



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

AGENDA

1:30pm - 3:30pm

Tuesday, December 13, 2022

NOTE: TELECONFERENCE

Join the online meeting to see presentations:

<https://us02web.zoom.us/j/86428958557>

Meeting ID: 864 2895 8557

Dial by your location: +1 669 900 9128

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

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

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

1:42pm- CONSENT AGENDA

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

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

- 5. Approve Minutes from October 11, 2022 — pg. 4**
- 6. Receive RTC Meeting Highlights — pg. 9**
- 7. Receive E&D TAC 2023 Meeting Schedule — pg. 14**
- 8. Receive Information Items — pg. 15**
 - a. The Exceptionally American Problem of Rising Roadway Deaths

REGULAR AGENDA

- 9. 1:55 pm — Receive Program Updates — pg. 24**
 - a. Volunteer Center
 - b. Community Bridges – TDA Q4 and Annual FY 21-22 Summary Report
 - c. Santa Cruz Metro
 - d. SCCRTC – Covid Public Meeting Rules and AB 2449
 - e. Pedestrian Ad-hoc Subcommittee
 - i. Pedestrian Hazard Report
- 10. Committee Appointment — pg. 30**
- 11. Draft 2023 State and Federal Legislative Programs — pg. 35**
- 12. City of Santa Cruz Article 8 Transportation Development Act Allocation Request — pg. 48**
- 13. Draft Concepts for San Lorenzo Valley Schools Complex Circulation and Access Study — pg. 56**
- 14. 3:30 pm — Adjourn**

Next meeting: 1:30 pm, February 14, 2022. Location is to be determined.

HOW TO REACH US

*Santa Cruz County Regional Transportation
Commission
1101 Pacific Avenue. Suite 250,
Santa Cruz, CA 95060*

Phone: (831) 460-3200 / fax (831) 460-3215
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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 1523 Pacific Avenue, Santa Cruz, CA, 95060 or online at www.sccrtc.org. A complaint may also be filed directly with the Federal Transit Administration to the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.

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

DRAFT MINUTES

1:30pm - 3:30pm

Tuesday, October 11, 2022

NOTE: Meeting was held via Zoom.

1. Roll call

The meeting was called to order at 1:30 p.m.

Members present:

Tara Ireland, Social Service Provider-Persons of Limited Means
Lisa Berkowitz, CTSA (Community Bridges)
Jesus Bojorquez, CTSA (Lift Line)
Michael Pisano, Potential transit User (60+)
Caroline Lamb, Potential Transit User (Disabled)
Janet Edwards, 1st District
Nadia Noriega, CTSA (Lift Line)
Patty Talbott, Social Service Provider-Seniors
Ed Hutton, 5th District
Eileen Wagley, SCMTD (Metro)
Phil Kipnis, 1st District Alternate

Unexcused absences:

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

RTC staff present:

Amanda Marino, Transportation Planner
Rachel Moriconi, Senior Transportation Planner

Others present:

Chris Duymich, AMBAG
Paul Hierling, AMBAG
Miguel Lizarraga, City of Santa Cruz Public Works
Miranda Taylor, AMBAG
Christina Witt, Department of Rehabilitation
Joshua Spangrud, City of Santa Cruz Public Works

Becky Steinbruner, Cabrillo Host Lions Club
Dena Taylor, Member of the Public
Becky Taylor, Member of the Public

2. Introductions
3. Oral communications

Becky Steinbruner, Cabrillo Host Lions Club, announced a public general meeting for the Cabrillo Host Lions Club on October 27th at 7:00 pm at the Aptos Village County Park with Santa Cruz County Public Works Traffic Safety Engineer guest speaker. Ms. Steinbruner informed the committee of the Lions Club International White Cane Safety Day on October 15th.

Vice Chair Janet Edwards encouraged the committee to attend the Budget and Administrative Personnel Committee Meeting on October 13th at 1:30 pm to provide input on the appointment process for the advisory committees by County Supervisors. Ms. Edwards additionally shared with the committee that she did not have access to wheelchair accessible transportation service when a medical emergency occurred.

4. Additions or deletions to consent and regular agendas

CONSENT AGENDA

5. Approved minutes from August 9, 2022

A motion (Pisano/Berkowitz) was made to approve the minutes. The motion passed with members Tara Ireland, Lisa Berkowitz, Jesus Bojorquez, Michael Pisano, Caroline Lamb, Janet Edwards, Nadia Noriega, Patty Talbott, Ed Hutton, Eileen Wagley, voting in favor.

6. Received RTC Meeting Highlights
7. Received Information Items

- a. Transportation Development Act (TDA) Fiscal Years 2019-2021 Triennial Performance Audit

A motion (Hutton/Bojorquez) was made to approve the consent agenda. The motion passed with members Tara Ireland, Lisa Berkowitz, Jesus Bojorquez, Michael Pisano, Caroline Lamb, Janet Edwards, Nadia Noriega, Patty Talbott, Ed Hutton, Eileen Wagley voting in favor.

REGULAR AGENDA

8. Received Program Updates

a. Volunteer Center

Tara Ireland communicated that the Volunteer Center has gained 5 new volunteers including a dispatcher position that has allowed the Volunteer Center to fulfill 100% of requests.

b. Community Bridges – TDA Second Quarter Summary Report

Jesus Bojorquez updated the committee that Lift Line hired a new scheduler and dispatcher to assist on the weekends. Lift Line has an open Driver Supervisor Trainer position and is accepting applications. More information can be found on:

<https://communitybridges.org/liftline/>

c. Santa Cruz METRO

Eileen Wagley announced that METRO is currently hiring for fixed route transit drivers and recently hired new paratransit drivers. More information can be found at <http://www.scmttd.com/en/agency-info/metro-employment>. Ms. Wagley also noted the installation of new blue benches at transit stops.

d. SCCRTC

Amanda Marino, Transportation Planner, announced that the RTC was accepted to be the Access Fund Administrator for the TNC access for All Program to fund on-demand wheelchair accessible vehicle transportation services in Santa Cruz County. In the next coming months, staff will be developing a scope of work for access providers to use these funds. The draft will then be presented to the E&D TAC to review and provide input. Additionally, Ms. Marino announced the next Budget and Administrative Personnel Committee Meeting on Thursday, October 13th at 1:30 pm discussing the appointment process for the advisory committees by County Supervisors.

Ms. Marino informed the committee that the conference room at the RTC office is in the process of setting up the capability to have hybrid meetings. Staff will provide more information on how meetings will be held and the requirements for the new bill AB 2449 to require in-person quorums and limiting the number of times a representative can attend via teleconference.

- e. Pedestrian Ad-Hoc Subcommittee
 - i. Pedestrian Hazard Report

Vice Chair Janet Edwards stated that the subcommittee is continuing to monitor the public meetings and projects of local jurisdictions throughout Santa Cruz County. Ms. Edwards provided an update on the status of the Clare's St. Project including upgrading the corner of 40th avenue. Ms. Edwards informed the committee of the death of a 68-year-old male in an electric wheel chair killed by a drunk driver in Live Oak, and a woman killed at Green Valley Rd in Watsonville crossing the street.

9. Measure D: Five-Year Programs of Projects for Regional Projects

Rachel Moriconi, Senior Transportation Planner, presented the proposed updates to the Measure D five-year programs of projects for each of the regional transportation categories – Highway Corridors, Active Transportation, and the Rail Corridor, as well as San Lorenzo Valley Highway 9 Corridor Improvements, the Highway 17 Wildlife Crossing. The 5-year Plans, programming anticipated Measure D revenues for FY22/23-26/27, focus on continued implementation of previously approved and/or prioritized projects. The committee provided comments and questions regarding the highway projects and segments of the rail trail.

A motion (Lamb/Bojorquez) was made to recommend that the Regional Transportation Commission approve the Measure D: Five-Year Programs of Projects for Regional Projects. The motion passed with members Tara Ireland, Lisa Berkowitz, Jesus Bojorquez, Michael Pisano, Caroline Lamb, Janet Edwards, Nadia Noriega, Patty Talbott, Ed Hutton, Eileen Wagley voting in favor.

10. Draft 2022 Coordinated Public Transit-Human Services Transportation Plan

Miranda Taylor, AMBAG Planner, provided information to the committee on the Draft 2022 Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan). The purpose of the Coordinated Plan is to create a plan to improve regional transit for individuals that are elderly, disabled, and/or low-income. The projects and strategies identified in this plan are made eligible for federal funding through the FTA Section 5310 grant program. The Draft 2022 Coordinated Plan is available on the AMBAG website at <https://ambag.org/plans/monterey-bay-area-coordinated-public-transit-human-services-transportation-plan>. Committee members provided comments and questions regarding service

providers and partner agency coordination.

No action taken.

11. Regional Early Action Planning Grants 2.0 Program

Paul Hierling and Chris Duymich, AMBAG staff, delivered an update on the Regional Early Action Program (REAP) 2.0 Program including recent feedback and input received from outreach activities. The REAP program integrates housing and climate goals allowing for broader planning and implementation investments, including infrastructure investments that support future housing development. The committee provided suggestions on projects in Santa Cruz County that would benefit from this funding.

No action taken.

12. Ocean St Pavement Rehab & Bike/Ped Upgrades Review

Miguel Lizarraga and Joshua Spangrud, City of Santa Cruz Public Works Staff, presented an overview Ocean Street Pavement Rehab & Bike/Ped Upgrades Project and requested input from the committee prior to the construction of the project. The city of Santa Cruz seeks to make improvements to Ocean Street, due to pavement condition. The rehabilitation work provides an opportunity to make safety improvements including bike and pedestrian infrastructure. The committee provided comments and asked questions regarding ADA accessibility and pedestrian crossings.

No action taken.

Meeting adjourned at approximately 3:05 pm.

The next E&D TAC meeting is scheduled for Tuesday, December 13, 2022 at 1:30 p.m. NOTE: Teleconference may be necessary due to COVID-19.

Respectfully submitted, Amanda Marino, Staff



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Guy Preston, Executive Director
Luis Pavel Mendez, Deputy Director*

Santa Cruz County Regional Transportation Commission (RTC) Nov. 3, 2022 Meeting Highlights

Update from Santa Cruz METRO

The RTC received an update on Santa Cruz Metropolitan Transit District (METRO) public transportation services and capital projects, which are partially funded by the RTC with Transportation Development Act (TDA), State Transit Assistance (STA), Low Carbon Transit Operations Program (LCTOP), and other grants. Metro's Planning and Development Director, John Urgo, highlighted bus ridership trends, as well as plans to double ridership, provide more rapid transit service along major roadways between Watsonville and Santa Cruz, and replace its aging fleet with zero-emission buses. METRO partners with the RTC through the Cruz511.org and Go Santa Cruz County program to make it easier for residents and visitors to ride the bus.

Recognition of Assemblymember Mark Stone

The Commission presented a Resolution of Recognition to Assemblymember and former RTC Commissioner Mark Stone for his years of distinguished service and leadership as he prepares to retire after four terms as a state legislator. Assemblymember Stone has been an exemplary champion of transportation projects and advocate for a more sustainable Santa Cruz County. He was instrumental in ensuring the passage of key bus-on-shoulder legislation, securing critical funding for transportation projects, programs, and service, and securing the purchase of the Santa Cruz Branch Rail Line right-of-way, making it possible to develop and construct the Coastal Rail Trail and continue the work toward future passenger rail service.

Public Hearing: Measure D: Five-Year Programs of Projects for Regional Projects

The Commission received input from the public and approved updated Fiscal Years (FY) 2022/23-2026/2027 five-year programs of projects for regional projects funded by Measure D. This includes funding for the Active Transportation/Monterey Bay Sanctuary Scenic Trail Network/Rail Trail, Highway Corridors, Rail Corridor preservation, Highway 17 Wildlife Crossing, and San Lorenzo Valley-Highway 9 Corridor Improvements. Some of the projects anticipated to be under construction within the next year include Highway 1 Auxiliary Lanes and Bus-on-Shoulders between Soquel and State Park, including new bicycle/pedestrian overcrossings at Chanticleer Avenue and Mar Vista Avenue. Also included is the completion of project development activities for a number of projects across all categories to ensure the start of construction within the next five years. The approved 5-year plans for spending Measure D funds are on the RTC website: www.sccrtc.org/move.

Amendments to the Fiscal Year (FY) 2022-23 Budget & Work Program

The Commission amended its FY 2022-23 Budget and Work Program to incorporate information from prior year-end balances, new projects or funds, updated estimates, and other necessary changes. The proposed FY 2022-23 budget for the RTC includes continuation of ongoing RTC projects and programs, continued oversight of regional transportation projects, and the administration and implementation of Measure D. Some of the approved funds include \$1.37 million in Transportation Development Act (TDA) funds from the prior two fiscal years. Most of these TDA funds (nearly \$1 million) were allocated to Santa Cruz METRO, whose representatives communicated that these additional funds will be extremely helpful in their efforts to replace aging buses with electric buses and maintain service.

Upcoming RTC and Committee Meetings

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

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

Regional Transportation Commission Meeting

Thursday, Dec. 1, 2022, 9:00 a.m.

Interagency Technical Advisory Committee

Thursday, Dec. 15, 2022, 1:30 p.m.

Bicycle Advisory Committee

Monday, Dec. 12, 2022, 6:00 p.m.

Elderly & Disabled Transportation Advisory Committee

Tuesday, Dec. 13, 2022, 1:30 p.m.

Public input on transportation issues is welcomed and encouraged. For more information, visit the SCCRTC website at www.sccrtc.org or call 460-3200. Some Regional Transportation

Commission meetings are televised countywide by Community TV of Santa Cruz. Consult www.communitytv.org or call 831-425-8848 for schedule and station information.



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Santa Cruz County Regional Transportation Commission (RTC) Dec. 1, 2022 Meeting Highlights

Election of 2023 Chair and Vice Chair

The Commission voted unanimously to select Commissioner Manu Koenig as chair and Commissioner Kristen Brown as vice chair of the commission for 2023. Commissioners also expressed their appreciation to outgoing chair, Commissioner Sandy Brown. Commissioners highlighted Chair Brown's dedication to ensuring that everyone was given the opportunity to be heard.

Contract Award for Professional Engineering and Environmental Services for Electric Passenger Rail Transit & Trail Project

The Commission authorized Executive Director Guy Preston to negotiate and execute a contract to begin preliminary engineering and environmental services for a proposed electric passenger rail transit and coastal rail trail project between the Pajaro Junction and Santa Cruz along the Santa Cruz Branch Rail Line (SCBRL). The proposed project would upgrade the existing single track freight facility to an electric passenger rail transit facility along the SCBRL and construct the remaining segments of a continuous multi-use trail adjacent to the rail transit facility. The RFP scope of work included full service professional engineering and environmental services through project development. However, staff recommended that the awarded contract include only a portion of Task 1 of preparing the project concept report component and subsequently amending the contract to complete the remaining tasks, including an Environmental Impact Report (EIR), once additional funding is secured. The development of the project concept report will involve extensive community outreach and early engineering to provide a stable project definition moving into subsequent tasks.

Pajaro River Bridge Rehabilitation Project along the Santa Cruz Branch Rail Line

The Commission accepted the bid received and authorized Executive Director Guy Preston to execute a construction contract for the Pajaro River Bridge Rehabilitation Project along the Santa Cruz Branch Rail Line. The project's scope of work includes structural steel repairs, installing bandings to timber piles, and repairs to the superstructure walkway and cable railing.

Upcoming RTC and Committee Meetings

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Regional Transportation Commission Meeting

Thursday, Jan. 12, 2023, 9:00 a.m.

Bicycle Advisory Committee

Monday, Dec. 12, 2022, 6:00 p.m.

Elderly & Disabled Transportation Advisory Committee

Tuesday, Dec. 13, 2022, 1:30 p.m.

Interagency Technical Advisory Committee

Thursday, Dec. 15, 2022, 1:30 p.m.

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



Elderly & Disabled Transportation Advisory Committee ~ Annual Meeting Schedule ~ 2023

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

February 14	Review Preliminary Draft Unmet Needs Review TDA Calendar Review Roster/Membership update
April 11	Review <u>draft</u> TDA Claims for Volunteer Center, Community Bridges and METRO Elect Chair and Vice Chair Recommend Final Unmet Needs list
June 13	Transp. Planning, Policy and Funding Items, as needed Transp. Project and Service Items, as needed
August 8	Transp. Planning, Policy and Funding Items, as needed Transp. Project and Service Items, as needed
October 10	Transp. Planning, Policy and Funding Items, as needed Transp. Project and Service Items, as needed
December 12	Transp. Planning, Policy and Funding Items, as needed Transp. Project and Service Items, as needed
Info items:	Minutes from last meeting Monthly TDA Revenues (get from latest RTC packet) RTC Highlights (w/o meeting list) Letters from the committee Agency Updates , including Quarterly TDA reports Committee Appointments
As Needed:	Recommend TDA Claims from local jurisdictions Review Updates to Guide for Specialization Review Triennial Performance Audit (every 3 years) Review Coordinated Plan (update every 4 years) Other timely items that are within the purview of the committee

Parking: There is a parking at the lot at Pacific Ave and Cathcart St.

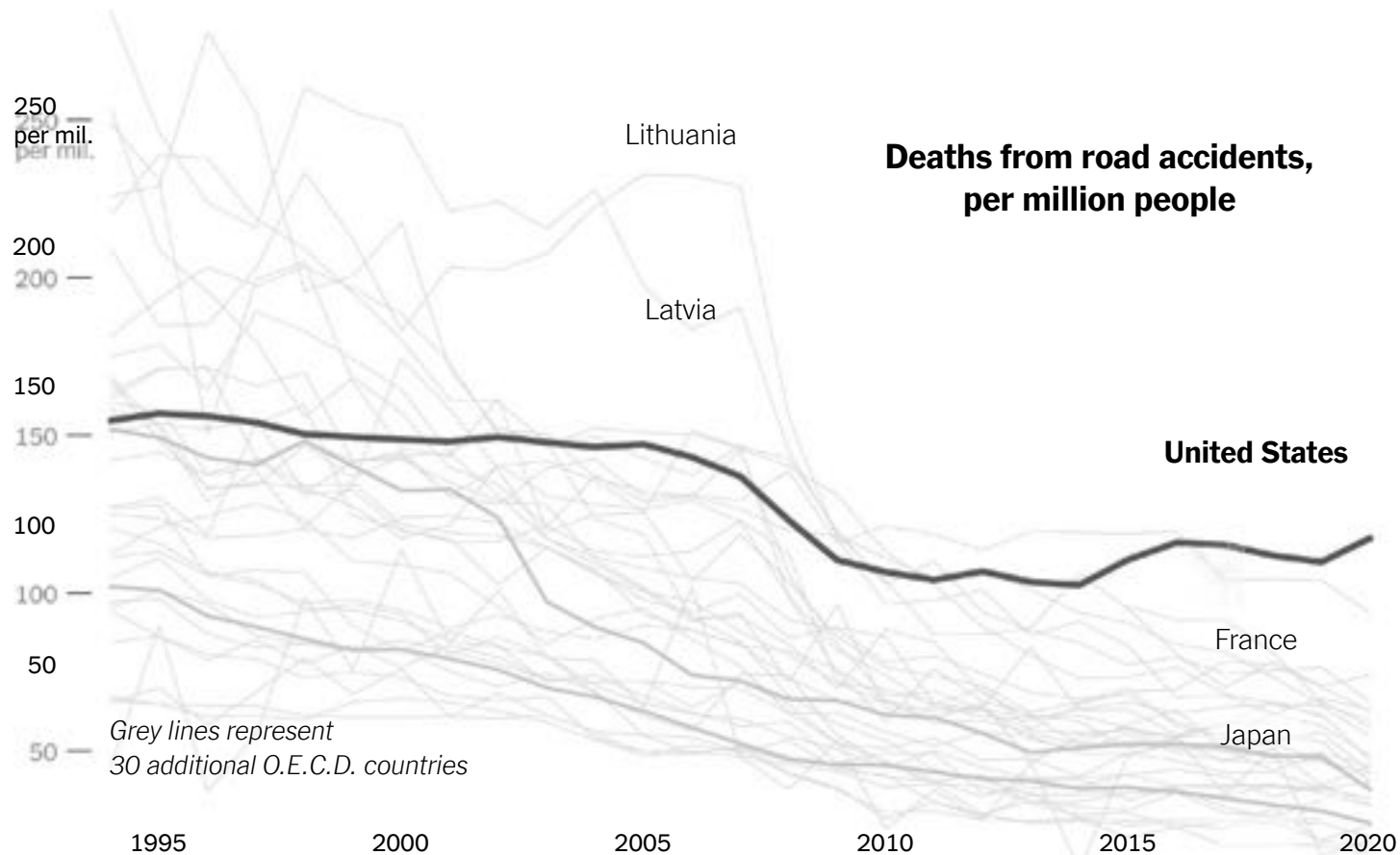
Bus: The Pacific Station MetroCenter, a destination for most buses, is approximately four blocks down Pacific Avenue. The following bus route stops on Cedar Street approximately one block from the office: the 'Route 10 via High' while outbound from the MetroCenter toward UCSC.


The New York Times

<https://www.nytimes.com/2022/11/27/upshot/road-deaths-pedestrians-cyclists.html>

The Exceptionally American Problem of Rising Roadway Deaths

Why other rich nations have surpassed the U.S. in protecting pedestrians, cyclists and motorists.





Source: Organization for Economic Cooperation and Development • The New York Times



By Emily Badger and Alicia Parlapiano

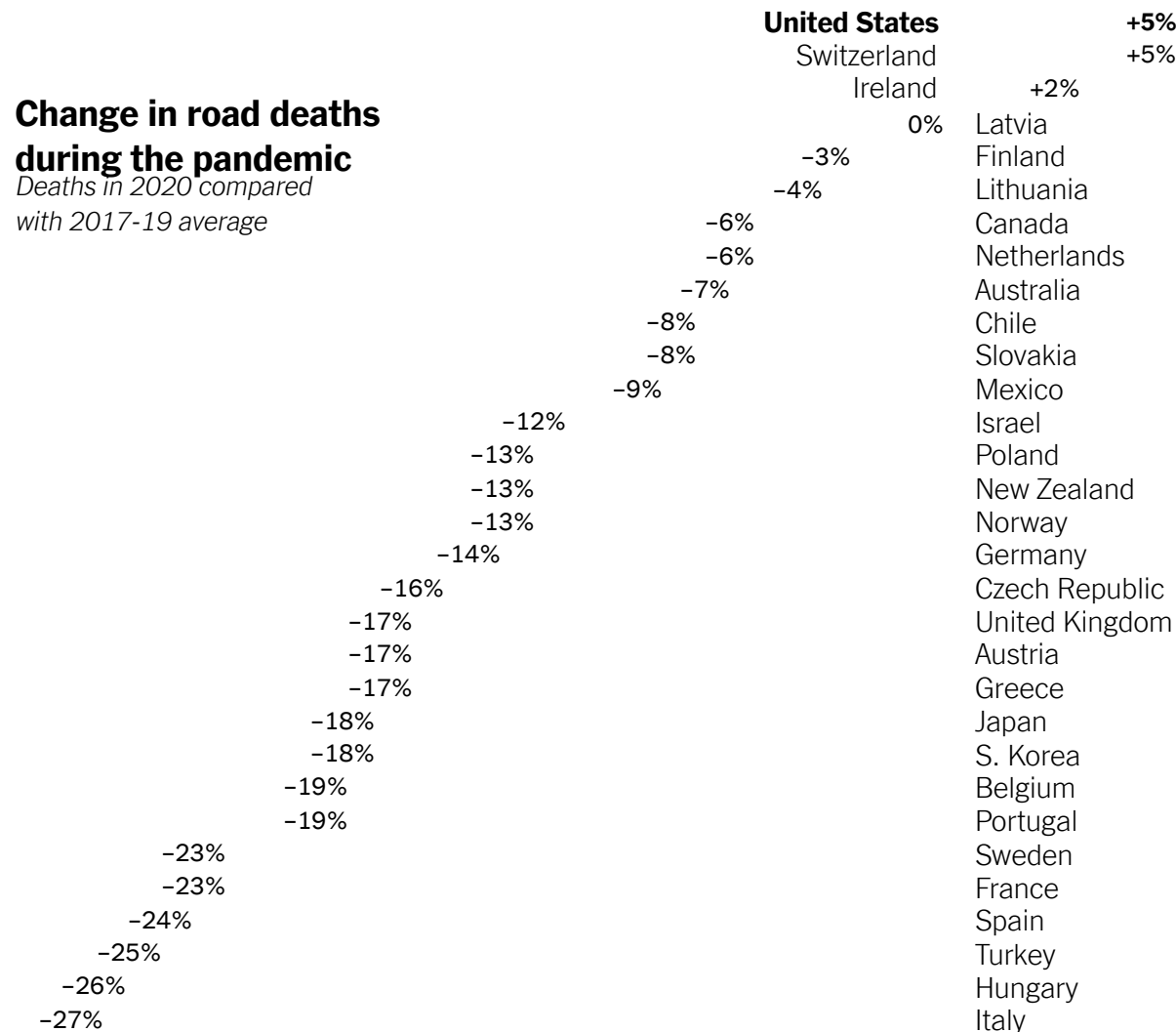
Nov. 27, 2022

About a thousand people gathered on a bright morning on the National Mall the Saturday before Thanksgiving for what has become an American tradition: mourning a roadway fatality. With the Capitol in the background and the tune of an ice cream truck looping nearby, the crowd had assembled to remember Sarah Debbink Langenkamp, who was biking home from her sons' elementary school when she was crushed by a semi truck.

Ms. Langenkamp was, improbably, the third foreign service officer at the State Department to die while walking or biking in the Washington area this year. She was killed in August in suburban Bethesda, Md. Another died in July while biking in Foggy Bottom. The third, a retired foreign service officer working on contract, was walking near the agency's headquarters in August. That is more foreign service officers killed by vehicles at home than have died overseas this year, noted Dan Langenkamp, Ms. Langenkamp's husband and a foreign service officer himself.

"It's infuriating to me as a U.S. diplomat," he told the rally in her honor, "to be a person that goes around the world bragging about our record, trying to get people to think like us — to know that we are such failures on this issue."

That assessment has become increasingly true. The U.S. has diverged over the past decade from other comparably developed countries, where traffic fatalities have been falling. This American exception became even starker during the pandemic. In 2020, as car travel plummeted around the world, traffic fatalities broadly fell as well. But in the U.S., the opposite happened. Travel declined, and deaths still went up. Preliminary federal data suggests road fatalities rose again in 2021.



Source: Organization for Economic Cooperation and Development • The New York Times

Safety advocates and government officials lament that so many deaths are often tolerated in America as an unavoidable cost of mass mobility. But periodically, the illogic of that toll becomes clearer: Americans die in rising numbers even when they drive less. They die in rising numbers even as roads around the world grow safer. American foreign service officers leave war zones, only to die on roads around the nation's capital.

In 2021, nearly 43,000 people died on American roads, the government estimates. And the recent rise in fatalities has been particularly pronounced among those the government classifies as most vulnerable — cyclists, motorcyclists, pedestrians.

Much of the familiar explanation for America's road safety record lies with a transportation system primarily designed to move cars quickly, not to move people safely.

“Motor vehicles are first, highways are first, and everything else is an afterthought,” said Jennifer Homendy, chair of the National Transportation Safety Board.

That culture is baked into state transportation departments that have their roots in the era of Interstate

highway construction (and through which most federal transportation dollars flow). And it's especially apparent in Sun Belt metros like Tampa and Orlando that boomed after widespread adoption of the car — the roads there are among the most dangerous in the country for cyclists and pedestrians.

The fatality trends over the last 25 years, though, aren't simply explained by America's history of highway development or dependence on cars. In the 1990s, per capita roadway fatalities across developed countries were significantly higher than today. And they were higher in South Korea, New Zealand and Belgium than in the U.S. Then a revolution in car safety brought more seatbelt usage, standard-issue airbags and safer car frames, said Yonah Freemark, a researcher at the Urban Institute.

Fatalities fell as a result, in the U.S. and internationally. But as cars grew safer for the people inside them, the U.S. didn't progress as other countries did to prioritizing the safety of people *outside* them.

“Other countries started to take seriously pedestrian and cyclist injuries in the 2000s — and started making that a priority in both vehicle design and street design — in a way that has never been committed to in the United States,” Mr. Freemark said.

Other developed countries lowered speed limits and built more protected bike lanes. They moved faster in making standard in-vehicle technology like automatic braking systems that detect pedestrians, and vehicle hoods that are less deadly to them. They designed roundabouts that reduce the danger at intersections, where fatalities disproportionately occur.

In the U.S. in the past two decades, by contrast, vehicles have grown significantly bigger and thus deadlier to the people they hit. Many states curb the ability of local governments to set lower speed limits. The five-star federal safety rating that consumers can look for when buying a car today doesn't take into consideration what that car might do to pedestrians.

These diverging histories mean that while the U.S. and France had similar per capita fatality rates in the 1990s, Americans today are three times as likely to die in a traffic crash, according to Mr. Freemark's research.

Over this time, more people have been traveling by motorcycle and bike in the U.S. Bike-share systems spread around the country, and new modes like electric bikes and scooters have followed, heightening the need to adapt roads — and the way users of all kinds share them — for a world not dominated solely by automobiles.

Cycling advocates said they expected there would be safety in numbers as more people biked and as drivers grew accustomed to sharing the road, reducing deaths. Instead, the opposite has happened.

Change in U.S. road deaths since 1994

+125%

+100%

+75%

+50%

+25%

-25%

-50%

Vehicle miles traveled

1995

2000

2005

2010

2015

2020

Motorcyclists

+140%

Pedestrians

+19%

Cyclists

+17%

Drivers

-10%

Passengers

-42%

Note: Motorcycle registrations doubled in the U.S. between 2002 and 2020. • Sources: U.S. National Highway Traffic Safety Administration; Insurance Institute for Highway Safety • The New York Times

The pandemic similarly skewed expectations. As countries adopted lockdowns and social distancing rules, streets across the world emptied. Polly Trottenberg, then New York City’s transportation commissioner, recalled a remarkable lull early in the pandemic when the city had zero pedestrian deaths. She knew it couldn’t last.

“I hate to say it, but I felt this anxiety that things were going to roar back in a bad way,” said Ms. Trottenberg, now the deputy secretary at the U.S. Department of Transportation.

On empty pandemic roads, it was easy to see exactly what kind of transportation infrastructure the U.S. had built: wide roads, even in city centers, that seemed to invite speeding. By the end of 2020 in New York, traffic fatalities on those roads had surged from prepandemic times.

“We have a system that allows this incredible abuse, if the conditions are ripe for it,” Mr. Freemark said.

And that’s precisely what the conditions were during the pandemic. There was little congestion holding back reckless drivers. Many cities also curtailed enforcement, closed DMV offices and offered reprieves for drivers who had unpaid tickets, expired drivers’ licenses and out-of-state tags.

The pandemic made more apparent how much American infrastructure contributes to dangerous

conditions, in ways that can't be easily explained by other factors.

“We are not the only country with alcohol,” said Beth Osborne, director of the advocacy group Transportation for America. “We’re not the only country with smartphones and distraction. We were not the only country impacted by the worldwide pandemic.”

Rather, she said, other countries have designed transportation systems where human emotion and error are less likely to produce deadly results on roadways.



Green dots are part of a street signal design in Berlin aimed to improve traffic safety and induce vehicles to slow as they approach the painted area. Felipe Trueba/EPA, via Shutterstock

What the U.S. can do to change this is obvious, advocates say: like outfitting trucks with side underride guards to prevent people from being pulled underneath, or narrowing the roads that cars share with bikes so that drivers intuit they should drive slower.

“We know what the problem is, we know what the solution is,” said Caron Whitaker, deputy executive director at the League of American Bicyclists. “We just don’t have the political will to do it.”

The bipartisan infrastructure bill passed last year takes modest steps toward changing that. There is more federal money for pedestrian and cycling infrastructure. And states will now be required to analyze fatalities and serious injuries among “vulnerable road users” — people outside of cars — to identify the most dangerous traffic corridors and potential ways to fix them.

States where vulnerable road users make up at least 15 percent of fatalities must spend at least 15 percent of their federal safety funds on improvements prioritizing those vulnerable users. Today, 32 states, Puerto Rico and the District of Columbia face that mandate.

The larger question is whether Americans are willing to stop being exceptional in the world in this way.

“We need to change the culture that accepts this level of death and injury,” Ms. Trottenberg said. “We’re horrified when State Department employees lose their lives overseas. We need to create that same sense of urgency when it comes to roadway deaths.”

November 15, 2022

Ms. Elizabeth Cabell
Finance Director
City of Santa Cruz
1200 Pacific Avenue, Suite 290
Santa Cruz, CA 95060

Dear Ms. Cabell:

Re: TDA Fiscal Year 2021-2022 Fourth Quarter and Annual Summary Reports
(Contract between "City of Santa Cruz and Community Bridges/Consolidated Transportation Services Agency")

Enclosed please find the TDA Quarterly Summary Report for the period beginning April 1, 2022 through June 30, 2022 and the TDA Annual Summary Report for the period of July 1, 2021 through June 30, 2022.

If you would like additional information or have any questions, please contact me at 831-688-8840, ext. 276, or email douglasu@cbridges.org.

Sincerely,



Douglas Underhill
Chief Financial Officer
831-688-8840 ext. 276

Encl.

cc: A. Marino, Transportation Planner, SCCRTC
T. New, Director of Finance and Budget, SCCRTC
N. Gong, Accountant II, City of Santa Cruz
R. Cancino, CEO, Community Bridges
S. McGibben, CAO, Community Bridges
J. Bojorquez, Program Director, CTSA: List Line

CC 20,31,39, 23							CC 21						CC 29						CC 24,30									
#	Performance Measures to be Included in Quarterly Reports	Medical					YTD % of	Meals on Wheels					YTD % of	Taxi Scrip					YTD % of	Elderday					YTD % of	Qtr Total	YTD Total	
		Apr	May	Jun	Qtr	YTD	Goals	Apr	May	Jun	Qtr	YTD	Goals	Apr	May	Jun	Qtr	YTD	Goals	Apr	May	Jun	Qtr	YTD	Goals			
1	Unduplicated Passengers per Month	146	148	143	230	1,285		21	22	18	44	605		22	30	35	44	141		79	90	102	106	412		424	2,443	
2	Total Passenger Trips (Units of Service) per Month	908	928	861	2,697	9,843	164%	439	453	455	1,347	6,416	104%	87	636	575	1298	2,108	146%	1,725	1,906	1,956	5,587	14,316	88%	10,929	32,683	
3	Ride Percentage	8.31%	8.49%	7.88%	24.68%	30.12%		4.02%	4.14%	4.16%	12.33%	19.63%		0.80%	5.82%	5.26%	11.88%	6.45%		15.78%	17.44%	17.90%	51.12%	43.80%		100%	100%	
4	Number of Incidents per Month	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
5	Number of Accidents per Month	0	0	0	0	2		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	2	
6	Number of Mechanical Failures (including lift failure) per Month	0	0	3	3	10		0	0	0	0	0		n/a	n/a	n/a	0	0		0	0	0	0	0		3	10	
7	Number of No-Shows per Month	47	49	44	140	442		31	39	35	105	263		n/a	n/a	n/a	0	0		115	95	119	329	705		574	1,410	
8	Number of Turndowns or Referrals per Month	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
9	Number of Cancels per Month	238	233	221	692	11,370		156	222	123	501	3,020		n/a	n/a	n/a	0	0		594	760	968	2,322	11,542		3,515	25,932	
10	Total Donations per Month	\$100	\$100	\$0	\$200	6,517		0	0	0	\$0	\$0		n/a	n/a	n/a	\$0	\$0					\$0	\$0		\$ 200	\$ 6,517	
11	Number of Complaints per 1,000 Passenger Trips	0	0	0	0	4		0	0	0	0	0		n/a	n/a	n/a	0	0		0	1	0	1	1		1	5	
12	Complaints	0	0	0	0	4		0	0	0	0	0		0	0	0	0	0		0	1	0	1	1		1	5	
13	Number of Safety Incidents per 100,000 Vehicle Miles	0				0		0				0		n/a	n/a	n/a	0	0		0				0		0	0	
14	Operating Cost per Passenger Trip				\$76.05					\$36.04					\$14.01					\$28.79								
15	Operating Cost per Vehicle Service Hour				\$123.5					\$82.89										\$109.57								
16	Passengers per Vehicle Service Hour				2.0					1.72										3.81								
17	Passengers per Vehicle Service Mile				0.11					0.21										0.27								
18	Van Mileage per Program				24,960					6,360										20,463								

Quarterly TDA
Report :
Time Period:

FY 21/22 ANNUAL
JULY 2021 - JUNE 2022

CC 20,23,26,31,32,38,39

CC 21

CC 29

CC 24,30

#	Performance Measures to be Included in	Medical					YTD % of Goals	Meals on Wheels					YTD % of Goals	Taxi Scrip					YTD % of Goals	Elderday					YTD % of TOTAL	YTD Total
		Q1	Q2	Q3	Q4	TOTAL		Q1	Q2	Q3	Q4	TOTAL		Q1	Q2	Q3	Q4	TOTAL		Q1	Q2	Q3	Q4	YTD		
1	Unduplicated Passengers	322	284	449	230	1,285		123	114	313	44	605		27	19	43	44	141		61	67	184	106	412		2,443
2	Total Passenger Trips (Units of Service)	2664	2083	2399	2697	9,843	164%	2612	1281	1176	1347	6,416	104%	222	291	297	1298	2,108	146%	3073	3777	1879	5587	14,316	88%	32,683
3	Ride Percentage	31.08%	28.03%	41.71%	24.68%	30.12%		30.47%	17.24%	20.45%	12.33%	19.63%		2.59%	3.92%	5.16%	11.88%	6.45%		35.85%	50.82%	32.67%	51.12%	43.80%		100%
4	Number of Incidents	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0
5	Number of Accidents	1	1	0	0	2		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		2
6	Number of Mechanical Failures (including lift failure)	0	6	1	3	10		0	0	0	0	0		N/A	N/A	N/A	0	0		0	0	0	0	0		10
7	Number of No-Shows	82	109	111	140	442		5	65	41	105	216		N/A	N/A	N/A	0	0		103	56	84	329	621		1,279
8	Number of Turndowns or Referrals	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0
9	Number of Cancells	3669	3411	3598	692	11,370		175	1490	854	501	3,020		N/A	0	N/A	0	0		4312	1995	2913	2322	11,542		25,932
10	Total Donations	\$770	387	\$5,161	\$200	6,517		N/A	N/A	N/A	\$0	0		N/A	N/A	N/A	\$0	0		N/A	N/A	N/A	\$0	0		\$ 6,517
11	Number of Complaints per 1,000 Passenger Trips	1	1	2	0	4		0	0	0	0	0		0	0	0	0	0		0	0	0	1	1		5
12	Complaints	1	1	2	0	4		0	0	0	0	0		0	0	0	0	0		0	0	0	1	1		5
13	Number of Safety Incidents per 100,000 Vehicle Miles	0	0	0	0	0		0	0	0	0	0		N/A	N/A	N/A	N/A	N/A		0	0	0	0	0		0
14	Operating Cost per Passenger Trip					\$76.37						\$23.10						\$39.13						\$25.88		
15	Operating Cost per Vehicle Service Hour					\$112.25						\$92.80												\$82.12		
16	Passengers per Vehicle Service Hour					1.55						3.95												4.06		
17	Passengers per Vehicle Service Mile					0.10						0.19												0.24		
18	Van Mileage per Program					82,685						32,250												58,691		

AGENDA: December 13, 2022

TO: Elderly and Disabled Transportation Advisory Committee (E&D TAC)
FROM: Luis Mendez, Deputy Director
RE: COVID 19 State of Emergency to be Lifted and Assembly Bill (AB) 2449

RECOMMENDATION

Staff recommends that the E&D TAC 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.

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.

E & D TAC Pedestrian Hazard Reports

12/6

Date	First Name	Last Name	Location	Cross Street	City	Category	Additional Comments	Forwarded to	Forwarded Date	Response
11/12/22	Richard	Stover	1747 Escalona Dr	Grandview St	Santa Cruz	Ped: Other	Missing access cover in the pedestrian crosswalk of Escalona at the intersection of Escalona Dr. and Grandview St.	Claire Gallogly, Dan Estranero	11/17/22	11/18/22 Dan Estranero: Looks like a water utility lid. I will notify the Water Department.
10/24/22	Graham	Freeman	2226 W Cliff Dr	N/A	Santa Cruz	Ped: Lack of wheelchair access, Sidewalk too narrow	Portable "No car parking" signs partially blocking walkway. Such signs should instead be placed in the car parking area, not the walkway. This happens frequently, and will result in an avoidable injury or death. I'm keeping an ongoing record of such things, and will make them available to personal injury attorneys.	Claire Gallogly, Dan Estranero	10/25/22	11/29/22 Dan Estranero: The barricades were probably removed by now, but we will notify anybody placing the barricades in the future to keep them off the walkway
10/14/22	Debroah	Benham	224 Kings Village Rd	N/A	Scotts Valley	Ped: Lighting problem	Flashing pedestrian switch is non-functioning on the Goodwill Store side of the street; crosswalk that runs from Goodwill Store to US Post Office.	Trish McGrath, Philip Linarte, Chris Lamm, Tyler Thomas	10/17/22	11/29/22 Tyler Thomas: The lighting issue has been fixed at this location.
10/03/22	Bob	Haber	Ocean St under Hwy 1 Overpass	N/A	Santa Cruz	Ped: Vehicles or objects blocking sidewalk	Broken fence blocking the sidewalk. The fence has been dismantled by people camping on the dirtpile under the Highway 1 overpass, on Ocean St. Fence needs to be mended or replaced.	Claire Gallogly, Dan Estranero (Forwarded to Caltrans on 10/17/22)	10/04/22	10/17/22 Katie Osekowsky: The encampment at this location is going to be removed in the beginning of November.

TO: Elderly and Disabled Transportation Advisory Committee

FROM: Amanda Marino, Transportation Planner

RE: Elderly and Disabled Transportation Advisory Committee (E&D TAC) New Member Appointment

RECOMMENDATION

RTC staff recommends that the E&D TAC recommend that the RTC appointment a new member position to fill vacancies on the E&D TAC.

BACKGROUND

Seats on the Elderly & Disabled Transportation Advisory Committee (E&D TAC) correspond to City and Supervisorial District seats on the Regional Transportation Commission (RTC), service providers, transit users, and agency representatives.

DISCUSSION

One application was received for the Elderly & Disabled Transportation Advisory Committee to serve as the Social Service Provider -Disabled (County) representative. In an effort to accommodate the interested applicant, staff recommends the new position noted as *pending* in the attached roster ([Attachment 1](#)). The applicant Christina Witt's application is included in [Attachment 2](#).

RTC staff recommends that the E&D TAC recommend that the RTC appoint a Social Service Provider -Disabled (County) member to fill vacancies on the E&D TAC as shown in [Attachment 1](#).

SUMMARY

The Elderly & Disabled Transportation Advisory Committee (E&D TAC) functions best when all committee membership and alternate positions are filled. One individual has expressed interest in joining the E&D TAC. Staff recommends that the position be filled as shown (see [Attachment 1](#) for current roster).

[Attachment 1](#): December 2022 E&D TAC Roster
[Attachment 2](#): Member Application Form



Santa Cruz County Regional Transportation Commission
ELDERLY & DISABLED TRANSPORTATION ADVISORY COMMITTEE (E&D TAC)
SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC)

Membership Roster
December 2022
 (Membership Expiration Date)

Members	Representing	Alternate
Clay Kempf (2025)	Social Services Provider - Seniors	Patty Talbot (2025)
Alicia Morales (2025)	Social Services Provider - Seniors (County)	vacant
Alex Weske (2025)	Social Service Provider - Disabled	vacant
Christina Witt (<i>Pending</i>)	Social Service Provider - Disabled (County)	vacant
Tara Ireland (2024)	Social Service Provider - Persons of Limited Means	vacant
Lisa Berkowitz (2025)	CTSA (Community Bridges)	vacant
Jesus Bojorquez (2025)	CTSA (Lift Line)	Nadia Noriega (2025)
Eileen Wagley (2024)	SCMTD (Metro)	Daniel Zaragoza (2025)
Michael Pisano (2023)	Potential Transit User (60+)	Patricia McVeigh (2023)
Caroline Lamb (2023)	Potential Transit User (Disabled)	vacant

Supervisory District Representatives		
Members	Representing	Alternate
Janet Edwards, Vice Chair (2023)	1st District (Koenig)	Phil Kipnis (2023)
Paul Elerick (2023)	2nd District (Friend)	vacant
Veronica Elsea, Chair (2025)	3rd District (Coonerty)	vacant
Martha Rubbo (2023)	4th District (Caput)	Patricia Fohrman (2023)
Ed Hutton (2023)	5th District (McPherson)	vacant

Staff: Amanda Marino, Regional Transportation Commission

COMMITTEE APPOINTMENT APPLICATION

Santa Cruz County Regional Transportation Commission (SCCRTC) Elderly & Disabled Transportation Advisory Committee (E&D TAC)

Meetings are scheduled for the second Tuesday of every other month at 1:30 p.m. in the Santa Cruz County Regional Transportation Commission conference room, located at 1523 Pacific Avenue in downtown Santa Cruz. At least one meeting each year is scheduled for an alternate location. Please refer to the Committee description, bylaws and recruitment process for more information.

If you are interested in serving on this committee, please complete this application, and return it to the Regional Transportation Commission office.

PLEASE TYPE OR PRINT CLEARLY

Name: Christina Witt

Home address: _____

Mailing address (if different): Department of Rehabilitation,

Phone: (home) _____ (business/message) _____

E-mail: _____

Length of residence in Santa Cruz County: 1 year 6 mos.

Position(s) I am applying for: ☐ Any appropriate position

☒ Social Service Provider - (County) ^{Disabled} ☐

Previous experience on a government commission or committee (please specify)

Although I do not have direct experience on a government Commission or Committee, I have work experience in my positions with the State of California as^{an} analyst interfacing with various Commissions. I have reported to the Gambling Control Commission, Insurance Commission^{and} Fair Political Practices Commission after completing research and investigations. I volunteered on the board for a non-profit group assisting single parents called Parents Without Partners.

Relevant Work or Volunteer Experience

Organization	Town or Address	Position	Dates
State of California, Dept. of Rehabilitation	1350- 41st Ave, Suite 101 Capitola, CA 95010	Office Technician Assisting vocational rehabilitation counselors and Service Coordinators	8/26/22 to Present
State of CA positions Office of Legislative Counsel Dept. of Insurance Dept. of Justice, Bureau of Gambling Control	925 L St., Sacramento, CA 320 Capitol Mall, Sacramento, CA 1425 River Park Dr., Sacramento, CA	Senior Paralegal for attorneys for Legislature Program analyst reporting to Insurance Commission Program Analyst reporting to Gambling Control Commission	7/12 to 2/22 11/11 to 7/12 7/09 to 11/11
Law Offices of Stawicki + Maples	3353 Bradshaw Road, Suite 115, Sacramento, CA 95827	Legal Secretary assisting clients with personal injury claims.	5/90 to 2/07

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.

[Redacted Signature]

Signature

11/29/22

Date

How did you learn about this opportunity?

☐ newspaper
☐ radio
☐ internet

☐ flyer
☐ friend/family member
☒ other SCCRTC event

Return Application to:

SCCRTC
Elderly & Disabled Transportation Advisory Committee
1523 Pacific Avenue
Santa Cruz, CA 95060
fax: 460-6178 email: gblakeslee@sccrtc.org

Questions or Comments: (831) 460-3200

I:\E&DTAC\MEMBERS\Application\COMMITTEE APPOINTMENT APPLICATION.doc

Statement of Interest

My name is Christina Witt (she/her) and I appreciate your consideration of my request for membership on the SCCRTC's Elderly & Disabled Transportation Advisory Committee. I am interested in serving on the Committee as I believe my position with the Department of Rehabilitation (DOR) assisting vocational rehabilitation counselors provides a special connection to our differently-abled community in Santa Cruz County. Oftentimes the DOR assists its consumers with locating and paying for appropriate transportation to work or school. It would be a win-win situation to report on current events in transportation to DOR staff and receive feedback from them to provide the Committee. After attending the Committee's last meeting, I was able to report back to DOR staff about the forthcoming on-demand wheelchair service, which would be of great value to many DOR consumers. From the last meeting, I was also able to report back to DOR's vocational counselors about job openings that were discussed by one of the speakers. One of the future endeavors that interests me most is the proposed electric train service. I believe that electric train service would provide an additional mode of transportation for our differently-abled community that is safe, efficient, and user-friendly. As outlined in my application, I believe I am qualified for this appointment based upon my prior State of California positions, which involved conducting investigations and research and reporting the information to various state commissions. In addition, I spent 16 years as a legal secretary assisting people who were disabled from injury accidents.

I look forward to hearing from you soon with your decision.

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

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.

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 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 by January 20, 2023, of any changes the RTC should consider.

Attachment 1: Draft 2023 Legislative Program

\\rtcserv2\shared\legislat\2023\legprogram2023-srcommittees.docx

**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

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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TO: Elderly and Disabled Transportation Advisory Committee (E&D TAC)
FROM: Tommy Travers, Transportation Planner
RE: City of Santa Cruz Article 8 Transportation Development Act Allocation Request

RECOMMENDATION

Staff recommends that the E&D TAC 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 Bay Street Protected Bike Lanes and Pedestrian Path

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 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.

Staff recommends that the E&D TAC 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. The projects are consistent with the RTC's Regional Transportation Plan.

SUMMARY

The City of Santa Cruz is requesting TDA Article 8 allocations. 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



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
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Bay Drive Protected Bike Lanes and Pedestrian Path	\$250,000
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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: http://www.dot.ca.gov).	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
SCHEDULE (Month/Yr) Completion Date /			Spring '23		Fall '23			
Total Cost/Phase			\$25,000		\$275,000			\$300,000
\$TDA Requested (this claim)			\$25,000		\$225,000			\$250,000
Prior TDA:								
Source 3: City D					\$50,000			\$50,000
Source 4:								
Unsecured/ additional need**								

*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:

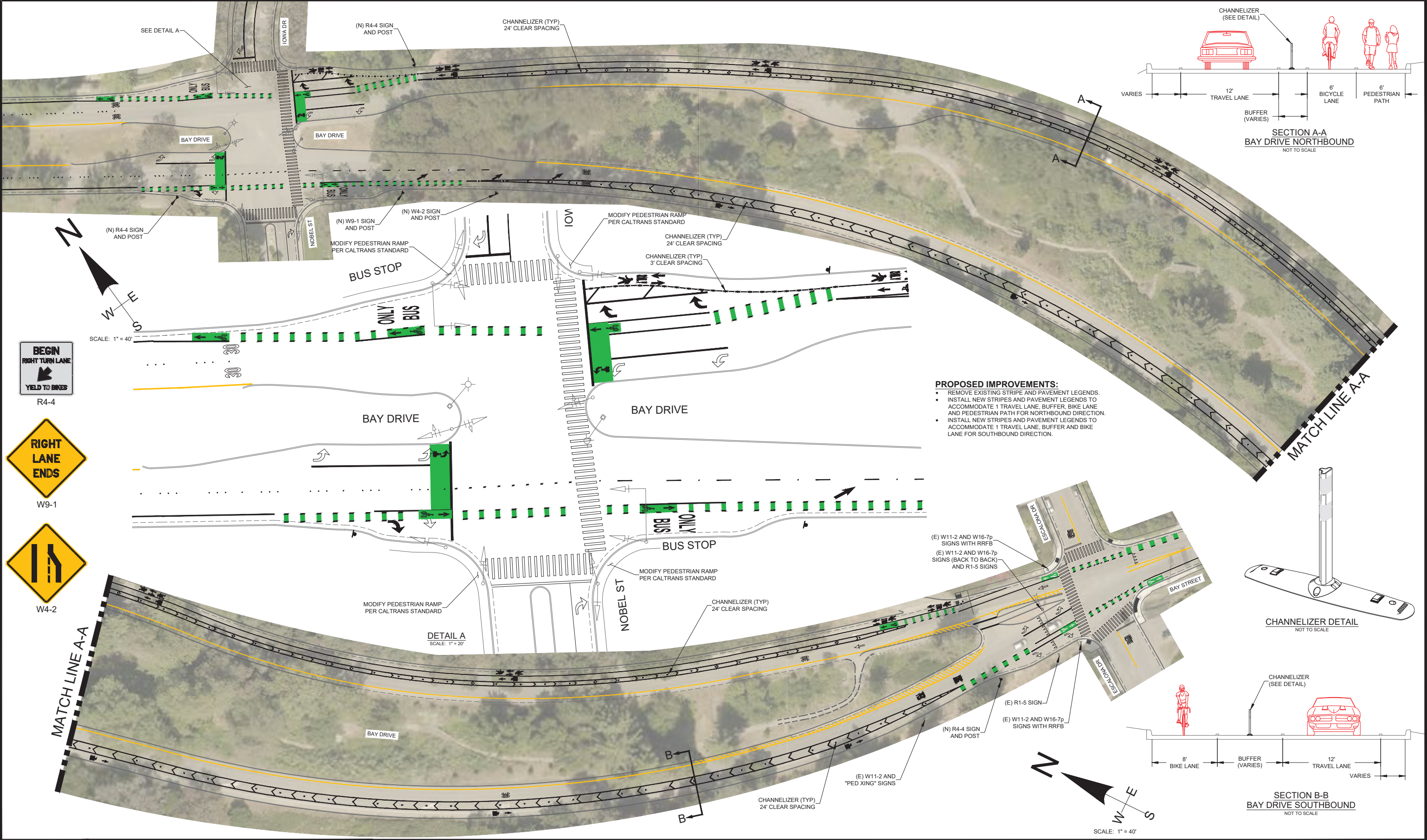
This TDA Claim has been prepared in accordance with the SCCRTC's Budget, SCCRTC's Rules and Regulations, and Caltrans TDA Guidebook (<http://www.dot.ca.gov/hq/MassTrans/State-TDA.html>). I certify that the information provided in this form is accurate and correct. I understand that if the required information 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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AGENDA: December 13, 2022

TO: RTC Advisory Committees – Bicycle Advisory Committee, Elderly/Disabled Transportation Advisory Committee (E&DTAC), and Interagency Technical Advisory Committee (ITAC)

FROM: Brianna Goodman, Transportation Planner

RE: Review of Draft Concepts for San Lorenzo Valley Schools Complex Circulation and Access Study

RECOMMENDATIONS

Staff recommends that the Bicycle Advisory Committee, Elderly and Disabled Transportation Advisory Committee (E&D TAC), and Interagency Technical Advisory Committee (ITAC) review and provide input on the draft engineering concepts ([Attachment 1](#)) for the SLV Schools Complex Circulation and Access Study.

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 (SLV Plan) to help coordinate and prioritize transportation investments for this important corridor. The plan identified the Highway 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) as a top priority in need of dedicated active transportation facilities, improved access to transit, and optimized vehicle throughput. Projects 9, 10, 11, and 12 of the SLV Plan defined the SLV Schools Complex Circulation and Access Project.

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 Circulation and Access Project. RTC staff in conjunction with Caltrans and the SLVUSD identified the need to carry out more thorough analysis for this project as the next step toward implementing the Project.

The SLV Schools Circulation and Access Study began in March of 2022 and includes public input, needs assessment, traffic analysis, preliminary engineering, and feasible recommendations for the SLV Schools Complex and along Highway 9 between Graham Hill Road and the southerly

intersection of Glen Arbor Road. Concurrently, Caltrans is implementing pedestrian safety improvements along Highway 9 south of the school campus (Attachment 2).

DISCUSSION

In March 2022, the SLV Schools Circulation and Access Study (Study) was initiated through coordination with key stakeholders - the California Department of Transportation (Caltrans), Santa Cruz County Regional Transportation Commission (SCCRTC), County of Santa Cruz Department of Public Works (DPW), San Lorenzo Valley Unified School District (SLVUSD), Santa Cruz Metro Transit District (METRO), with technical support from professional consultants Mark Thomas & Company, Inc. (MT), and subconsultant Fehr & Peers (F&P). This stakeholder group is jointly referred to as the Circulation Project Management Team (CPMT). The CPMT meets monthly to review existing conditions, data analyses, and discuss potential infrastructure and non-infrastructure solutions.

Public Engagement Phase One:

Four engagement activities were hosted between May 17 and June 30, 2022, with input from elementary, middle, and high school students, school faculty and staff, and the public. A total of 440 individuals provided input during the engagement activities. Key findings include the following:

- In response to an open-ended question regarding challenges experienced on Highway 9 near the school campuses, the most common responses included:
 - Access between Highway 9 and SLV school campuses.
 - Lack of walking and bicycling facilities.
 - Congestion during student pick-up and drop-off.
- In response to which solutions from the SLV Plan were most favored or supported, the top selections included:
 - Sidewalks on Highway 9 from the South (Felton).
 - Right-turn pockets on Highway 9 into school entrances.
 - Shoulder improvements for bicycling on Highway 9 from the South (Felton).
- Key themes identified in the engagement activity include:
 - SLV parents support additional bus service and enhancing bus stop amenities.
 - Students are interested in walking and bicycling near campus.
 - Staff is interested in separation between buses and passenger vehicles.
 - Dedicated space for walking and bicycling is highly favored.

Public Engagement Phase 2:

Two engagement activities were hosted on November 2 and 3, 2022, with input from members of the public during a virtual and in-person community workshop. A total of approximately 40 individuals provided input during the engagement activities. Key findings include the following:

- Participants showed majority support for concepts illustrated in Attachment 1 and Attachment 2.
- Some participants expressed reservation related to the evaluation of a traffic signal or roundabout at the Elementary School Driveway and/or Solyo Heights Dr intersections with Highway 9.
- Participants repeatedly added the suggestion of connecting to Fall Creek Drive via bicycling and walking.

Based on findings during public engagement and CPMT monthly meetings, circulation improvements have been categorized in the following areas:

1. Highway 9 between Graham Hill Road and Glen Arbor Road
2. SLV High School Entrance and Parking Areas
3. SLV Middle School Entrance and Parking Areas including access from Hacienda Way, and El Solyo Heights Drive
4. SLV Elementary School Parking Lot and Access Ramp

Concept plans for the circulation and access improvements are included as Attachment 1. **Staff recommends the RTC's Bicycle Advisory Committee, the Elderly & Disabled Transportation Advisory Committee, and Interagency Technical Advisory Committee (ITAC) review and provide input on draft engineering concepts for the SLV Schools Complex Circulation and Access Study.**

Draft recommendations include the following:

1. Pedestrian Improvements - Paved and soft-surface paths, sidewalks, ADA curb ramps, pedestrian fencing, and high visibility crosswalks.
2. Bicycle improvements - Improved on-street bike lanes and shoulders, and bike lane enhancements at intersections.
3. Transit improvements - Formalized curb side pull-out stops, enhanced sidewalk connections to transit stops, potential Bus Only lanes, bus exclusive loading/unloading areas.
4. Operational improvements - Formalized parking, new parking lot, new left- and right-turn pockets, additional turning lanes onto Highway 9, increased student pick-up/drop-off areas, potential new and modified traffic signals.

NEXT STEPS

The CPMT will continue to refine the draft recommendations based on committee and community input, consideration of constraints and opportunities, and availability of funding. A Schedule and delivery plan will be developed to include a well-defined set of implementation recommendations identified for near term, medium term, or long-term improvements. Next Steps for the Study include the following:

1. Advance Engineering Concepts
2. Refine Concepts with Project Partners
3. Continue Stakeholder Presentation
4. Solicit Input from School/Community Stakeholders
5. Prepare Schedule and delivery plan
6. Finalize Summary Report

Currently, funding for subsequent phases of improvements including environmental, final design, right of way, or construction has not been identified. Staff will continue to work in partnership with SLVUSD, Caltrans, Metro, and County DPW to identify and seek funding opportunities upon completion of the SLV Schools Circulation and Access Study.

FISCAL IMPACT

There are no new fiscal impacts associated with RTC committees reviewing and providing input on draft engineering concepts for the SLV Schools Complex Circulation and Access Study.

SUMMARY

The SLV Schools Circulation and Access Study was initiated in collaboration with agency stakeholders as a first step in advancing priority projects from the Highway 9/San Lorenzo Valley Complete Streets Corridor Plan to address deficiencies at the SLV Schools campus. Staff recommends the RTC Committees provide input on the draft engineering concepts.

Attachments:

1. Draft engineering concepts for the SLV Schools Circulation and Access Study:
 - a. Elementary School Entrance Initial Design Concept
 - b. Middle School Entrance Initial Design Concept
 - c. High School Entrance Initial Design Concept
2. Highway 9 Improvements
 - a. North - San Lorenzo Valley Elementary School to Glen Arbor Rd
 - b. South - Graham Hill Road to San Lorenzo Valley High School



SLV ELEMENTARY SCHOOL

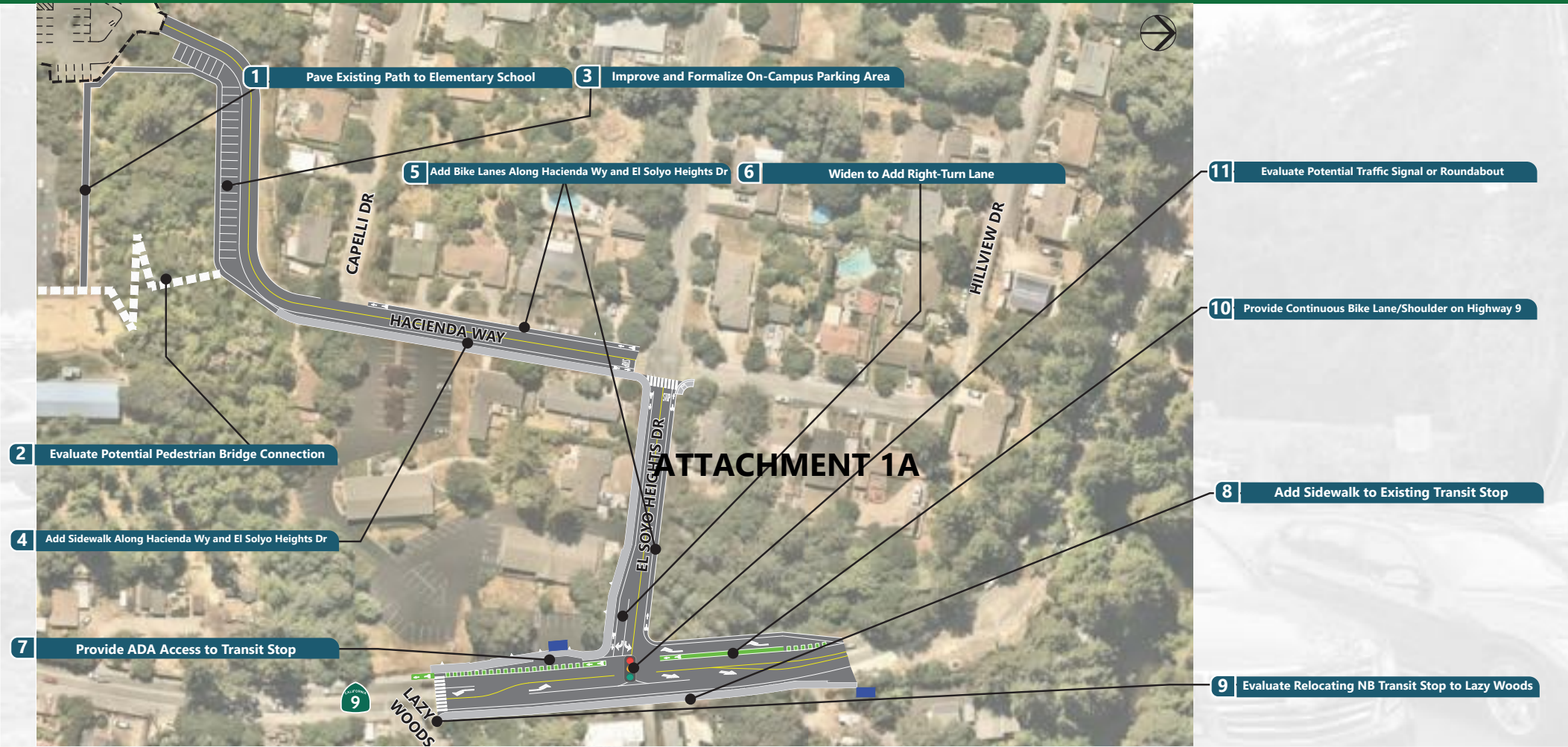


Draft concepts are subject to change based on subsequent environmental review, engineering design, permitting, property ownership review, and funding availability. Potential traffic signal or roundabout subject to traffic study in future design phase per Caltrans requirements.





SLV MIDDLE SCHOOL



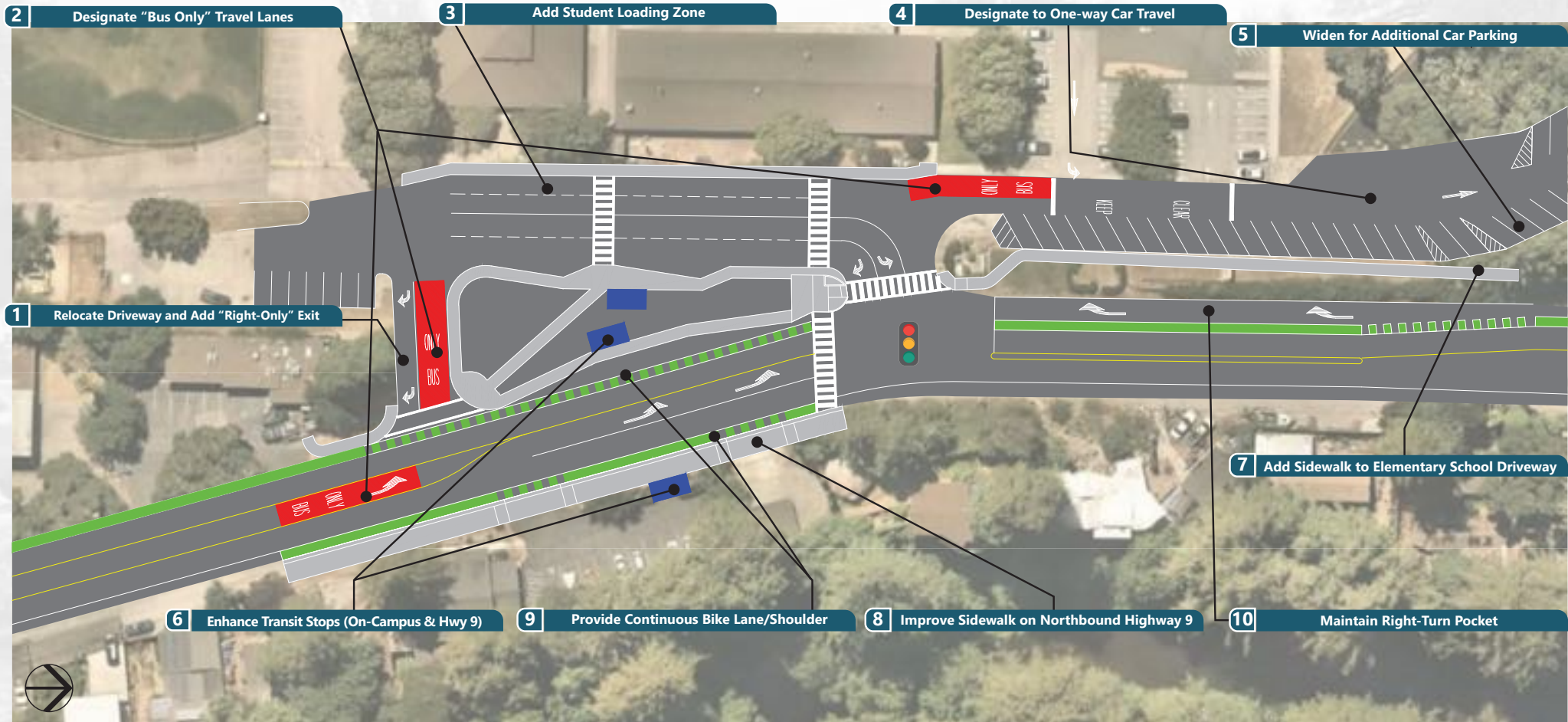
Draft concepts are subject to change based on subsequent environmental review, engineering design, permitting, property ownership review, and funding availability. Potential traffic signal or roundabout subject to traffic study in future design phase per Caltrans requirements.



MARK THOMAS



SLV HIGH SCHOOL

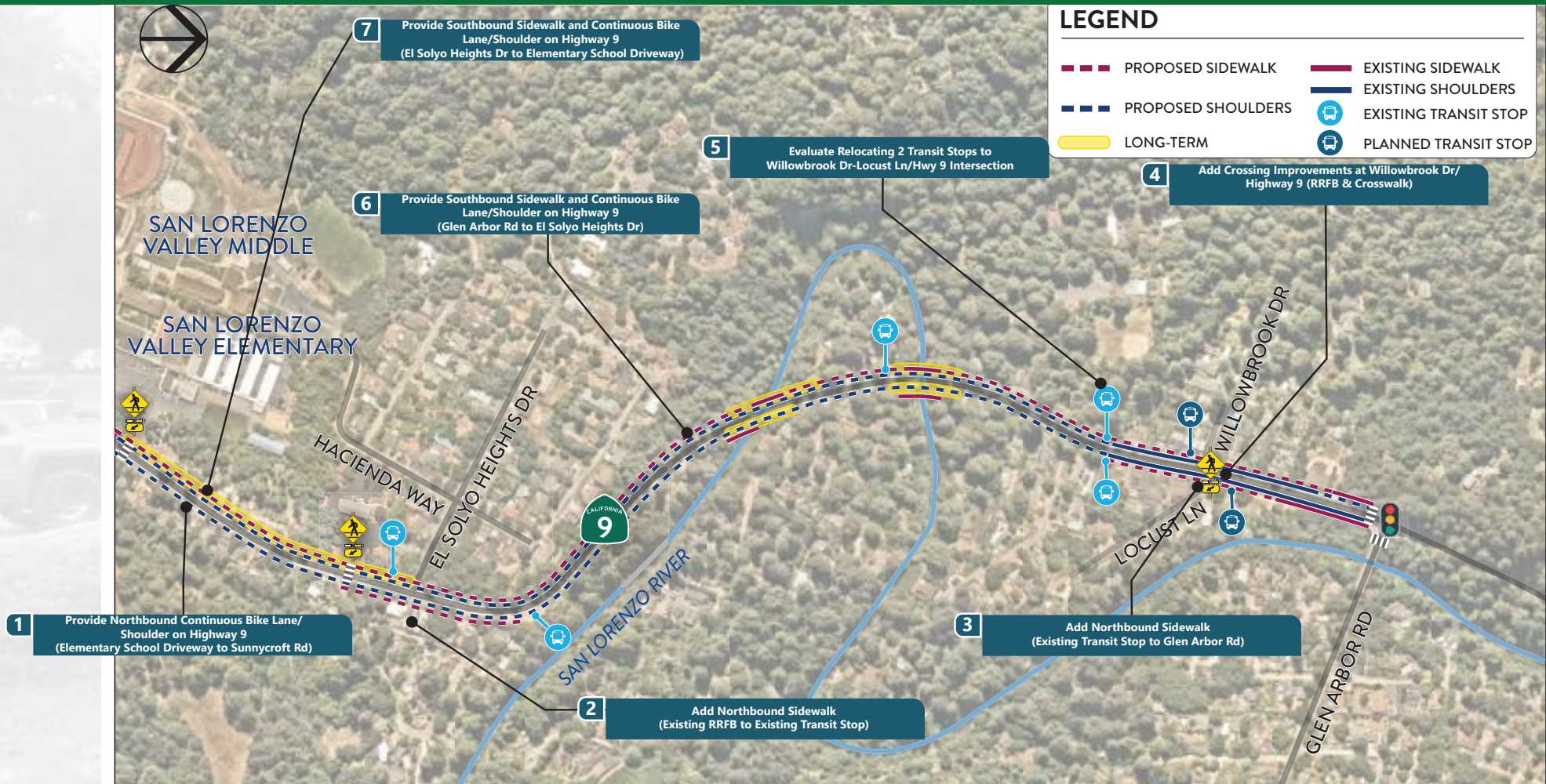


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MARK THOMAS

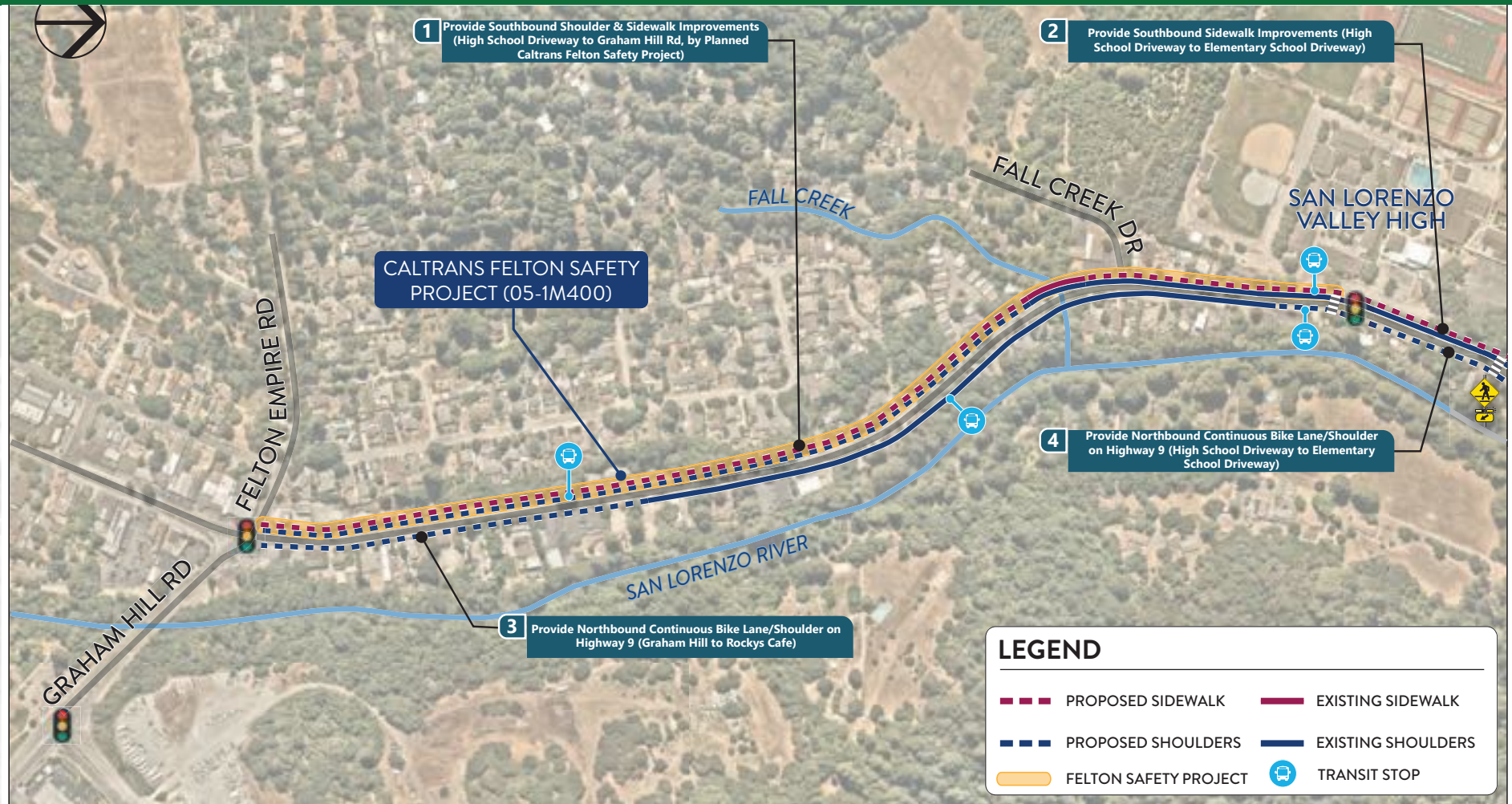
HIGHWAY 9 NORTH



Draft concepts are subject to change based on subsequent environmental review, engineering design, permitting, property ownership review, and funding availability. Potential traffic signal or roundabout subject to traffic study in future design phase per Caltrans requirements.



HIGHWAY 9 SOUTH



Draft concepts are subject to change based on subsequent environmental review, engineering design, permitting, property ownership review, and funding availability. Potential traffic signal or roundabout subject to traffic study in future design phase per Caltrans requirements.

