



Santa Cruz County Regional Transportation Commission

# Transportation Equity Workgroup

## EQUITY WORKGROUP KICK-OFF MEETING AGENDA

Monday, November 27, 2023

11:00am

### Zoom:

<https://us02web.zoom.us/j/89339933087?pwd=VExFN1ViZWRYeS94eU5wVDc1cWhoUT09>

Meeting ID: 893 3993 3087

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1. Welcome – Luis Mendez, SCCRTC Deputy Director and Rachel Moriconi, Senior Transportation Planner
2. Introductions
3. Additions, deletions, or other changes to the agenda
4. Overview of the Santa Cruz County Regional Transportation Commission, Transportation Equity Action Plan workplan, and Transportation Equity Workgroup – Rachel Moriconi, SCCRTC Senior Transportation Planner
  - a. Presentation
  - b. Transportation Equity Workgroup Fact Sheet
  - c. Action: Provide input on the Transportation Equity Action Plan scope and discuss committee purpose, goals, focus areas, logistics, format, and incentives
5. Transportation equity issues in Santa Cruz County - Workgroup Members and Rachel Moriconi
  - a. Workgroup roundtable discussion of transportation challenges and ideas for the transportation system to advance equity in Santa Cruz County
  - b. Attachment: Examples of transportation equity challenges
6. Defining and identifying transportation equity communities (part 1)
  - a. Staff report

- b. Examples of potential metrics
  - c. Example nomenclature
  - d. Action: Provide preliminary input on potential terminology and metrics to identify areas and individuals who have been overburdened and/or underserved
7. RTC's Consolidated Grants Program - Amy Naranjo, SCCRTC Transportation Planner
  - a. Staff report
  - b. Summary of projects and possible funding scenarios
  - c. Action: Provide input on potential road, bike, pedestrian and transit projects to receive over \$60 million in transportation funds (public hearing at RTC's December 7 meeting)
8. Nominations and election of chair and vice chair for future meetings
9. Select date and time for next meeting (January 2024) and Future Agenda Items
  - i. Preliminary list of future agenda items:
    - Transportation equity assessment for Santa Cruz County
    - Equity engagement toolkit for transportation projects and plans
    - Unmet Transit Needs list updates
    - Regional Transportation Plan proposed goals, policies, targets and priorities
    - RTC/County Road Climate Adaptation and Vulnerability Assessment (CAVA)

Adjourn

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**1101 Pacific Avenue, Ste 250;** Santa Cruz, CA 95060; phone: (831) 460-3200  
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*Santa Cruz County Regional Transportation Commission's*

# Transportation Equity Workgroup

**The Santa Cruz County Regional Transportation Commission (RTC) has established a Transportation Equity Workgroup** to help identify and address transportation inequities in Santa Cruz County. The Workgroup is intended to elevate diverse and historically marginalized voices and to advise the RTC and its member agencies on how to achieve meaningful outcomes in transportation equity and environmental justice, especially as related to transportation planning, funding, project prioritization and implementation.

The Transportation Equity Workgroup will also help guide the RTC's Transportation Equity Action Plan and support implementation of quality transportation infrastructure, services, and solutions that more equitably meet the diverse needs of community members.

Our multimodal transportation system of streets, roads and highways, buses, bike lanes, sidewalks, and other transportation facilities and services connect us to opportunities, enrichment, and each other. While transportation facilities and services can open doors, shatter barriers, and foster community growth---a lack of transportation facilities and services can also serve as barriers to accessing jobs, health care, food, recreation, families, schools, and our communities. Transportation conditions can create inequitable outcomes for people based on race, class, gender, ability, sexuality, immigration status, and other identities and experiences.

The RTC's Transportation Equity Workgroup will review, advise, and make recommendations on transportation-related practices, plans, programs, policies that support integration of equity into Santa Cruz County's transportation system. The Workgroup will offer a forum for the exchange of information on equity concerns regarding transportation decisions, while also working to build and strengthen relationships between the RTC and its member agencies and community-based organizations, non-profits, and equity experts and practitioners. RTC staff will collaborate with Workgroup members to refine the scope and priorities of the Workgroup once it is formed, but the Workgroup will provide recommendations on:

- Best practices to elevate equity in transportation project planning and delivery;
- Community Engagement - Incorporation of meaningful community engagement practices into all aspects of transportation work to ensure that disadvantaged and underserved individuals and communities have a greater voice in transportation decisions that affect them;
- Expand Access – Increase social and economic opportunity for historically overburdened and underserved communities by providing affordable, multi-modal transportation

- options and the development of a transportation cost burden measure;
- Climate Change – Fair protection from climate impacts and benefits from climate resiliency and adaptation;
  - Developing definitions of transportation equity and “transportation disadvantaged communities” or “priority populations” that make sense in Santa Cruz County;
  - Metrics to evaluate equity benefits and outcomes of transportation investments and policies.

### **Membership**

Membership is intended to focus on marginalized voices in Santa Cruz County, including Black, Indigenous, and People of Color (BIPOC), tribes, older adults, youth, low-income, unhoused, rural communities, queer, women and women identifying individuals, people with disabilities and other historically marginalized community members. In addition to individuals, representatives from community-based organizations, housing justice organizations, environmental justice and equity organizations, and disadvantaged business enterprises (DBE) are also encouraged to apply.

**Apply to be on the RTC’s new Transportation Equity Workgroup and help make Santa Cruz County’s transportation system more equitable!**

Apply here: <https://sccrtc.org/equity-workgroup-application/>

### **Summary**

The RTC’s Transportation Equity Workgroup will provide information, advice, and recommendations to the RTC on issues related to transportation equity, civil rights and environmental justice as the RTC and its partners plan and work to implement highway, road, bike, pedestrian, transit and other transportation projects. The Workgroup will also provide advice and recommendations to the RTC on the development of a Transportation Equity Action Plan.

**For Further Information Contact:** [www.sccrtc.org/equity](http://www.sccrtc.org/equity)

Rachel Moriconi, Senior Transportation Planner, [rmoriconi@sccrtc.org](mailto:rmoriconi@sccrtc.org) or 831-460-3203.

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*La Comisión Regional de Transporte del Condado de Santa Cruz*

## ***Grupo de Trabajo para la Equidad de Transporte***

**La Comisión Regional de Transporte (RTC) del Condado de Santa Cruz ha creado un Grupo de Trabajo para la Equidad de Transporte** para ayudar a identificar y abordar las desigualdades en el transporte del Condado de Santa Cruz. El objetivo del Grupo de Trabajo será elevar voces diversas y cuyas opiniones han sido históricamente marginadas y asesorar a la RTC y sus agencias miembros sobre cómo lograr resultados significativos en equidad en el transporte y justicia ambiental, especialmente en temas relacionados con la planificación, financiación, priorización e implementación de proyectos del transporte.

El Grupo de Trabajo ayudará a guiar el Plan de Acción para la Equidad en el Transporte de la RTC y apoyará la implementación de infraestructura, servicios y soluciones de transporte de calidad que satisfagan de manera más equitativa las necesidades de los miembros de la comunidad.

Nuestro sistema de transporte multimodal de calles, autopistas, carriles para bicicletas, y otros servicios de transporte nos conectan con oportunidades, enriquecimiento y nuestra comunidad. Estas instalaciones y servicios de transporte pueden abrir puertas, romper barreras y fomentar el crecimiento comunitario, pero la falta de instalaciones y servicios de transporte también pueden servir como barreras para acceder a empleos, atención médica, alimentos, recreación, familias, escuelas y nuestras comunidades. Las condiciones del transporte pueden crear resultados injustos para las personas según su raza, clase, género, capacidad, sexualidad, estatus migratorio y otras identidades y experiencias.

El Grupo de Trabajo de la RTC revisará, asesorará y hará recomendaciones sobre prácticas, planes, programas y políticas relacionados con el transporte que apoyen la integración de la equidad en el sistema de transporte del condado de Santa Cruz. El Grupo de Trabajo ofrecerá un foro para el intercambio de información sobre inquietudes de equidad con respecto a las decisiones de transporte, al mismo tiempo que trabajará para construir y fortalecer relaciones entre la RTC y sus agencias miembros y organizaciones comunitarias, organizaciones sin fines de lucro y expertos y profesionales de equidad. El personal de la RTC colaborará con los miembros del Grupo de Trabajo para perfeccionar el alcance y las prioridades del Grupo de Trabajo una vez que se forme, pero el grupo de trabajo brindará recomendaciones sobre:

- Mejores métodos para elevar la equidad en la planificación y ejecución de proyectos de transporte;
- Participación comunitaria: incorporación métodos de participación comunitaria en todos los aspectos del trabajo de transporte para garantizar que las personas y

comunidades desfavorecidas tengan una mayor voz en las decisiones de transporte que les afectan;

- Ampliar el acceso: aumentar las oportunidades sociales y económicas para comunidades históricamente sobrecargadas y desatendidas proporcionando opciones de transporte multimodales asequibles y el desarrollo de una medida de carga de costos de transporte;
- Cambio de Clima – Protección justa contra los impactos climáticos y beneficios de la resiliencia y adaptación al clima;
- Desarrollar definiciones de equidad en el transporte y “comunidades desfavorecidas en transporte” o “poblaciones prioritarias” que tengan sentido en el condado de Santa Cruz;
- Métricas para evaluar los beneficios de equidad y los resultados de las inversiones y políticas de transporte.

### **Afiliación**

La membresía será para representantes de las voces marginadas en el condado de Santa Cruz, esto incluye a las comunidades indígenas y de color (BIPOC), tribus, adultos mayores, jóvenes, comunidades rurales de menos ingresos, sin vivienda, queer, mujeres y personas que se identifican como mujeres, personas con discapacidades y otros miembros de la comunidad históricamente marginados. Además de los individuos, también se incluirán representantes de organizaciones comunitarias, organizaciones de justicia de vivienda, organizaciones de justicia y equidad ambiental y empresas comerciales desfavorecidas (DBE).

**¡Solicite para unirse al Grupo de Trabajo para la Equidad de Transporte y ayude a crear un sistema de transporte más equitativo!**

**Aplicación: <https://sccrtc.org/equity-workgroup-application/>**

### **Resumen**

El Grupo de Trabajo para la Equidad de Transporte brindará información, asesoramiento y recomendaciones a la RTC sobre cuestiones relacionadas con la equidad en el transporte, los derechos civiles y la justicia ambiental mientras la RTC y sus socios planifican y trabajan para implementar proyectos de autopistas, carreteras, bicicletas, peatones, tránsito y otros proyectos de transporte. El Grupo de Trabajo también brindará asesoramiento y recomendaciones al RTC sobre el desarrollo de un Plan de Acción para la Equidad en el Transporte.

**Para más Información Contacte: [www.sccrtc.org/equity](http://www.sccrtc.org/equity)**

Rachel Moriconi, planificadora senior de transporte, [rmoriconi@sccrtc.org](mailto:rmoriconi@sccrtc.org) o 831-460-3203.

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## **Examples of Transportation Equity Challenges**

*Below is some general information to get you thinking about issues that impact transportation and equity. It is by no means a complete list and you may have a different opinion on a particular point.*

- Having **limited transportation options**, such as a lack of or disconnected bus service, bicycle lanes, sidewalks and pedestrian-scale lighting, and access to a car, can make it difficult for individuals to get to and from work, grocery shopping, transporting children, access to education, recreation, and other destinations. Transportation plays a crucial role in ensuring that marginalized communities have fair access to resources and opportunities. Transportation is essential for advancing quality of life, including environmental, safety, economic and educational, and is needed to optimize access to other public investments (schools, services, art, parks, etc).
- Less frequent **bus service**
- Lack of **sidewalks, bike lanes and separated trails**
- Higher number of **crashes** (collision rates) - increased conflicts between bikes, pedestrians, and autos
- More **potholes** in older and more rural neighborhoods - Potholes can impact safety as vehicles swerve to avoid potholes, cause damage to vehicles, reduce house values, and impact sense of pride in neighborhood.
- **Longer commutes**/trip times – lower income households cannot always afford to live near work, school, stores, medical and other services; transit, biking, and walking can take longer than driving
- Higher **stress and lower quality of life** – time with family with friends
- Higher rates of **obesity, asthma, and other health factors** due to less walking and biking (“active transportation”) and more truck and auto traffic
- Higher transportation **costs** - transit, bikeshare, and cars can be unaffordable. Transportation costs make up higher proportion of expenses for low-income households
- **Unhoused residents** often fall through the cracks when building new transportation infrastructure and services and using location-based data analysis does not address needs.
- **Women** are sometimes never taught how to drive, discouraged from riding buses or bikes or walking, resulting in very little autonomy in their lives to work, see friends, or get to grocery shops, church, and other locations.



- For transit-dependent **persons with a disability** access to transportation can impact all aspects of life.
- Seniors and people living in rural areas with limited transportation options have higher incidences of **isolation**
- Transportation has been identified as one of the factors leading to overrepresentation in our jails.
- Encouraging more compact, infill development can reduce miles traveled (VMT) and make it possible to provide more frequent transit service, walking and biking are better options when destinations are close, and location-efficient development reduces reliance on the automobile and often reduces distances driven for those that continue to use a car; BUT focusing new development and transportation upgrades in urban areas can also result in **displacement, gentrification** of neighborhoods and increased housing costs.

**Do you generally agree these issues disproportionately impact lower-income neighborhoods in Santa Cruz County?**

**AGENDA:** November 27, 2023

**TO:** Transportation Equity Workgroup  
**FROM:** Rachel Moriconi, Transportation Planner  
**REGARDING:** Defining and identifying transportation equity communities

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## **RECOMMENDATION**

Discuss potential criteria, demographic factors, and terminology to use to identify areas and individuals who have been overburdened and/or underserved.

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### **Introduction**

The Santa Cruz County Regional Transportation Commission (RTC) is working to advance equity through careful consideration of investments and policies that affect historically marginalized and systemically underserved groups. Investments in transportation can determine the choices that are available and how we travel. People living in some areas may be disproportionately limited by the transportation choices available to them based on historic and institutional inequities.

Terminology and metrics used by government agencies, community-based organizations, and others to identify communities and individuals that are more likely to be experiencing inequities vary at the local, regional, state, and national level. For many state and federal grant programs, entities like the RTC are required to use definitions set by the funding agencies, but regions and local agencies are also allowed to develop more locally applicable definitions.

**The RTC will be working with the Transportation Equity Workgroup to update regional definitions, terminology and metrics used by the RTC and transportation partners in Santa Cruz County.**

### **Nomenclature**

Language and terms are intricately connected to equity and representation and are continuously evolving. While the RTC has previously used the term “disadvantaged community” based on terminology used in state and federal legislation and guidance, **staff recommends renaming “disadvantaged**

**communities”** for use across RTC transportation planning efforts, equity analyses, prioritization criteria in programming of funds and seeking grants, and alignment of resources for public engagement. To many, the term “Disadvantaged Community” is problematic, triggering, demeaning, negative, vague and passive. Based on feedback received by other entities the term used should be positive, empowering and uplifting, be forward-looking and action-oriented, communicate “priority”, intentionality and be short and easily understood.

Below are some terms drawn from existing sources, including, but not limited to the [Racial Equity Tools Glossary](#), the Government Alliance on Race and Equity (GARE), and the [University of Washington Diversity, Equity, and Inclusion Style Guide](#). The list of terms is not exhaustive, and the definitions and understandings of the terms may differ depending on agency or stakeholder perspectives.

- Equity Priority Communities
- Equity Focus Communities
- Equity Priority Neighborhoods
- Equity Action Areas
- Underserved Communities
- Equity Prioritized Investment Communities
- Opportunity Zones
- Historically Marginalized Communities
- Economically Distressed Areas
- Disadvantaged Communities
- Environmental Justice Communities
- Communities of Concern
- Priority Populations
- Areas of Concentrated Poverty
- Transportation Disadvantaged Areas
- Transportation Equity Zones
- Equity Emphasis Areas

**Staff recommends that Equity Workgroup members provide opinions on why you may or may not favor the terms listed or if you have other suggestions.**

### **Potential Metrics**

**What metrics should be used to identify communities and individuals more likely to be experiencing inequities and identify where to focus transportation planning, outreach and investments in Santa Cruz County?**

Demographic factors (or metrics) have been used by state, federal, and local agencies as screening tools to prioritize projects, evaluate investments, and set policy. Unfortunately, metrics used by the state and federal agencies often exclude many individuals and communities that experience inequities in Santa Cruz County and the RTC is seeking input on what criteria to use in future transportation planning, project prioritization, and investment decisions. This could include prioritization of funding transportation in certain areas, such as new bike facilities, pedestrian sidewalks and paths, transit service and amenities, road repairs, trails and parks, clean vehicle (EV and electric bike) initiatives and subsidy programs, K-12 safety education programs, carpool programs. It would also be used to determine where engagement activities should be focused – e.g., areas where more meetings, workshops, and other outreach is done.

Attachment 1 is a partial list of some metrics that have been used by transportation agencies and others to identify areas where additional outreach should be done, investments made, and policies focused for transportation projects and plans. Some of these metrics may be more appropriate to use to address transportation inequities and prioritize investments. Notably, data limitations do exist and, in some instances, the most feasible metrics to use may be those where data is more readily available and more regularly updated.

Attachment 2 includes maps of areas in Santa Cruz County that met the definition of “transportation disadvantaged” used by the RTC and Association of Monterey Bay Area Governments (AMBAG) in the 2045 Santa Cruz County Regional Transportation Plan (RTP) and 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy (SCS).

### **Next Steps**

This meeting is meant to provide an introduction to these ideas and staff will return at the next meeting for additional input from the committee. Then staff will synthesize and share Equity Workgroup feedback and recommendations for new terminology and metrics with other stakeholders, the public, and the RTC board.

At a future meeting, the workgroup will also discuss possible metrics and thresholds to evaluate transportation equity, such as percentage of funds invested in equity priority communities, number of roads with sidewalks, location and frequency of transit service.

## **SUMMARY**

Staff is seeking guidance from the Transportation Equity Workgroup on nomenclature and metrics to use for identifying areas and individuals living or working in Santa Cruz County who have been overburdened and/or underserved.

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**Potential demographic factors to identify communities with significant concentrations of historically underserved populations**  
*(compared to countywide or statewide population statistics)*

**2045 Santa Cruz County Regional Transportation Plan (RTP) Metrics Used**

- **People of Color:** greater than 65% of the total population is non-white, mixed-race, or Hispanic, Latino, Latinx or Latine (“minority areas”); and/or
- **Low Income:**
  - Low-Income: greater than 33% of residing families earn less than 200% of the federal poverty level
  - Poverty-Level: greater than 25% of households earned less than the federal poverty level; and/or
- **Low community engagement areas:**
  - Linguistic Isolation/Limited English Proficiency: 15% or more of households where English is not spoken “very well” and/or
  - 15% or more of the population is over 25 without a high school diploma
- **Low mobility:**
  - 15% over age 65 and income below poverty level
  - 5% or more of households who do not own a vehicle (zero-car ownership)
  - More than 11.35% people with disabilities
- **Other factors** - Areas with high concentrations of:
  - Youth
  - Seniors over 70

**Potential Demographic characteristics to use instead or in addition to above**

- **Income:**
  - Income at or below 80% of the statewide median income or at or below the most recent (2022) county limit set by CA Housing and Comm Development
  - % of pop aged 25-64 who are unemployed
  - Areas with high concentration of low-wage jobs – farmworkers, service industry, etc
  - High concentration of migrant or undocumented residents or workers
- **Housing:**
  - Areas with high concentrations of unhoused individuals
  - Renters: Proportion of occupied housing units not occupied by property owners (excluding 2<sup>nd</sup> homes)
  - Percentage of low-income renter households paying more than 50% of income on housing
  - Overall cost and percent of income spent on housing compared to average countywide (Percentage of low-income homeowners paying more than 50% of income on housing)
  - Percentage of households with more than 1 occupant per room

- Percent of households without complete kitchen facilities and plumbing
- Population density
- Single-parent household
- Percent of population under age 16
- Percentage of people with disabilities
- Percentage of people over age 80 (or 75)
- Low engagement:
  - Percentage of registered voters that voted in 2020 general election
  - Percentage of population that responded to the 2020 Census
  - Percentage of households with no computing device available
- Education:
  - Percent of 15-17 year olds enrolled in school
  - Percent of 3 and 4 year olds enrolled in preschool
- Healthcare Access:
  - Asthma/Cardiovascular Disease/Low Birth Weight
  - Insurance: Percentage of adults aged 18 to 64 years currently uninsured
- Neighborhood characteristics:
  - Percentage of the population living within ½ -mile of a park, beach, or open space greater than 1 acre
  - Population-weighted percentage of the census tract area with tree canopy
  - Percentage of the population residing within ¼ mile of an off-site sales alcohol outlet
  - Percentage of the urban and small-town population residing less than 1/2 mile from a supermarket/large grocery store, and the percent of the rural population living less than 1 miles from a supermarket/large grocery store
  - Combined employment density for retail, entertainment, supermarkets, and educational uses (jobs/acre)
- Climate Vulnerability/Hazards-Risk to extreme weather – flooding, fire, excessive heat, etc

### **Transportation-specific criteria**

- Percentage of households with access to an automobile
- Percent of total population with a drive time to employment greater than 30 minutes
- Percentage of workers (16 years and older) commuting by walking, cycling, or transit (excluding working from home)
- Percentage of roadways in fair/poor condition
- Transit routes and frequency; distance to transit stop less than a 5 min walk
- Walkability - Concentration of sidewalks, lighting, street trees
- Bike facilities – none, lanes, buffered lanes, separated paths, etc
- Crash exposure and rates
- Transportation burden: Percent of household income spent on transportation
- Traffic exposure
  - Traffic volumes and location relative to freeways and major roadways (highways and arterials)

- Truck/diesel vehicles volumes
- Air pollution – Diesel particulate matter levels, concentration of ozone, PM2.5, PM10, NOx, Vox, etc
- Toxics cancer risk
- Annual average spatial distribution of gridded diesel PM emissions from on-road and non-road sources (tons/year)
- Mean of summer months (May-October) of the daily maximum 8-hour ozone concentration (ppm), averaged over three years (2017 to 2019)

### **Sample Data Sources**

- U.S. Census Bureau. American Community Survey (ACS)
- U.S. Council on Environmental Quality (CEQ) Climate and Economic Justice Screening Tool: <https://screeningtool.geoplatform.gov>
- Caltrans Transportation Equity Index (EQI): <https://dot.ca.gov/programs/esta/race-equity/eqi>
- CalEnviroScreen: <https://oehha.ca.gov/calenviroscreen>
- California Healthy Places Index: <https://www.healthyplacesindex.org/>
- Center for Disease Control. Social Vulnerability Index (SVI): <https://www.atsdr.cdc.gov/placeandhealth/svi/index.html>
- U.S. Environmental Protection Agency:
  - Smart Location Database: <https://www.epa.gov/smartgrowth/smart-location-mapping>
  - EJSCREEN: Environmental Justice Screening and Mapping Tool - <https://www.epa.gov/ejscreen>
- U.S. Federal Emergency Management Agency. National Risk Index: <https://hazards.fema.gov/nri/>
- HUD Exchange Location Affordability Index
- FEMA Resilience Analysis and Planning Tool (GINI Index); [www.FEMA.gov/RAPT](http://www.FEMA.gov/RAPT)



### 2045 RTP: Minority, Low Income and Poverty Areas in Santa Cruz County



**Figure 3.21 – Minority, Low Income and Poverty Areas in Santa Cruz County**

*Note: Minority areas are defined as census tracts where greater than 65% of the total population is non-white. Low-income areas are defined as census tracts where greater than 33% of residing families earn less than 200% of the 2015 federal poverty level. Poverty areas are defined as census tracts where greater than 25% of households earned less than the 2015 federal poverty level.*

*Source: U.S. Census Bureau, AMBAG*

## 2045 RTP: Low Engagement Areas

Defined as Census tracts where English is not spoken "very well" in 15% or more of households and/or Census tracts where 15% of the population does not have a high school diploma



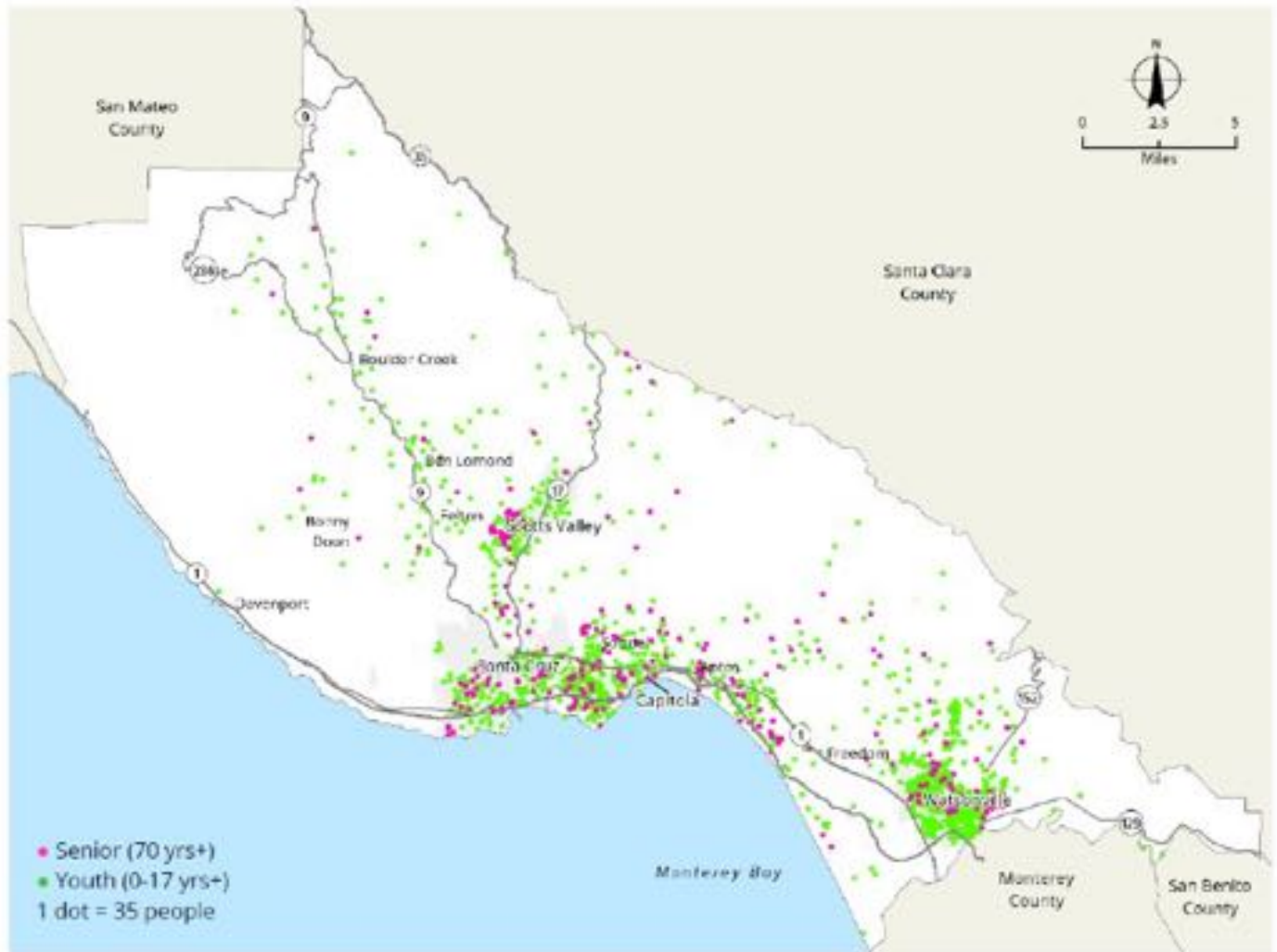
## 2045 RTP: Communities with Low Mobility



**Figure 3.23 - Communities with Low Mobility**

*Note: Low Mobility areas are defined as any Census tract in which 5 percent or less of the households have zero-car ownership, more than 11.35 percent of the population had a disability, and/or 15 percent of the population aged 65 and over had income below the 2015 federal poverty level.*

## 2045 RTP: Distribution of Seniors and Youth



**Figure 3.24 – Distribution of Senior and Youth Populations in Santa Cruz County**

*Source: U.S. Census Bureau, 2010 Census*

## **Additional Background:**

Several state and federal grant programs target at least a portion of available funds for investment in areas that are considered “disadvantaged communities” for one reason or another. This includes funding from the state’s cap-and-trade program, which was authorized by the California Global Warming Solutions Act (AB32) for programs that reduce emissions of greenhouse gases, the California Transportation Commission’s Active Transportation Program (ATP), the Low Carbon Transit Operations Program (LCTOP), federal Infrastructure Investment and Jobs Act (IIJA), and several other transportation and non-transportation programs. Many state, federal, regional, and local agencies use slightly varying metrics to define equity communities, sometimes referred to as “Disadvantaged Communities (DAC)”, “Priority Populations”, and “Communities of Concern” in legislation, policies and guidelines, but all aim to improve quality of life and economic opportunity in communities that are considered disproportionately burdened based on certain geographic, socio-economic, public health, and/or environmental hazard criteria.

In 2012, the Legislature passed Senate Bill 535 (de Leon), directing that 25 percent of the proceeds from the Greenhouse Gas Reduction Fund (cap-and-trade) go to projects that provide a benefit to disadvantaged communities. The legislation gave CalEPA responsibility for identifying disadvantaged communities for those cap-and-trade funds, which resulted in the California Communities Environmental Health Screening Tool (CalEnviroScreen).

In 2016, the Legislature passed AB 1550 (Gomez), which now requires that 25 percent of cap-and-trade funds be spent on projects located in disadvantaged communities and added a focus on investments in low-income communities and households. AB 1550 defines low-income households as those with: 1) a household income at or below 80 percent of the statewide median income, or 2) a household income at or below the threshold designated as low-income established by the California Housing and Community Development.

In 2022, President Biden established the Justice40 Initiative, setting a goal that 40% of the overall benefits of certain Federal investments (including many federal transportation grants) flow to disadvantaged communities that are marginalized, underserved, and overburdened by pollution and underinvestment. The Climate and Economic Justice Screening Tool is a geospatial mapping tool designed to identify federally defined “disadvantaged communities”.

**AGENDA:** November 27, 2023

**TO:** RTC Transportation Equity Workgroup  
**FROM:** Amy Naranjo, Transportation Planner  
**RE:** *2023 Consolidated Grants and Regional Transportation Improvement Program Preliminary Recommendations*

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## **RECOMMENDATIONS**

Staff recommends that the Equity Workgroup review and provide input on projects proposed for approximately \$61.3 million available from various state and federal funding programs ([Attachment 1](#)).

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## **BACKGROUND**

As the Regional Transportation Planning Agency (RTPA) for Santa Cruz County, the Santa Cruz County Regional Transportation Commission (RTC) is responsible for selecting projects to receive certain state and federal funds.

This summer the RTC issued a consolidated call for projects for the region's anticipated shares of approximately \$61.3 million funds including:

- Discretionary Funds (\$26.6 Million)
  - Surface Transportation Block Grant Program/Regional Surface Transportation Program Exchange (STBG/RSTPX): \$17.4 Million
  - State Transportation Improvement Program (STIP): \$8.6 Million
  - SB1 Local Partnership Program (LPP): \$629 Thousand
- SB 125 Transit Funds (\$34.7 Million)
  - Transit and Intercity Rail Capital Program (TIRCP): \$27.6 Million
  - Zero Emission Transit Capital Program (ZETCP): \$7.1 Million

Collectively these funds can be used on a wide range of highway, local road, bridge, transit, rail, bicycle, and pedestrian transportation projects and programs that advance regional, state, and federal priorities and performance metrics.

## **DISCUSSION**

Project sponsors submitted 23 applications requesting approximately \$95 million. [Attachment 1](#) summarizes the project applications received and some possible funding scenarios. Project applications are linked in Attachment 1 and

posted on the website <https://sccrtc.org/funding-planning/project-funding/23-24-rtip/>.

### Project Evaluation

Projects were evaluated based on how well they advance performance metrics approved by the RTC board in August 2023. These include metrics related to safety, infrastructure condition, system performance, and reliability, sustainability, access for all, health and equity. All the projects proposed for funding address at least one or more of the evaluation criteria.

### Recommendations

Given that available funding is insufficient to fully fund all the proposed projects, staff recommends focusing funds on projects that are critical to maintain existing facilities, services, and access; fill gaps in the existing bicycle and pedestrian network; or serve the greatest number of people. For projects approved for partial funding, project sponsors may reduce the project scope and implement a portion of the project, increase local or other funds committed to the project, or work to secure other grants for the project.

**Staff recommends that the Transportation Equity Workgroup make recommendations on which projects to fund.**

### Next Steps

Staff will be developing final staff recommendations based on input received by the RTC's advisory committees and project sponsors. The RTC board is scheduled to consider final staff recommendations, committee recommendations, and public input during a public hearing at its December 7, 2023 meeting.

## **SUMMARY**

The RTC is responsible for selecting projects to receive certain state, federal, regional and local funds. Approximately \$26.6 million in State Transportation Improvement Program (STIP), Surface Transportation Block Grant Program/Regional Surface Transportation Program Exchange (STBG/RSTPX), and SB1 Local Partnership Program (LPP) funds are currently available for programming to projects in Santa Cruz County and another \$34.7 million in SB125 Transit and Intercity Rail Capital Program (TIRCP) and Zero Emission Transit Capital Program (ZETCP) funds is available for transit capital and operations projects. RTC staff are seeking input on proposed projects. The RTC will select projects at a public hearing in December 2023.

### Attachment:

1. RTC Consolidated Grants - Proposed Projects



## RTC Consolidated Grants - Proposed Projects and Potential Funding Scenarios

ID	Agency	Project Name <i>Click link for project application</i>	Project Description	Funds Requested (\$)	Potential Funding Scenario based on Input*	ITAC Recommendation (Prelim Staff Recommendation 11/23)	Total Project Cost (\$)	Comments
1	Capitola	<a href="#">41st Avenue Pavement Rehabilitation and Multimodal Improvements (Clares-Gross)</a>	The project encompasses pavement rehabilitation, lane selection improvements for the freeway, and upgrades for pedestrian and bicycle facilities along approximately 0.5 miles of 41st Avenue and Gross Road.	\$ 2,000,000	\$ 1,000,000	\$ 1,000,000	\$ 2,250,000	System preservation; enhanced bike/ped connectivity to Green Valley Road; serves Metro Rts 72 & 72W.
2	County of SC	<a href="#">Corralitos Corridor Resurfacing</a>	This project involves pavement maintenance of approximately 4.20 miles of roadway including all of Corralitos Rd and the primarily traveled portion of Amesti Rd. The construction method used shall be isolated sections of digout and asphalt replacement where rutting has occurred as well as isolated asphalt leveling courses, followed by resurfacing of the entire roadway surface, then restriping of the work area. Work shall extend from existing roadway edge to existing roadway edge.	\$ 2,125,000	\$ 1,000,000	\$ 1,500,000	\$ 2,400,316	System preservation; enhanced bike/ped connectivity to Green Valley Road; serves Metro Rts 72 & 72W.
3	County of SC	<a href="#">Emergency Routes Phase 2 Resurfacing (Empire Grade and Bear Creek Rd)</a>	This project involves pavement maintenance of approximately 8.11 miles of roadway including significant portions of Empire Grade and Bear Creek Rd. The construction method used shall be isolated sections of digout and asphalt replacement where rutting has occurred as well as isolated asphalt leveling courses, followed by resurfacing of the entire roadway surface, then restriping of the work area. Work shall extend from existing roadway edge to existing roadway edge.	\$ 4,522,000	\$ -	\$ 3,200,000	\$ 5,107,873	System preservation; low ADT but critical routes for emergency access and evacuation during disasters; portion of Empire Grade served by Metro Rt 41
4	County of SC	<a href="#">Glen Arbor Road Sidewalk</a>	This project will extend the sidewalk along the northern side of Glen Arbor Rd from Highway 9 to Pine Street. In existing conditions, pedestrians currently walk in the street and share the travel lane with motorized vehicles. With the tree canopies and shadows, pedestrian visibility is impeded causing unsafe conditions walking along Glen Arbor. This sidewalk will provide a gap closure connection for residents and children to access destinations in Ben Lomond.	\$ 3,632,243	\$ 2,100,000	\$ 2,100,000	\$ 4,102,838	Improves pedestrian safety in rural area but low daily use; identified in SR9/SLV plan as need; supported by Ben Lomond Fire Dept., serves Metro Rt 35
5	County of SC	<a href="#">Green Valley Road Multi-Use Path</a>	The GVR MUP Project will replace a dilapidated pedestrian trail with a pervious, two-way, multi-use trail to provide a safe, accessible connection between the City of Watsonville and Santa Cruz unincorporated counties to nearby schools, parks, social services, and numerous transit stops. The 2-mile long path will be 10' in width and will be protected by a landscaped buffer or bioswale, containing native and drought tolerant plants. The project will upgrade 5 METRO bus stops with shelters and one more with an accessible landing, all upgrades will include trash receptacle.	\$ 3,000,000	\$ 2,200,000	\$ 2,000,000	\$ 8,916,097	Leverages Clean California grant award; benefits a disadvantaged community (equity); improves bike/ped access and increases transit access. Metro Rt 75
6	County of SC	<a href="#">Highway 17 Corridors Resurfacing (Branciforte Drive and Soquel San Jose Rd/ Porter St.)</a>	This project involves pavement maintenance of approximately 9.65 miles of roadway including all of Branciforte Drive and a significant portion of Soquel San Jose Rd/ Porter St. The construction method used shall be isolated sections of digout and asphalt replacement where rutting has occurred as well as isolated asphalt leveling courses, followed by resurfacing of the entire roadway surface, then restriping of the work area. Work shall extend from existing roadway edge to existing roadway edge. For Soquel San Jose Road/ Porter Street this project will combine with existing STIP funding awarded in the 2021 Grant Cycle under CO-92 to upgrade resurfacing treatment and extend project limits on that road.	\$ 3,724,000	\$ -	\$ 1,500,000	\$ 5,849,994	System preservation; 15k users/day; used by bikes but no shoulder widening elements.
7	County of SC	<a href="#">Intercounty Routes Resurfacing (Murphy's Crossing, Roggie Ln, Lee Rd &amp; West Beach Rd)</a>	This project involves pavement maintenance of approximately 2.74 miles of roadway including all of Murphy's Crossing and Roggie Ln, and all FAU portions of Lee Rd & West Beach Rd. The construction method used for most project roadways shall be isolated sections of digout and asphalt replacement where rutting has occurred as well as isolated asphalt leveling courses, Murphy's Crossing will be treated with full depth recycling in lieu of isolated base repairs. Base repairs will be followed by resurfacing of the entire roadway surface, then restriping of the work area. Work shall extend from existing roadway edge to existing roadway edge.	\$ 2,044,000	\$ 1,750,000	\$ 2,044,000	\$ 2,308,822	System preservation; roads heavily used by freight; benefits a disadvantaged community (equity).



ID	Agency	Project Name <i>Click link for project application</i>	Project Description	Funds Requested (\$)	Potential Funding Scenario based on Input*	ITAC Recommendation (Prelim Staff Recommendation 11/23)	Total Project Cost (\$)	Comments
8	County of SC	<a href="#">Rio Del Mar Resurfacing</a>	This project involves pavement maintenance of approximately 1.08 miles of roadway including nearly all of Rio Del Mar Blvd. The construction method used shall be isolated sections of digout and asphalt replacement where rutting has occurred as well as isolated asphalt leveling courses, followed by resurfacing of the entire roadway surface, then restriping of the work area. Work shall extend from existing roadway edge to existing roadway edge.	\$ 885,000	\$ -	\$ 300,000	\$ 999,661	System preservation; lacks bike/ped improvements considering residential project location.
9	County of SC	<a href="#">Robertson Street and Soquel Drive Signalization</a>	Convert the existing All-Way stop controlled intersection at Soquel Dr. & Robertson St. to a signalized intersection. Revise existing geometry.	\$ 1,595,536	\$ 1,000,000	\$ 1,595,536	\$ 1,802,254	Enhances the Adaptive Traffic Signal System; Soquel is a major arterial road and transit route; Project located near a school. May degrade bike and pedestrian travel times.
10	Ecology Action	<a href="#">Youth SRTS Bike/Pedestrian Education</a>	Ecology Action (EA) is seeking RSTP funding to support vital, hands-on school-based bicycle and pedestrian safety education for Santa Cruz County youth through the Walk Safe and Bike Safe programs. These sister programs respectively provide 2nd graders pedestrian safety training and 5th graders bicycling safety training throughout Santa Cruz County. Please See Attached Narrative.	\$ 310,870	\$ 300,000	\$ 300,000	\$ 346,527	Continue existing, popular program aimed at reducing crashes and getting more kids biking & walking
11	Santa Cruz	<a href="#">Bay Corridor Design (High Street to West Cliff Drive)</a>	This project will fund the complete streets design for the Bay Corridor between High Street and West Cliff Drive. This design effort will include protected bikelanes on the entire corridor, transit boarding islands, and intersection modifications to improve multimodal roadway safety. Construction funding for this project is secured.	\$ 399,000	\$ 399,000	\$ 399,000	\$ 450,000	Integrates Complete Streets and innovative elements; leverages AHSC grant; public support for the project.
12	Santa Cruz	<a href="#">Bay Street Paving (Mission Street to 161 feet east of Lennox Street)</a>	Bay Street between Mission Street and 161 feet east of Lennox Street is in need of repaving. Recent utility work coupled with a high volume of vehicles has resulted in this roadway segment having a low PCI of 46. This project would repave Bay between Mission Street (outside Caltrans extents) to 161 feet east of Lennox Street. This would utilize a mill and overlay approach. This segment was last redone in 1988.	\$ 875,000	\$ 875,000	\$ 875,000	\$ 989,000	System preservation; improves road surface for cyclists; enhances connectivity between rail trail and Bayview Elementary.
13	Santa Cruz	<a href="#">Bethany Culvert Replacement (near West Cliff Dr)</a>	Project reconstructs a 100+ year old culvert that was damaged during the storm events of January 2023. This is a federal aid route currently closed to traffic due to failure. New headwalls will be constructed outboard of the existing walls and new code compliant barrier rails constructed. The roadway grade will be marginally raised to address vulnerability to wave overtopping. The construction results in a larger cross-section of the roadway, allowing for improved multimodal infrastructure.	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 11,815,850	City's highest priority project; Climate resilience infrastructure; leverages federal funds
14	Santa Cruz	<a href="#">Escalona Complete Streets (Grandview-Bay and Walnut-Highland)</a>	The project repaves Escalona between Grandview and Bay and between Walnut and Highland using a cold-in-place-recycling (CIR) paving technique. The existing PCI ranges from 33 to 44 (poor) and will be upgraded to Good condition. In addition, fifty (50) curb ramps will be upgraded to ADA standards. Sidewalk gaps will be filled on the eastbound side of Escalona, creating a continuous pedestrian facility.	\$ 3,401,000	\$ 2,250,000	\$ 2,941,656	\$ 3,841,000	Improved pedestrian access (ADA ramp upgrades, fill gaps in sidewalks); Cold-in-place asphalt recycling.
15	SCCRTC	<a href="#">Go Santa Cruz County Bicycle Incentives Program</a>	Implement a countywide bicycle incentives program for income qualified individuals. The GO Santa Cruz County Bicycle Incentives Program will provide point-of-sale vouchers for the purchase of an electric or classic bicycle and discounted annual memberships for the regional electric bikeshare service. The program aims to encourage people to switch from driving to biking by providing equitable and affordable access to clean transportation options.	\$ 305,100	\$ 305,100	\$ 305,100	\$ 500,000	Public support of program; promotes mode shift, reduce emissions, benefits disadvantaged communities
16	SCCRTC	<a href="#">Felton-SLV Schools Complete Streets Improvements</a>	Improve safety, enhance bicycle and pedestrian access and connectivity, reduce speeding, and address geographic inequities by rectifying underinvestment in rural regions. The Highway 9/SLV Complete Streets Plan (SLV Plan) identified a range of pedestrian, bicycle and transit access needs in the Felton town center and immediately north adjacent to the SLV elementary, middle, and high schools (SLV Schools) as some of the highest priority projects. These components include crossing safety enhancements such as curb extensions and refuge islands, transit stop and stop access improvements, and bicycle intersection safety enhancements.	\$ 2,313,000	\$ 2,100,000	\$ 1,800,000	\$ 32,721,746	Public support; enhances safety in rural area, adds bike/ped safety elements, pavement preservation

ID	Agency	Project Name <i>Click link for project application</i>	Project Description	Funds Requested (\$)	Potential Funding Scenario based on Input*	ITAC Recommendation (Prelim Staff Recommendation 11/23)	Total Project Cost (\$)	Comments
17	SCCRTC	<a href="#">Planning, Programming, and Monitoring (PPM)</a>	State and federally-mandated planning, programming (funding), and monitoring of projects approved for funds. 5% of STIP funds	\$ 430,000	\$ 430,000	\$ 430,000	\$ 430,000	Per CTC guidelines 5% of STIP funds for regional planning, programming, and monitoring activities (PPM) performed by the RTC to be spread across the years covered by the STIP
21	Scotts Valley	<a href="#">Mount Hermon Road Improvements</a>	The Project includes pavement repairs and pedestrian and bicycle improvements on Mount Hermon Road from La Madronna Dr. to Glen Canyon Rd. The project will evaluate the implementation of ATP projects in this project for inclusion in the scope of work. \$200,000 in Measure D funds are programmed in fiscal year 25/26 and will be used for construction. Grant funds are requested in fy 24.25 to cover preconstruction costs.	\$ 523,000	\$ 523,000	\$ 523,000	\$ 723,000	System preservation; regionally significant road; incorporates multimodal elements. Serves METRO bus 35
22	Scotts Valley	<a href="#">Scotts Valley Drive Corridor Improvements</a>	The City of Scotts Valley has \$275,000 in Measure D funds and \$303,000 in SB 1 funds currently budgeted to a pavement improvement project on Scotts Valley Drive. In addition, an ATP plan that recommends bicycle and pedestrian improvements along Scotts Valley Drive was completed in 2021. Examples of the improvements include studying a lane diet or narrowing lane widths to reduce crossing distances and providing buffered bike lanes. The City is currently spending approximately \$100,000 completing pavement patching and crack seal on the roadway. The City would like to leverage the budgeted funds and expand the scope of work to include the study of the ATP recommendations and implement them as part of the project.	\$ 500,000	\$ 500,000	\$ 500,000	\$ 1,078,000	City's highest priority project; system preservation; regionally significant road; incorporates multimodal elements. Serves METRO bus 35
23	Watsonville	<a href="#">Green Valley Road Rehabilitation</a>	Rehabilitate existing roadway, remove and replace existing curb ramps that do not comply with existing accessibility standards, provide Class II bike lane for the length of the project, install high visibility striping, traffic markings and signage	\$ 1,833,000	\$ 1,833,000	\$ 1,833,000	\$ 4,320,000	Benefits a disadvantaged community; adds bike/ped improvements; improves accessibility. Serves METRO buses
18	SCCRTC	<a href="#">Zero Emission Passenger Rail and Trail</a>	Project development of a new high-capacity zero emission passenger rail service and stations on approximately 22 miles of the Santa Cruz Branch Rail Line, from the City of Santa Cruz in the north (MP 22.2) to the Union Pacific Coast Route in the south at Pajaro Junction (MP 0.43). The project also proposes 13 miles of a parallel paved bicycle and pedestrian path, primarily within the rail right-of-way, from Rio Del Mar Boulevard in Aptos to the community of Pajaro in northern Monterey County to complete a continuous multi-use active transportation trail (the Coastal Rail Trail) adjacent to the rail facility.	\$ 16,450,000	\$ 2,500,000	\$ 8,500,000	\$ 26,237,000	New bike, pedestrian and transit. Equity, access benefits.
19	SCMTD	<a href="#">Rapid Corridors Transit Projects</a>	The Rapid Corridors Project proposes eight actions to improve bus reliability, reduce travel time and enhance safety: 1) Bus Stop Consolidation and Relocation, 2) Enhance Bus Stop Amenities, 3) Install Bus Bulbs & Transit Islands, 4) Expand Transit Signal Priority (TSP), 5) Enhance Pedestrian Crossings, 6) Install Queue Jumps, 7) Implement Bus-Only Lanes and Shared Bus/Bike Lanes, and 8) Implement Minor Road & Intersection Reconfiguration.	\$ 8,179,000	\$ 5,000,000	\$ 2,275,000	\$ 25,051,000	Goal to expand service and reliability; benefits transportation disadvantaged populations
20	SCMTD	<a href="#">Transit Operations</a>	Funding will support the implementation of the Reimagine METRO Service Recovery and Expansion Plan in two phases: 1) Service Restoration and 2) Service Expansion. Phase 1 will increase service 16% relative to today and add 29,000 annual revenue hours, restoring service to pre-COVID levels. Phase 2 will increase service 43% relative to today to levels last seen in the mid-2000s, funding a completed service expansion plan, and add 66,000 revenue hours over Phase 1. The requested funding will fund three full years of service recovery and expansion and a total of 252,000 additional revenue hours.	\$ 34,339,199	\$ 33,420,391	\$ 23,564,199	\$ 34,339,199	Increase transit service
<b>Total</b>				<b>\$ 94,885,948</b>	<b>\$ 60,985,491</b>	<b>\$ 60,985,491</b>		

\* E&DTAC recommended increasing funds for transit; Bike Committee suggested reducing funds to projects that do not include Complete Streets elements; ITAC recommended partial funding for all projects.

<b>Available Funds</b>	\$ 60,985,491	\$ 60,985,491
<b>RTC Discretionary</b>	\$ 26,646,292	\$ 26,646,292
<b>SB125 Transit</b>	\$ 34,339,199	\$ 34,339,199

**RTC Consolidated Grants - Proposed Proj**

ID	Agency	Project Name <i>Click link for project application</i>	Anticipated # of Daily Users	Project Cost by Mode (Yellow=over 50% of project cost)							
				Pavement Preservation	Road-Auto Serving	Bicycle	Pedestrian	Transit	TSM	TDM	Other
1	Capitola	<a href="#">41st Avenue Pavement Rehabilitation and Multimodal Improvements (Clares-Gross)</a>	35,500	70%	10%	10%	10%				
2	County of SC	<a href="#">Corralitos Corridor Resurfacing</a>	6,284	83%		15%		2%			
3	County of SC	<a href="#">Emergency Routes Phase 2 Resurfacing (Empire Grade and Bear Creek Rd)</a>	2,724	98%				2%			
4	County of SC	<a href="#">Glen Arbor Road Sidewalk</a>	40				100%				
5	County of SC	<a href="#">Green Valley Road Multi-Use Path</a>	23,524			48%	48%	4%			
6	County of SC	<a href="#">Highway 17 Corridors Resurfacing (Branciforte Drive and Soquel San Jose Rd/ Porter St.)</a>	15,380	85%		15%					
7	County of SC	<a href="#">Intercounty Routes Resurfacing (Murphy's Crossing, Roggie Ln, Lee Rd &amp; West Beach Rd)</a>	6,933	100%							

ID	Agency	Project Name <i>Click link for project application</i>	Anticipated # of Daily Users	Pavement Preservation	Road-Auto Serving	Bicycle	Pedestrian	Transit	TSM	TDM	Other
8	County of SC	<a href="#">Rio Del Mar Resurfacing</a>	17,900	98%				2%			
9	County of SC	<a href="#">Robertson Street and Soquel Drive Signalization</a>	21,136		100%						
10	Ecology Action	<a href="#">Youth SRTS Bike/Pedestrian Education</a>	1,890			50%	50%				
11	Santa Cruz	<a href="#">Bay Corridor Design (High Street to West Cliff Drive)</a>	15,000		25%	35%	20%	20%			
12	Santa Cruz	<a href="#">Bay Street Paving (Mission Street to 161 feet east of Lennox Street)</a>	10,000	85%		10%	5%				
13	Santa Cruz	<a href="#">Bethany Culvert Replacement (near West Cliff Dr)</a>	10,000		80%	10%	10%				
14	Santa Cruz	<a href="#">Escalona Complete Streets (Grandview-Bay and Walnut-Highland)</a>	3,500	50%			50%				
15	SCCRTC	<a href="#">Go Santa Cruz County Bicycle Incentives Program</a>	850			100%					
16	SCCRTC	<a href="#">Felton-SLV Schools Complete Streets Improvements</a>	19,500		1%	1%	31%	67%			

ID	Agency	Project Name <i>Click link for project application</i>	Anticipated # of Daily Users	Pavement Preservation	Road-Auto Serving	Bicycle	Pedestrian	Transit	TSM	TDM	Other
17	SCCRTC	<a href="#">Planning, Programming, and Monitoring (PPM)</a>	0								100%
21	Scotts Valley	<a href="#">Mount Hermon Road Improvements</a>	27,648	61%		21%	18%				
22	Scotts Valley	<a href="#">Scotts Valley Drive Corridor Improvements</a>	16,542	57%		12%	31%				
23	Watsonville	<a href="#">Green Valley Road Rehabilitation</a>	18,500	62%	8%	14%	16%				
18	SCCRTC	<a href="#">Zero Emission Passenger Rail and Trail</a>	13,169			5%	5%	90%			
19	SCMTD	<a href="#">Rapid Corridors Transit Projects</a>	4,985			5%	16%	79%			
20	SCMTD	<a href="#">Transit Operations</a>	20,625					100%			

#REF!

\* E&DTAC recommended increasing funds for transit;  
 Bike Committee suggested reducing funds to projects that do not  
 include Complete Streets elements;  
 ITAC recommended partial funding for all projects.