation Plan (RTP) - Is program/project listed in the RTP and/or consistent with a specific RTP Goal/Policy?

Lump Sum Bike Projects SC-P75. Consistent with all RTP goals and policies.

13. Impact(s) of project on other modes of travel, if any (ex. parking to be removed):

The removal of a travel lane may increase congestion and may also reduce speeds for motorists.

14. Estimated Project Cost/Budget, including other funding sources, and Schedule: *(attach project budget). Specialized Transportation Claims require 10% local match or other performance standard. Local match can take the form of fares, donations, agency charges, grants, revenue sharing and other non-restricted sources. In kind services many NOT apply toward the local match. In lieu of a 10% match performance standard, the Volunteer Center performance standard is to provide 4,000 rides per year.*

What is the total project cost? \$300,000

Is project fully funded? Yes

What will TDA (and STA, if applicable) funds be used on (ex. operations, administration, brochures, engineering, construction)?

Engineering, Project Management and Construction.

15. Preferred Method and Schedule for TDA-LTF fund distribution *(see RTC Rules and Regulations for details and requirements. Note if funds are distributed in advance of use, agencies will be required to subsequently provide documentation of actual expenditures.):*

- a. Bike/Ped: Cities/County: ☐ Up to 90% upon initiation of work OR ☒ 100% upon project completion  
HSA/BTW: ☐ Quarterly disbursement OR ☐ Semi-annual disbursement

- b. CTSA: ☐ Quarterly disbursement, with up to 35% in first quarter, and the remaining quarterly payments being one-third of the remaining claim amount;  
OR ☐ Quarterly disbursement

- c. Volunteer Center: ☐ Full approved claim amount in the first quarter

- d. SCMTD: ☐ Quarterly disbursement

16. TDA Eligibility:

	YES?/NO?
A. Has the project/program been approved by the claimant's governing body? Form of approval Approved FY23 Budget_ (eg resolution, work program, budget, other document)	Yes



If "NO," provide the approximate date approval is anticipated. _____	
B. Has this project previously received TDA funding? If yes, date RTC approved: _____	No
C. For capital projects, have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: _____)	Yes
D. Has the project already been reviewed by the RTC Bicycle Committee and/or Elderly/Disabled Transportation Advisory Committee? (If "NO," project will be reviewed prior to RTC approval).	No
E. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: <a href="http://www.dot.ca.gov">http://www.dot.ca.gov</a> ).	Yes
F. For Article 4 transit claims: Does operator meet Article 4 eligibility requirements? i. Farebox recovery ratio? and/or, ii. 50 percent expenditure rule as an older operator, defined as service starting prior to 1974?	

**Bike/Ped (Article 8) Only**

17. Project Cost/Budget, including other funding sources, and Schedule: (complete "24a" or "24b")

- a. Capital Projects (Bicycle projects: Bicycle Advisory Committee or RTC must approve the final project design plans prior to construction; see RTC Rules & Regulations)

	Planning	Environ- mental	Design/ Engineering	ROW	Construction	Other *	Contingency	Total
<b>SCHEDULE (Month/Yr) Completion Date /</b>			<b>Spring '23</b>		<b>Fall '23</b>			
<b>Total Cost/Phase</b>			<b>\$25,000</b>		<b>\$275,000</b>			<b>\$300,000</b>
<b>\$TDA Requested (this claim)</b>			<b>\$25,000</b>		<b>\$225,000</b>			<b>\$250,000</b>
<b>Prior TDA:</b>								
<b>Source 3: City D</b>					<b>\$50,000</b>			<b>\$50,000</b>
<b>Source 4:</b>								
<b>Unsecured/ additional need**</b>								

\*Please describe what is included in "Other":

- b. Non-Capital Projects – Cost/Schedule: List any tasks and amount per task for which TDA will be used. Can be substituted with alternate budget format.

Work Element/ Activity/Task	SCHEDULE (Month/Year)	Total Cost per Element	\$ TDA requested	\$ Source 2:	\$ Source 3:	\$ Source 4:
Administration /Overhead						
Activity 1:						
Activity 2:						

**Documentation to Include with Your Claim (all TDA Claims):****All Claims**

- ☐ A letter of transmittal addressed to the SCCRTC Executive Director that attests to the accuracy of the claim and all its accompanying documentation.
- ☐ Statement from the TDA Eligible Claimant indicating its role and responsibilities. Previously submitted.

**Article 8 Bicycle/Pedestrian Claims**

- ☐ Evidence of environmental review for capital projects  
Project is exempt.

**All Transit and Specialized Transportation Claims (SCMTD, CTSA, and Volunteer Center)**

- ☐ A copy of the operating and capital budgets for the coming fiscal year
- ☐ Description of capital projects, including time frame over which project will be funded and implemented
- ☐ Operating Plan for current and upcoming activities – can be within project description
- ☐ TDA Standard Assurances Checklist

**Article 4 Transit Claims**


- ☐ A certification from the California Highway Patrol (completed within the last 13 months) indicating that the operator is in compliance with Section 1808.1 of the Vehicle Code.
- ☐ Other Certifications
- ☐ Written report of current and upcoming activities. (*per RTC Rules and Regulations*)

***Local Agency Certification:***

This TDA Claim has been prepared in accordance with the SCCRTC's Budget, SCCRTC's Rules and Regulations, and Caltrans TDA Guidebook (<http://www.dot.ca.gov/hq/MassTrans/State-TDA.html>). I certify that the information provided in this form is accurate and correct. I understand that if the required information has not been provided this form may be returned and the funding allocation may be delayed.

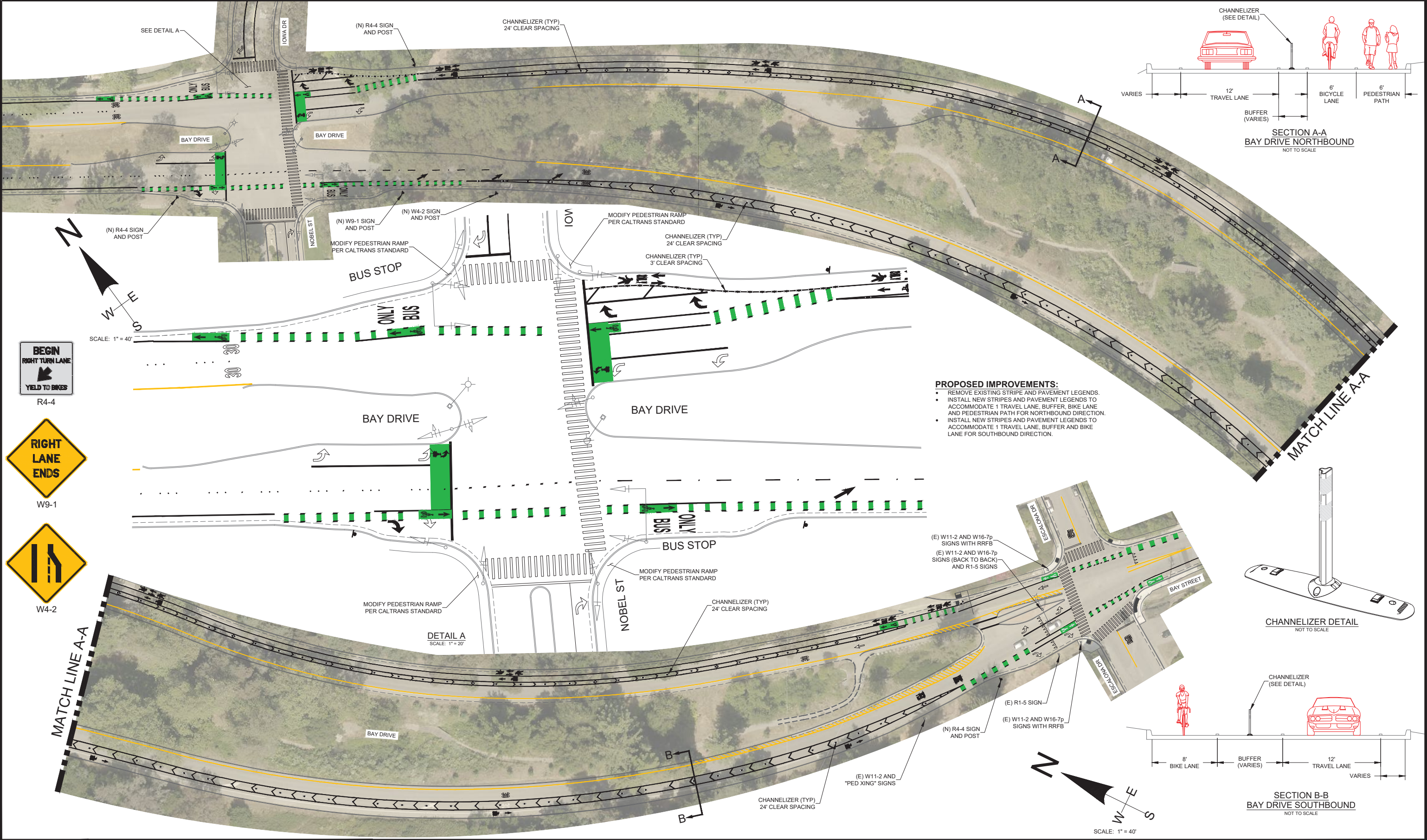
**PROOF OF EXPENDITURES:** Claimant acknowledges it is required to submit all expenditure backup as well as evidence of other funding used for project to RTC, to RTC's satisfaction, before receiving periodic disbursement or disbursement upon project completion.

**CERTIFIED FISCAL AUDIT:** Claimant certifies that it has submitted a satisfactory, independent fiscal audit, with the required certification statement, to SCCRTC and to the State Controller's Office, pursuant to PUC 99245 and CCR 6664 for the prior fiscal year (project year minus two). Claimant assures that this audit requirement will be completed for the current fiscal year (project year minus one). *This requirement does not apply to new transit operators nor Bike to Work or HSA claims submitted through the SCCRTC.*

Signature  Title: Assistant Director of Public Works Date: 11/24/22

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REVISIONS		 <div>CITY OF <b>SANTA CRUZ</b> PUBLIC WORKS DEPARTMENT 809 Center Street, Room 201 Santa Cruz, CA 95060</div>	BAY DRIVE PROTECTED BIKE LANES AND PEDESTRIAN PATH STRIPING AND SIGNAGE		REFERENCES FIELD BOOK: # DRAWING #: #	DATE JUNE, 2022 DRAWN DnC DESIGN R. VALDES CHECKED SUPV.	SCALE AS SHOWN SHEET 1 OF NO. VAULT NO. #

## Transportation Development Act (TDA) CLAIM FORM

*Submit a separate form for each project.*

*This form has been developed in an effort to standardize information required from TDA recipients, based on TDA Statute, RTC Rules and Regulations, and/or RTC board requests.*

*If you have any questions about this claim form or would like an electronic copy of the form, please contact the Santa Cruz County Regional Transportation Commission at 460-3200.*

### **Project Information**

1. Project Title: Bikeway Striping and Minor Improvements
2. Implementing Agency: City of Santa Cruz
3. Sponsoring Agency (if different) – must be a TDA Eligible Claimant:
4. Funding requested this claim: TDA– Local Transportation Funds (LTF) \$40,000  
STA (transit/paratransit only) \$ \_\_\_\_\_
5. Fiscal Year (FY) for which funds are claimed: FY 2022-23
6. General purpose for which the claim is made, identified by the article and section of the Act which authorizes such claims:
  - ☒ Article 8 Bicycle and/or Pedestrian Facility
  - ☐ Article 4 Public Transportation
  - ☐ Article 8 Specialized Transportation via city sponsor
  - ☐ Article 3 & 8 TDA Admin or Planning
7. Contact Person/Project Manager  
 Name: Nathan Nguyen  
 Telephone Number: 831-420-5188                      E-mail: [nnguyen@cityofsantacruz.com](mailto:nnguyen@cityofsantacruz.com)  
  
 Secondary Contact (in event primary not available): Matt Starkey  
 Telephone Number: 831-420-5422                      E-mail: [mstarkey@cityofsantacruz.com](mailto:mstarkey@cityofsantacruz.com)
8. Project/Program Description/Scope (use additional pages, if needed, to provide details such as work elements/tasks):  
  
 Annual restriping and resigning of portions of the City's 30 plus miles of bikeways and minor bikeway improvements.
9. Project Location/Limits (attach a map and/or photos if available/applicable, include street names):  
  
 Projects are citywide and as needed based on existing conditions and public requests.
10. Justification for the project. (Why is this project needed? Primary goal/purpose of the project; problem to be addressed; project benefits; importance to the community)  
  
 Maintain transportation infrastructure, and to encourage traffic safety and safe bike use.
11. Project Productivity Goals for this fiscal year:
  - a. Measures of performance, success or completion to be used to evaluate project/program (ex. increase use of facility/service, decrease collisions, etc.):  
 Traffic safety and public comments.
  - b. Number of people to be served/anticipated number of users of project/program (ex. number of new or maintained



bike miles; number of people served/rides provided):

Current bikeway and roadway users.

12. Consistency and relationship with the Regional Transportation Plan (RTP) - Is program/project listed in the RTP and/or consistent with a specific RTP Goal/Policy?

SC52 Citywide Operations and Maintenance. Consistent with all RTP goals and policies.

13. Impact(s) of project on other modes of travel, if any (ex. parking to be removed):

N/A

14. Estimated Project Cost/Budget, including other funding sources, and Schedule: *(attach project budget). Specialized Transportation Claims require 10% local match or other performance standard. Local match can take the form of fares, donations, agency charges, grants, revenue sharing and other non-restricted sources. In kind services many NOT apply toward the local match. In lieu of a 10% match performance standard, the Volunteer Center performance standard is to provide 4,000 rides per year.*

What is the total project cost? \$40,000

Is project fully funded? Yes

What will TDA (and STA, if applicable) funds be used on (ex. operations, administration, brochures, engineering, construction)?

15. Preferred Method and Schedule for TDA-LTF fund distribution *(see RTC Rules and Regulations for details and requirements. Note if funds are distributed in advance of use, agencies will be required to subsequently provide documentation of actual expenditures.):*

a. Bike/Ped: Cities/County: ☐ Up to 90% upon initiation of work OR ☒ 100% upon project completion  
HSA/BTW: ☐ Quarterly disbursement OR ☐ Semi-annual disbursement

b. CTSA: ☐ Quarterly disbursement, with up to 35% in first quarter, and the remaining quarterly payments being one-third of the remaining claim amount;  
OR ☐ Quarterly disbursement

c. Volunteer Center: ☐ Full approved claim amount in the first quarter

d. SCMTD: ☐ Quarterly disbursement

16. TDA Eligibility:

	YES?/NO?
A. Has the project/program been approved by the claimant's governing body? Form of approval Approval of FY23 Budget _____ (eg resolution, work program, budget, other document) If "NO," provide the approximate date approval is anticipated. _____	Yes
B. Has this project previously received TDA funding? If yes, date RTC approved: _____	Yes
C. For capital projects, have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: _____ )	Yes

D. Has the project already been reviewed by the RTC Bicycle Committee and/or Elderly/Disabled Transportation Advisory Committee? (If "NO," project will be reviewed prior to RTC approval).	Yes
E. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: <a href="http://www.dot.ca.gov">http://www.dot.ca.gov</a> ).	Yes
F. For Article 4 transit claims: Does operator meet Article 4 eligibility requirements? i. Farebox recovery ratio? and/or, ii. 50 percent expenditure rule as an older operator, defined as service starting prior to 1974?	

**Bike/Ped (Article 8) Only****17. Project Cost/Budget, including other funding sources, and Schedule: (complete "24a" or "24b")**

- a. **Capital Projects** (Bicycle projects: Bicycle Advisory Committee or RTC must approve the final project design plans prior to construction; see RTC Rules & Regulations)

	Planning	Environ- mental	Design/ Engineering	ROW	Construction	Other *	Contingency	Total
<b>SCHEDULE (Month/Yr) Completion Date /</b>					<b>Fall '23</b>			
<b>Total Cost/Phase</b>					<b>\$40,000</b>			<b>\$40,000</b>
<b>\$TDA Requested (this claim)</b>					<b>\$40,000</b>			<b>\$40,000</b>
<b>Prior TDA:</b>								
<b>Source 3:</b>								
<b>Source 4:</b>								
<b>Unsecured/ additional need**</b>								

\*Please describe what is included in "Other":

- b. **Non-Capital Projects – Cost/Schedule:** List any tasks and amount per task for which TDA will be used. Can be substituted with alternate budget format.

Work Element/ Activity/Task	SCHEDULE (Month/Year)	Total Cost per Element	\$ TDA requested	\$ Source 2:	\$ Source 3:	\$ Source 4:
Administration /Overhead						
Activity 1:						
Activity 2:						
Activity 3:						
Activity 4:						
Ex. Consultants						

**Documentation to Include with Your Claim (all TDA Claims):****All Claims**

- ☐ A letter of transmittal addressed to the SCCRTC Executive Director that attests to the accuracy of the claim and all its accompanying documentation.
- ☐ Statement from the TDA Eligible Claimant indicating its role and responsibilities. Previously submitted.

**Article 8 Bicycle/Pedestrian Claims**

- ☐ Evidence of environmental review for capital projects  
Project is exempt.

**All Transit and Specialized Transportation Claims (SCMTD, CTSA, and Volunteer Center)**

- ☐ A copy of the operating and capital budgets for the coming fiscal year
- ☐ Description of capital projects, including time frame over which project will be funded and implemented
- ☐ Operating Plan for current and upcoming activities – can be within project description
- ☐ TDA Standard Assurances Checklist

**Article 4 Transit Claims**

- ☐ A certification from the California Highway Patrol (completed within the last 13 months) indicating that the operator is in compliance with Section 1808.1 of the Vehicle Code.
- ☐ Other Certifications
- ☐ Written report of current and upcoming activities. (*per RTC Rules and Regulations*)

***Local Agency Certification:***

This TDA Claim has been prepared in accordance with the SCCRTC's Budget, SCCRTC's Rules and Regulations, and Caltrans TDA Guidebook (<http://www.dot.ca.gov/hq/MassTrans/State-TDA.html>). I certify that the information provided in this form is accurate and correct. I understand that if the required information has not been provided this form may be returned and the funding allocation may be delayed.

**PROOF OF EXPENDITURES:** Claimant acknowledges it is required to submit all expenditure backup as well as evidence of other funding used for project to RTC, to RTC's satisfaction, before receiving periodic disbursement or disbursement upon project completion.

**CERTIFIED FISCAL AUDIT:** Claimant certifies that it has submitted a satisfactory, independent fiscal audit, with the required certification statement, to SCCRTC and to the State Controller's Office, pursuant to PUC 99245 and CCR 6664 for the prior fiscal year (project year minus two). Claimant assures that this audit requirement will be completed for the current fiscal year (project year minus one). *This requirement does not apply to new transit operators nor Bike to Work or HSA claims submitted through the SCCRTC.*

Signature  Title: Assistant Director Public Works Date: 11/29/22

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**TO:** RTC Advisory Committees  
**FROM:** Matt Schroeder, Transportation Planner  
**REGARDING:** 2023 State and Federal Legislative Programs

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## **RECOMMENDATIONS**

Staff requests that committee members inform staff by January 20, 2023 of any State or Federal legislative issues that the Regional Transportation Commission (RTC) should consider, pursue, or monitor in 2023.

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## **BACKGROUND**

Each year the Regional Transportation Commission (RTC) adopts legislative platforms to guide its analysis of state and federal legislative or administrative actions that could impact transportation funding or implementation of the Regional Transportation Plan (RTP), Regional Transportation Improvement Program (RTIP), Measure D and priority transportation projects in Santa Cruz County. Working with local jurisdictions, the Central Coast Coalition (regional transportation agencies from Monterey, San Benito, Santa Barbara, San Luis Obispo, and Santa Cruz Counties), the California Association of Councils of Governments (CALCOG), the Self Help Counties Coalition, and other transportation entities, the RTC monitors legislative proposals, notifies state and federal representatives of the RTC's analysis of key issues, and provides input on other federal and state actions.

## **DISCUSSION**

**Staff recommends that committee members inform staff of any legislative priorities and/or issues that the RTC should consider, monitor, or pursue in 2023. Committee members can provide suggestions at this meeting or by emailing [mschroeder@sccrtc.org](mailto:mschroeder@sccrtc.org) by January 20, 2023.** Some of the potential updates from the 2022 Legislative Program are underlined in Attachment 1. The RTC board is expected to consider the 2023 State and Federal Legislative Programs at its February 2023 meeting.

The RTC legislative program is used to advance regional projects and key goals and targets in the *Santa Cruz County [Regional Transportation Plan](#)*, which focuses on sustainability to improve multimodal access and mobility in ways that improve health, reduce pollution and retain money in the local economy; reduce



collisions and improve safety; maintain existing transportation infrastructure and services; and deliver improvements cost-effectively, equitably and responsive to the needs of all users of the transportation system and the natural environment. As part of the Legislative Program, RTC works to ensure that transportation-related statutes and guidelines are structured in a manner that recognizes Santa Cruz County's significant traffic congestion, maintenance, active transportation, and transit system needs and sustainability goals.

Generally, the RTC's legislative program covers legislative and administrative actions that:

- Involve funding or a funding mechanism for transportation projects and programs
- Involve the implementation of transportation and greenhouse gas emission reduction policies and programs
- Involve transportation and land use
- Involve the environmental review process
- Involve changes to the way transportation projects are delivered
- Affect the Commission directly (e.g. Commission responsibilities, policies, or operations)

In 2023, a key focus area at the federal and state level will be on the continued implementation of the multiyear federal transportation act (Infrastructure Investment and Jobs Act (IIJA)). RTC and AMBAG staff sit on several implementation working groups organized by CalSTA.

At the state level, unlike the past two years, which experienced substantial budget surpluses, the Legislative Analyst's Office is projecting significant deficits for next year. These low revenue assumptions are expected to dominate and influence budget and policy discussions. Governor Newsom is encouraging the state to remain disciplined when it comes to spending, particularly spending that is ongoing such as education, health care, public safety, and safety-net programs. The state is likely to prioritize existing obligations to these types of programs. Although the 2022/23 state budget included \$4.7 billion for regional transportation investments over the next two years, the RTC will advocate for continued transportation investments, despite lower revenue projections. The Governor is expected to release his budget proposals in early January 2023. At the state level, Brown Act modifications related to online/virtual meetings, climate change, SB375/RTP/Sustainable Communities Strategy (SCS) implementation and "reform", ongoing increased funding for the Active Transportation Program (ATP) and transit funding are anticipated to continue to be key topic areas.

In 2022, the Legislature sent 1166 bills to Governor Newsom for consideration, 442 were Senate bills and 724 were Assembly bills. In total, the Governor

signed 997 into law and vetoed 169 bills. A few of the bills signed into law that RTC staff tracked last year included:

- AB 1909 (Friedman) Vehicles: bicycle omnibus bill. Updates rules regarding bans for certain electric bikes on trails and paths; requires motor vehicles overtaking bikes to move over a lane when passing if possible; eliminate bicycle registration requirements.
- AB 1938 (Friedman) Traffic safety: speed limits. Allows cities more flexibility to lower speed limits and includes strict definitions of what defines a speed trap.
- AB 2449 (Rubio): Sets new requirements for teleconference and hybrid meetings. This bill will impact RTC committee and board meetings when there is no longer a state-of-emergency.
- SB 922 (Wiener): Adds CEQA exemptions for sustainable transportation projects, including improvements for walking, biking, public transit efficiency and wayfinding; rail stations; zero-emission transit refueling facilities; and carpooling.
- SB 942 (Newman): Allows LCTOP funds to be used for free or reduced transit fares
- SB 1121 (Gonzalez) State & local transportation: needs assessment. Requires the California Transportation Commission (CTC), with Caltrans and CalSTA to assess the ten-year cost to operate, maintain, and provide for the growth of the transportation system and submit a report by 2024.

## **SUMMARY**

Committee members are encouraged to review the preliminary draft 2023 Legislative Program and email [mschroeder@sccrtc.org](mailto:mschroeder@sccrtc.org) by January 20, 2023, of any changes the RTC should consider.

Attachment 1: Draft 2023 Legislative Program

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## PRELIMINARY DRAFT

# Santa Cruz County Regional Transportation Commission 2023 STATE Legislative Program

*Proposed updates from 2022 shown in underline/strikeout:*

### **Focus Areas in 2023**

- Implementation of the federal Infrastructure Investment and Jobs Act (~~IIJA~~). Maximize funding for priority projects in Santa Cruz County.
- State Budget: Maximize ~~General Fund surplus~~ funds for **Support sustained increased state funding for Active Transportation Program (ATP), transit,** local system preservation, and local/regional priority transportation projects. Oppose efforts that could reduce transportation funding, ~~especially for local streets and roads and the State Transportation Improvement Program (STIP).~~
- Support modifications to the **Brown Act** to enhance public and committee member participation in virtual meetings and authorize compensation for transportation advisory committee members to alleviate financial barriers to serving.
- Ensure legislative and administrative actions **support the implementation of priority transportation projects and programs**, including projects identified in the Measure D Expenditure Plan. Maintain and increase funding for RTC projects and programs, support streamlining and other actions which could expedite delivery of projects and oppose efforts that could hinder the implementation of RTC priorities.
- Support efforts to **reduce greenhouse gas emissions (GHG) and improve mobility. Increase funding for pedestrian, bicycle, and transit projects** and support equitable access to **zero-emission vehicles** and infrastructure. Pursue changes to SB375 Sustainable Communities Strategy (SCS) that support GHG emission reduction and reduce bureaucratic burdens.
- Support efforts related to **adaptation, resilience, and response to natural hazards** and the impacts of climate change, including extreme storms, sea level rise, and wildfires.
- Support legislative and administrative actions that will improve safety on state highways and local roads, including **speed limit reductions** and Caltrans Director's order related to **complete streets**, especially where state highways serve as main streets.
- Support **Transportation Development Act (TDA) program modifications** which reduce the burden of outdated performance measures and eliminate transit farebox recovery penalties.
- Support state and federal **COVID-19 relief and stimulus funding** to support economic recovery and make up for state, local transportation revenue losses, especially for transit operators.
- Support new transportation funding mechanisms to replace gas and diesel taxes, considering vehicle fuel economy and zero-emission vehicle adoption.



## **Ongoing Priorities**

### **Transportation Funding**

- **Protect Transportation Funding:** Preserve existing and new funding for transportation projects, maximize funding for Santa Cruz County transportation projects, and preserve regional discretion and priority-setting.
  - Stable formula funding is essential for addressing the backlog of transportation infrastructure repairs and improvements in Santa Cruz County. Protect current and future taxes and fees and other transportation funds (including Highway Users Tax Account (HUTA), Transportation Development Act (TDA), State Transportation Improvement Program (STIP), Active Transportation Program (ATP), and other funds) from elimination or diversion to other state programs, General Fund loans, general obligation bond debt service, or to other non-transportation purposes.
  - Support actions that preserve the intent of Senate Bill 1 (SB1) and local measure funding to allow the state, regions, and local agencies to maintain, protect, and improve existing transportation funds dedicated to transit, congestion management on the state highway system, lifeline arterials, and goods movement routes while also addressing immediate and long-term unmet funding needs.
  - Monitor the implementation efforts related to Executive Order N-19-19, which directs the California State Transportation Agency (CalSTA) to invest its annual \$5 billion portfolio to help reduce transportation-related greenhouse gas emissions and to ensure that state funds, specifically SB 1 funds, continue to be used for transportation purposes. Ensure that state regulations do not negatively impact the implementation of the voter-approved Measure D Expenditure Plan.
  - With increased emphasis on vehicle fuel economy and zero-emission vehicle adoption, explore and support new funding mechanisms to replace gas and diesel taxes for transportation investments. Monitor proposals such as pay-by-the-mile user fees, public-private partnerships, vehicle registration fees, or wholesale energy taxes. Ensure that proposals are equitable to disadvantaged and rural areas.
  - Oppose proposals that could tie transportation fund availability to local jurisdictions, to non-transportation and development projects.
  - Support actions to increase the flexibility of use of Transit and Intercity Rail Capital Program (TIRCP) funds.
- **COVID Recovery:** Support state and federal COVID-19 relief and stimulus legislation to provide funding to address adverse funding impacts of the COVID-19 pandemic on transit and other local agencies and to expedite project implementation.
  - Temporarily adjust maintenance of effort and performance criteria requirements for SB1 Local Streets and Roads Program, local sales tax measure funds, and fare-box recovery requirements for transit, given impacts on local revenues from COVID-19.
- **Ensure Fair Distribution of Funding:** Ensure state and federal funds are made available for projects in Santa Cruz County, are distributed equitably, and are not disproportionately distributed to large regions. Ensure competitive programs make funding reasonably available for multimodal projects in Santa Cruz County and address local and regional priorities.
  - **Local Role:** Ensure a strong role for regional and local agencies in planning and determining transportation investment priorities. Support legislation that respects local authority, protecting or expanding local decision-making in programming expenditures of transportation

funds, rather than the state making top-down funding decisions that are not community-based. Project and increase direct funding to regions through both federal and state programs, and reinforce and build upon the structure of SB45 that provides regions a strong voice in the programming of state funds.

- **State Transportation Improvement Program (STIP):** Ensure equitable programming and the allocation of STIP funds.
- **"Disadvantaged Communities" Definition:** Ensure that legislation and programs aimed at benefiting disadvantaged communities use a definition of "disadvantaged communities" (DACs) that applies to the low-income and other transportation disadvantaged population groups in Santa Cruz County and does not preclude RTC and local agencies from funding opportunities that support sustainable communities, transportation choices, and investments in alternative modes of transportation. Ensure that the definition does not rely exclusively on communities defined as DACs by CalEnviroScreen, which disproportionately excludes many low-income communities in Santa Cruz County.
- **Increase Funding for All Transportation Modes:** Support measures that increase funding for and support the implementation of transportation projects in Santa Cruz County, including funds for ongoing system maintenance, congestion reduction, safety, complete streets, bike, pedestrian, transit projects, transit-oriented development, and specialized transportation for seniors and people with disabilities in Santa Cruz County.
  - **New Funding Systems:** Phase in new funding systems which are tied to system use rather than fuel consumption or fuel prices. This approach could include new user fees, such as a Road User Charge or Vehicle Miles Traveled (VMT) fee and other alternative funding mechanisms.
  - **Expand Local Revenue-Raising Opportunities:** Support innovative financing options to address the significant backlog of transportation needs. Provide locals with the ability to supplement and leverage state funding for investments that protect state and local transportation assets.
    - Expand the authority of the RTC and local entities to increase taxes and fees for transportation projects, such as new gas taxes, vehicle registration fees, property-tax financing and transfers, gross receipts taxes, payroll taxes, and infrastructure financing districts.
    - Support clarifying amendment to Government Code Section 65089.20 that will give RTPAs equal treatment with Congestion Management Agencies (CMAs) to seek voter approval for a local vehicle registration fee. (*SB83 cleanup*)
  - **Vote Threshold:** Support efforts to amend the California constitution to lower the voter threshold for local transportation and affordable housing funding measures, such as local sales tax or vehicle registration fee ballot measures, from the 2/3 supermajority to a simple majority or 55% vote. Support actions that would broaden eligibility in existing and/or new transportation funding streams to enable their use as a subsidy for low-income transportation system users (e.g. discounted fares for public transportation or shared mobility service).
  - **Active Transportation Program (ATP):** Increase ATP funding and ensure potential reforms to the Active Transportation Program (ATP) do not reduce the proportion available for Santa Cruz County agencies to compete for, including funds to the competitive statewide, small urban, and rural funding pots. Support efforts to simplify the Active Transportation Program (ATP) application and project delivery, build local capacity to deliver transformative projects and provide regions greater flexibility to innovate and strategically invest funds to meet local needs.

- **Cap-and-Trade:**
  - Increase the percentage of Cap-and-Trade revenues allocated to transportation projects and programs that help reduce greenhouse gas emissions in Santa Cruz County.
  - Support increases in Low Carbon Transit Operations Program (LCTOP) appropriations.
  - Support policy changes to the Affordable Housing and Sustainable Communities program (AHSC) that increase funding opportunities for projects in Santa Cruz County.
  - Ensure continued funding for low and zero-emission transit deployment. Ensure regulatory and legislative requirements related to transit electrification provide flexibility, consider cost and available technology, and do not place an undue burden on transit agencies.
  - Support legislation to devote a permanent Cap-and-Trade funding allocation to the Active Transportation Program.
- Support legislation to increase the availability of funding for cities, counties, and regions to support economic development, affordable housing, and implementation of sustainable community strategies, as well as policy tools to reduce single-occupancy vehicle travel in a manner that ensures equitable policy outcomes.
- Support innovative projects such as a new state-supported intercity passenger rail service on the planned Coast Route between the Bay Area and Goleta (*previously called the Coast Daylight*).
- Support actions to require Caltrans to fund maintenance upgrades to Caltrans-owned facilities.
- **Increase and Preserve Funding for Priority Projects in Santa Cruz County:**
  - Projects on Highway 1
  - Local Street and Roadway Preservation
  - Transit projects
  - 511 implementation
  - Bicycle and Pedestrian facilities, including the Monterey Bay Sanctuary
  - Scenic Trail Network (MBSST) and those located in the San Lorenzo Valley
  - Santa Cruz Branch Rail Line preservation
  - Soquel Avenue-Freedom Boulevard Corridor
- **Transportation Development Act (TDA):**
  - Monitor potential modifications to the TDA. Ensure that funding for transit, planning, administrative, and other TDA purposes in Santa Cruz County is not reduced. Oppose efforts that would reduce TDA funds which are essential for RTC administration and planning. Support the development of greater efficiencies within the TDA while streamlining and updating performance metrics and eliminating penalties associated with farebox recovery. Support the development of alternative performance measures that are focused on incentivizing transit agency actions that improve transit service and increase ridership, consistent with state and regional climate and equity goals.
  - Ensure discount fares aimed at boosting ridership and improving social equity do not result in reduced state funding. Pursue relief from TDA audits and performance criteria during the current economic downturn.

## **Project Implementation**

- **Streamlining, Expediting, and Facilitating Project Delivery:** Support administrative and/or legislative efforts which may be required to implement or expedite the delivery of priority projects. This includes actions that streamline funding applications, simplify program administration, and efforts that modernize and accelerate project delivery.
  - Support the development of greater efficiencies of transportation project implementation, including California Environmental Quality Act (CEQA) reform, stormwater runoff regulations,



CA Fish and Wildlife, CA Water Quality Control Board, and California Public Utilities Commission permit and approval processes, to streamline both project development and delivery for priority transportation and transit projects, including the Scotts Creek Bridge Replacement and implementation of the Regional Conservation Investment Strategy (RCIS), and eliminating any unnecessary, overly burdensome and/or duplicative mandates.

- Support legislative and administrative actions required to secure permits that may be required to implement priority projects.
  - Opportunities to expedite transportation project delivery may include increasing contracting and financing options, increased flexibility in the early allocation of programmed funds and initiating reimbursable work with local funds in advance of CTC allocation of all projects, efforts that expedite the Caltrans design review process, opportunities to expedite locally-sponsored projects on the state highway system, and increase in encroachment permit limits.
  - Support environmental streamlining measures for bike, pedestrian, transit, and infrastructure preservation within existing public rights of way, and other measures that expedite project delivery. Support efforts that provide for streamlined project delivery for transit projects that fulfill the goals of AB32 and SB375, as well as other state and federal air quality mandates and mobility performance measures.
  - Support the delegation of fund allocation responsibilities to Caltrans.
  - Allow advance payment of programmed funds to expedite project delivery and resolve cash flow challenges faced, especially by small agencies.
- **Advanced Mitigation:** Support the implementation of “advanced mitigation” environmental programs, including approving up-front environmental mitigation funding for projects, such as the Highway 17 Wildlife Crossing. Support the creation of a low-interest loan program to support advance mitigation and habitat conservation plans that mitigate the impacts of transportation infrastructure and make project implementation more efficient.
  - **Safety:** Support legislation and programs that improve transportation safety for all users and support programs aimed at eliminating all traffic-related serious injuries and fatalities.
    - Speed limits: Support implementation of AB43 (2021), which allows local jurisdictions and Caltrans to reduce motor vehicle speed limits on local roads and state highways and work with Caltrans to reduce speed limits on state highways that function as main streets, especially in business and school zones to address findings, and support implementation of other recommendations of the AB2363 Zero Traffic Fatalities Task Force report.
    - Traffic Laws & Enforcement: Support proposals to increase enforcement and modification of traffic laws to better protect pedestrians and bicyclists, including proposals to authorize automated speed enforcement on a pilot program basis, and modifications to vehicle code to allow vehicles to cross a double-yellow line when passing cyclists.
    - Education: Support commercial driver, bus driver, motorist, bicyclist, and Safe Routes to Schools training and education programs which reduce collisions.
  - **Active Transportation Facilities:** Support modifications to rules, regulations, and government codes that will make roadways more bicycle and pedestrian-friendly, including: laws associated with sharing the road; ensuring complete streets components (e.g. accessible pedestrian signals) are considered during the design of all projects; increasing funds for pedestrian, bicycle, and new micro-mobility devices and services (e.g. bike share), and safety countermeasures (e.g. buffered or protected bike lanes, flashers and lighting at crosswalks); increasing funds to provide resources necessary for First/Last Mile improvements; Safe Routes to School Programs; making it legal for

people on bikes to treat stop signs as yields (bike safety stop); and providing additional direction and consistency for accessible pedestrian design.

- **Land Use/Housing/Transportation Coordination:**

- Support efforts to reduce vehicle miles traveled and promote job-housing balance, which also protects locally-driven land use planning that implements broad policy goals set by the state to provide affordable housing in transit-rich areas. Encourage new developments to incentivize active transportation and transit use. Ensure SB743 (Steinberg, 2013) implementation supports infill development, promotion of public health through active transportation, and expedites transportation project delivery. Support innovative measures to mitigate growth in vehicle miles traveled, such as regional mitigation banks.
- Support state goals to reduce homelessness. Monitor implementation of Governor Newsom's Executive Order N-23-20, which requires Caltrans to develop a model lease template to allow counties and cities to use Caltrans property adjacent to highways or state roads for short-term emergency homelessness shelter; and requests that special districts, cities, counties, and transit agencies, and others to examine their ability to provide shelter and house homeless individuals.
- Support efforts to streamline SB375 implementation and extend the timeframe between required Regional Transportation Plan updates.

- **Federal Transportation Act Implementation:** Support legislation and administrative strategies to implement the federal authorization bill (Infrastructure Investment and Jobs Act (IIJA)) in a way that ensures the best possible outcome for transportation projects in Santa Cruz County.

- **SHOPP Program:**

- Support Caltrans' efforts to provide more outreach regarding State Highway Operation and Protection Program (SHOPP) projects and to include measurable targets for improving the state highway system. Support the clarification of existing laws to permit the expenditure of SHOPP funds for operational projects on state highways.
- Support the inclusion of complete streets within SHOPP projects, as appropriate, but especially in areas where state highways serve as main streets, such as Highway 1/Mission St, Highway 9 through San Lorenzo Valley, and Highway 152 in Santa Cruz County.

- **Commuter Programs:** Support policies and legislation aimed at reducing trips and vehicle miles traveled and associated traffic congestion, including, but not limited to, employer-based programs to help reduce the share of commuting by single-occupant vehicles, expanding broadband and incentives to facilitate telecommuting, expanding park and ride lots, and a regional commuter benefits ordinance. Support dedicated funding for Transportation Demand Management (TDM) programs and strategies.

- **Shared Mobility Systems:** Support policies that enable technological innovations to improve mobility while protecting the public's interest. Monitor legislation and regulations related to shared mobility, such as transportation network companies (TNCs) and real-time carpooling, to ensure that mobility benefits are maximized, especially for underserved populations, and access to critical data for transportation and land-use planning and operational purposes is assured. Support measures that allow for local control and regulation of shared mobility systems such as scooters, bikes, and other fleets.



- **Connected and Autonomous Vehicles:** Monitor and engage in legislation and regulations to facilitate the deployment of connected vehicles and autonomous vehicles. Oppose federal efforts to preempt local authority over the use of autonomous vehicles in their communities. In partnership with California cities and counties, transit agencies, the business community, and other transportation organizations, engage in regulatory and legislative efforts related to connected and autonomous vehicles with the goal of accelerating their safety, mobility, environmental, equity, and economic benefits. Similar to the “shared mobility” strategy, support access to critical data for transportation and land use planning and operational purposes.
- **Electrification and Zero-Emission Vehicle Fleets:** Support funding and coordination, including policy, planning, and infrastructure, for low and zero-emission vehicles.
  - Support additional dedicated funding to help transit operators and colleges convert their bus and van fleets to zero-emission in order to meet the state’s Innovative Clean Transit rule and accelerate the decarbonization of the transportation system. Support reduced utility pricing for public transit electric vehicle fleets.
  - Support proposals that provide funding for regions and localities to build infrastructure (including chargers, trenching, and upgrading electrical capacity) and provide incentives for zero-emission vehicle and other modal device purchases, considering the cost of increased usage of electricity, electric power storage capacity, proper safety protocols and access for lower-income households.
- **Resilience:** Monitor and support legislation that invests in projects and programs to improve resilience to the impacts of climate change on transportation infrastructure and the utilization of public transit in emergencies that address scenarios such as severe storm events, public safety power shut-off events, wildfires, and sea level rise.
- **Encroachments:** Support legislation that clarifies the authority under which rail property owners may remove, or by notice, may require the removal of encroachments.
- **Unfunded Mandates:** Oppose unfunded mandates and seek funding for mandates imposed in recent years. Require new regulatory proposals to include an estimate of the cost and impact such proposals will have in the delivery of California’s transportation program.
- **Modernization of the Brown Act:** Enact legislation to expand public and board participation in public meetings. To maximize participation and access by board and committee members, modify the Brown Act to enhance participation and eliminate the requirement to notice all remote board or committee member locations.
  - Support legislative clean-up of AB 361 (Rivas) to provide greater flexibility to local and regional agencies to hold meetings virtually without the requirement to renew findings every 30 days.
  - Monitor and support legislation to provide long-term flexibility for regional and multijurisdictional agencies to conduct their business remotely outside of emergency conditions as a means of increasing public participation and board and committee member participation while also reducing the time and expenses associated with travel, vehicle miles traveled and the greenhouse gas and other tailpipe emissions from driving.

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## PRELIMINARY DRAFT

# Santa Cruz County Regional Transportation Commission 2023 FEDERAL Legislative Program

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*Proposed updates from 2022 shown in underline/~~strikeout~~.*

- **Priority Projects:** Seek and preserve funding for priority transportation projects and programs in Santa Cruz County, including:
  - Projects on Highway 1
  - Santa Cruz Branch Rail Line preservation
  - Transit operations and capital projects
  - Bicycle and pedestrian facilities, including the Monterey Bay Sanctuary Scenic Trail Network (MBSST/Rail Trail)
  - Local street and roadway preservation
  - 511 implementation
  - Highway 1 Scotts Creek Bridge Replacement
  - Highway 9/SLV Corridor Complete Streets
- **Transportation Act Implementation**
  - Support the implementation of the Infrastructure Investment and Jobs Act (IIJA) in a manner that maximizes funding for the implementation of priority projects in Santa Cruz County, including formula and discretionary funding and policies.
- **Transportation Funding**
  - **Raise New Revenues & Grow Existing Programs:** Support raising and indexing federal gas taxes and developing new funding mechanisms to ensure the financial integrity and solvency of the Highway Trust Fund (HTF) and Mass Transportation Account. Increase federal transportation investment in all modes to bring transportation infrastructure up to a good state of repair and meet growing transportation needs in Santa Cruz County.
  - **Increase funding:** Support legislative actions that increase funding for priority projects in Santa Cruz County, including:
    - **Active Transportation:** Bicycle and pedestrian safety and mobility projects, such as the Transportation Alternatives Program (TAP).
    - **Transit:** Small Transit Intensive Cities Program (STIC), funding for the acquisition of transit capital (Bus and Bus Facilities, and Low and No Emissions Bus Programs), Capital Investment Grants, Americans with Disabilities Act (ADA) implementation, state of good repair, and other transit programs. Support tax credits for the purchase of electric buses.
    - **Local Roads and Highways:** Support robust funding for core programs such as the Surface Transportation Block Grant Program (STBG), Highway Safety Improvement Program (HSIP), and bridge programs needed for local entities to address the backlog of bridge and roadway projects.
    - **Self-Help Counties:** Support programs that reward areas that have approved self-help revenue measures like Measure D and the METRO dedicated sales taxes.
    - **Planning:** Federal planning funds to address increased planning, performance measures, monitoring, and model requirements.
    - **Transit Oriented Development (TOD):** Grants or pilot programs for comprehensive planning and infill development to connect housing, jobs, and mixed-use development with transportation options.



- **Support COVID Relief and Economic Recovery:** Support federal funding to support economic recovery, local and state responses to the public health crisis, and backfill any transportation revenue losses due to COVID-19.
- **Climate and social spending bills:** If a funding package, such as the “Build Back Better” bill, advances through the legislative process, support the inclusion of funding for sustainable transportation and system preservation projects in Santa Cruz County and addresses principles for the reauthorization of the transportation act. Any infrastructure package should ensure projects in Santa Cruz County are not disadvantaged in accessing those funds. The initiative should also include a significant investment of **new** federal funds for transportation, stabilize the Highway Trust Fund, and not be offset by reductions to other federal programs serving Santa Cruz County residents.
- **Air Quality, Greenhouse Gas Emissions, and Climate Resiliency:** Strengthen federal partnerships to improve air quality, reduce greenhouse gas (GHG) emissions, and make our communities and transportation networks resilient to a changing climate.
  - **Funding:** Support the development of new resources to support climate adaptation and reduce greenhouse gas emissions from transportation (similar to those included in the Senate FAST Act reauthorization bill (S. 2302)), expand eligibility for Congestion Mitigation and Air Quality (CMAQ) and other funding programs to Santa Cruz County.
  - **Electrification:** Support federal funding, tax credits, and coordination of vehicle electrification purchase (including buses), planning and infrastructure.
  - **Mitigation:** Defend against rollbacks of California’s air quality and climate change laws and regulations, such as fuel efficiency standards and cap-and-trade programs.
  - **Resiliency:** Support resiliency and climate change preparedness and efforts that could support local efforts to improve resiliency, respond to new or worsening storms, wildfires, and other environmental hazards and meet regional climate goals. Support efforts to increase planning funds that help regional governments address climate change and make regional transportation infrastructure more resilient.
  - **Disaster Recovery:** Ensure the federal government provides sufficient emergency relief appropriations and federal agency resources to support rebuilding and recovery efforts for wildfire, storm, and other natural disasters. Support legislative efforts to extend the timeframe for road projects qualifying for federal disaster reimbursement to move to the construction phase from two years to six years.
- **Federal Authorization Implementation:** Support legislation and administrative strategies to implement federal transportation authorization bills in a way that ensures the best possible outcome for transportation projects in Santa Cruz County. Ensure that the U.S. Department of Transportation (DOT) implementation of MAP-21, FAST Act, IIJA, and any new transportation act rules and regulations do not negatively impact local projects and programs.
  - **Discretionary Grants:** Advocate for discretionary transportation grant awards for priority transportation projects in Santa Cruz County, including the Better Utilizing Investments to Leverage Development (BUILD, formerly TIGER) and Capital Investment Grant program.
  - **Innovative Financing:** Ensure proposals for public-private partnerships and innovative financing are favorable for project implementation in Santa Cruz County. Support and expand the Transportation Infrastructure Finance and Innovation Act (TIFIA) program and make the Railroad Rehabilitation and Improvement Financing (RRIF) program more accessible to smaller public agencies.



- **Department of Transportation Budget and Annual Appropriations:** Ensure that Congress appropriates funding consistent with amounts authorized in federal transportation authorizations (e.g. IIJA), even if Continuing Resolutions (CR) are needed to keep transportation programs running each fiscal year.
- **Oppose rescissions or arbitrary cuts** that could reduce funding for transportation projects in Santa Cruz County.
- **Support transparent congressionally-directed spending** (earmarks) to allow for Congressional support of priority projects in Santa Cruz County
- **Oppose unfunded mandates** and support legislation that provides funding for past mandates.
- **Performance Measures:** Support the development of performance measures that are consistent with RTC-approved goals, policies, and targets and which recognize data limitations of many regions. Support open collaboration, data sharing, and funding to successfully implement state and federal performance-based planning and management requirements.
- **Protect and Expand Transportation Fringe Benefits:** Reinstate the commuter benefit, which was eliminated under the tax reform bill. In addition, advocate for expanding pre-tax transportation fringe benefit eligibility to include shared mobility options, such as bike-share and shared ride carpool services.
- **Shared Mobility:** Advocate for federal legislative and regulatory updates that support shared mobility options such as bike-share, shared rides, carpooling, and shared scooters. Support expanding pre-tax transportation fringe benefit eligibility to include shared mobility options. This change would support the now-permanent Bay Area Commuter Benefits program by expanding federal tax incentives to utilize alternatives to single occupancy travel to commute to work.
- **Autonomous Vehicles:** Oppose federal efforts to preempt local authority to regulate the use of autonomous vehicles in their communities.
- **Streamline Project Delivery:** Support regulations to streamline and integrate federal project delivery requirements for project planning, development, review, permitting, and environmental processes to reduce project costs and delays.

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