

**Public Hearing: Noticed for no earlier than 9:45 AM**

**Revised staff report with updated staff recommendations shown in underline and strikethrough format and additional public comments**

**AGENDA:** December 7, 2023

**TO:** Regional Transportation Commission (RTC)  
**FROM:** Amy Naranjo, Transportation Planner  
**RE:** Adoption of the 2023 Consolidated Grants Program, Senate Bill (SB) 125 Transit Funding Grants Program and Regional Transportation Improvement Program

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**RECOMMENDATIONS**

Staff recommends that the Regional Transportation Commission (RTC):

1. Consider recommendations and input for programming regional shares of approximately \$61.3 million from various state and federal funding programs (Attachment 2) from staff and the RTC's Bicycle Committee (BAC), Elderly and Disabled Transportation Advisory Committee (E&DTAC), Interagency Technical Advisory Committee (ITAC), and the new Transportation Equity Workgroup.
  2. Hold a public hearing to receive comments on proposed projects and consider any written comments received (Attachment 4); and
  3. Adopt a resolution (Attachment 1):
    - a. Approving projects to receive the region's anticipated formula shares of state and federal funds (Exhibit A/Attachment 2);
    - b. Approving amendments to previously programmed projects, as requested by project sponsors, to reflect current project scopes, costs and schedules (Exhibit B/Attachment 3);
    - c. Adopting the 2024 Regional Transportation Improvement Program (RTIP) for State Transportation Improvement Program (STIP)-funded projects;
    - d. Requesting that the California Transportation Commission (CTC) and Association of Monterey Bay Area Governments (AMBAG) incorporate project funding and amendments into the 2024 State Transportation Improvement Program (STIP) and the Metropolitan Transportation Improvement Program (MTIP), as applicable.
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## BACKGROUND

As the state-designated 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. The RTC selects projects to receive funds after evaluating applications and the benefits of proposed projects, review by the RTC's advisory committees, and a public hearing. Depending on the funding source, projects are programmed in the RTC's Regional Transportation Improvement Program (RTIP) and/or included in the RTC budget.

This summer, the RTC issued a consolidated call for projects for \$26.6 Million, including funds from the:

- 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-formula (LPP-f) - \$629 Thousand

This year, the RTC is additionally tasked with programming \$34.7 million in one-time formula funds which are specifically designated for transit capital and operations projects through the SB125 Transit and Intercity Rail Capital Program (TIRCP) and the Zero Emission Transit Capital Program (ZETCP).

- Transit and Intercity Rail Capital Program (TIRCP) - \$27.6 Million
- Zero Emission Transit Capital Program (ZETCP) - \$7.1 Million

In total, approximately \$61.3 million is available for programming this cycle. Applications were due on October 25, 2023.

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. While some STBG/RSTPX, LPP-f, TIRCP, and ZETCP funds are available for use beginning in this fiscal year (FY2023/24), STIP funds are programmed over 5 years and might not be available until FY26/27-27/28, since most of the new statewide capacity is in the last two years of the 2024 STIP.

By combining multiple funding sources into a single call for projects, the RTC can create a more comprehensive investment plan. This approach streamlines the process, reducing the workload for RTC, local agency, Caltrans, and CTC personnel. Additionally, it provides the flexibility to allocate funds with stricter CTC or federal requirements to larger projects or agencies better positioned to meet those requirements.

Projects chosen by the RTC for STIP funding require approval from the California Transportation Commission (CTC). The CTC also decides in which

year STIP funds will be allocated, considering proposals from agencies across the state. The RTC must submit its list of projects for STIP funding to the CTC by December 15, 2023. The CTC is scheduled to review and adopt the 2024 STIP on March 21-22, 2024. Projects that are considered regionally significant, could affect air quality, or are receiving federal funds must also be included in the Federal/Metropolitan Transportation Improvement Program, which is prepared by the Association of Monterey Bay Area Governments (AMBAG).

## DISCUSSION

Project sponsors submitted 23 applications requesting over \$95 million. A summary of the projects and staff recommendations for grant awards can be found in [Exhibit A/Attachment 2](#). Project applications are available on the [RTC website](#), including a [map](#) of project locations.

### Project Evaluation

At its August 2023 meeting, the RTC approved [criteria to evaluate projects](#), as required by state and federal guidance. A performance-based approach to transportation planning and programming aims to ensure the most efficient investment of transportation funds, support improved decision-making, and increase accountability and transparency.

The metrics used to evaluate projects this cycle align with regional, state, and federal goals in the areas of **safety, infrastructure condition, system performance, sustainability, resiliency, equity, and public health**.

Consistent with the RTC's approval in August, staff also assessed the potential for projects to leverage additional grants using these RTC-discretionary funds and considered whether projects were ineligible for any other funding sources.

### Recommendations

While all the projects submitted for consideration are consistent with RTC approved metrics for improving the multimodal Santa Cruz County transportation system; given limited funds, it is not possible to fully fund all the projects. The staff recommendation is designed to address a variety of RTC funding priorities including maintenance of existing transportation infrastructure, services and access; fill gaps in the existing bicycle and pedestrian network; improve safety; reduce the number of miles driven and associated emissions; promote equitable distribution of benefits; and promote a multimodal transportation system.

Given that available funding is insufficient to fully fund all of the proposed projects, staff, the Bicycle Committee, Elderly and Disabled Transportation Advisory Committee (E&D TAC) and Interagency Technical Advisory Committee (ITAC) recommend partial funding for a number of projects. For projects recommended 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 RTC hold a public hearing and consider input from the community on proposed projects, consider staff and advisory committee recommendations, and adopt a resolution ([Attachment 1](#)) approving projects to receive anticipated state and federal funds ([Exhibit A/Attachment 2](#)), adopting the 2024 Regional Transportation Improvement Program (RTIP), and amending previously programmed projects ([Exhibit B/Attachment 3](#)).

### Committee Input

The RTC's Bicycle Advisory Committee, Elderly and Disabled Transportation Advisory Committee (E&D TAC), Interagency Technical Advisory Committee (ITAC), and new Transportation Equity Workgroup considered projects and preliminary staff recommendations at their November 2023 meetings. Staff provided preliminary recommendations prior to all RTC's advisory committee meetings. Committee recommendations are reflected in [Exhibit A/Attachment 2](#). Staff considered input from committees and project sponsors when developing the final staff recommendations, including funding conditions shown in bold.

The Bicycle Advisory Committee (BAC) recommends that the RTC prioritize projects that incorporate Complete Streets elements and suggested that project sponsors be required to incorporate these elements where feasible ([Attachment 4](#)). For example, Bicycle Committee members suggested that shared lane markings (sharrows) or bike signage such as "bikes may use full lanes" or "pass bicycle 3ft min" be incorporated into pavement rehabilitation projects where installing separated bike lanes is not feasible.

The E&DTAC asked RTC staff to revisit their recommendations for funding and recommends that the RTC increase funding for public transit and reduce funding for pavement rehabilitation projects. A more transit-focused distribution of RTC discretionary funds is reflected in Scenario D.

The ITAC, with only SC METRO voting in opposition, recommends the preliminary staff recommendations.

At committee meetings, Santa Cruz METRO staff expressed concerns regarding the preliminary staff recommendations. METRO requested that the Rapid Corridors project and RTC's ZE Passenger Rail project be funded from the RTC discretionary pot, rather than with SB 125 transit funds. In later meetings with RTC staff, METRO staff communicated that at least \$30.4 million of the SB125 funds be programmed to METRO transit operations, leaving \$4 million in SB125 for the RTC's ZE Passenger Rail Project and at least \$4 million from the Consolidate Grants funds be programmed to their Rapid Corridors Project to

implement the transit signal preemption portion of the project to help make the Reimagine Metro service successful. After the initial staff report for this item was published, METRO staff communicated to RTC staff that SC METRO could implement its projects with \$2 million less in funding. Therefore, RTC staff revised its staff recommendation as shown below and as shown in Attachment 2.

The new Transportation Equity Workgroup also received a presentation on the preliminary staff recommendations at its November 27, 2023, meeting. Suggestions from workgroup members included that the RTC evaluate how projects benefit historically underserved, marginalized, and disadvantaged communities and address systemic racism; and use funds to reduce collisions in low-income and minority communities, increase transit service and access, reduce transit travel times, and add shade at bus stops to provide protection during heat waves.

### Revised Staff Recommendation

The staff recommendation modifies the transit portion of the RTC staff preliminary/ITAC recommendation. Designated as Scenario A, staff's recommendation directs ~~\$3028.4~~ million in SB125 transit funds to SC METRO operations for their Reimagine METRO service and recommends \$4 million in SB125 funds for SC METRO's Rapid Corridors Project and ~~no~~ \$2 million in SB125 funds to RTC's Zero Emissions Passenger Rail & Trail project.

The remainder of SC METRO's Rapid Corridors Project can be included in the RTC's SB1 Cycle 4 application to the CTC. Based on RTC's Cycle 3 application performing very well in the last round of funding, RTC is in a very good position to secure funding in the next round with a more robust transit component and the completion of the Highway/Rail Trail EIR (State Park to Freedom). The timing of the funds is consistent with SC METRO's needs for the remainder of the project.

For the Zero Emission Passenger Rail and Trail Project, RTC staff plans to apply for State Rail Assistance (SRA) program competitive funds in 2024 to complete the project's environmental documents, with the \$2 million in SB125 and Measure D funds serving as a match. It is not anticipated that the RTC will secure all of the remaining funds needed for completion of the environmental documents EIR from the SRA program, but a strong application with a healthy match and strong community wide support will help ensure that the RTC secures the maximum possible amount, with the remainder funded with Measure D Rail and Coastal Rail Trail category funds. RTC staff will also investigate and work to secure funds from other potential state and federal sources to minimize the amount of Measure D funds on the project. Due to ~~Depending on how much outside funding the RTC is able to secure for the project and Measure D~~ cash flow availability ~~in the Measure D Rail funds, it is~~

~~likely that~~ financing ~~may~~will be needed to provide these Measure D matching funds.

#### Other Options – Modify Funding Amounts or Reserve Funds (Scenarios)

Based on input received from the RTC's advisory committees and project sponsors, RTC staff developed other potential funding scenarios for the RTC's consideration shown in Exhibit B/Attachment 2:

- Scenario B – Staff preliminary/ITAC recommendation – partial to full funding for all applications
- Scenario C – more complete streets focus / removes projects without complete streets elements – based on Bicycle Committee recommendation.
- Scenario D – more transit funding / removes projects without complete streets elements and reduces funding for road projects – based on E&D TAC recommendation.

The RTC board has the authority to approve funding amounts that differ from the recommendations made by staff and/or RTC committees. While all project sponsors requested more funding than the available amount, they acknowledged the limited funding and all but METRO indicated that they would be able to implement or reduce the scope of projects with reduced funding amounts.

The RTC board may also choose to withhold a portion of the anticipated funds during this programming cycle, reserving these funds for future programming to priority projects or to address potential cost increases for previously approved projects.

#### Amendments to Previously Approved Projects

In addition to programming anticipated new funds, staff recommends amending the Soquel-San Jose Rd/Porter St - Road Resurfacing & Multimodal Improvements project, which was previously programmed in 2021. These changes, as summarized in Exhibit B/Attachment 3, are contingent upon the RTC's approval for partial funding of the Highway 17 Corridors Resurfacing project. The project sponsor has indicated that if partial funding is granted, they would incorporate the new funds into the existing Soquel-San Jose project (CO 92) and exclude Branciforte from the project scope.

#### Public Hearing

**A public hearing has been scheduled for 9:45 a.m.** to receive public input on the projects proposed for funding. Public notices have been posted in major newspapers and a news release on the hearing was sent to local media and



interested parties. Written comments received as of 9:00 a.m. on December 6, 2023 will be included with Attachment 4.

### Next Steps

As has historically been done, staff is working with project sponsors to determine the best funding source for each project ("color of funds"), taking into consideration project schedules, funding deadlines, potential risks to delivery, and the ability and capacity of agencies to meet requirements for each source.

Approved projects are programmed in the RTC's Regional Transportation Improvement Program (RTIP) and/or RTC budget. If projects add travel lanes, might impact air quality conformity, or are programmed to receive federal funds, they are also amended into the Federal/Metropolitan Transportation Improvement Program (MTIP) (prepared by the Association of Monterey Bay Area Governments (AMBAG)). Projects designated to receive State Transportation Improvement Program (STIP) funds are subject to concurrence from the California Transportation Commission (CTC). The RTC's recommendations for STIP funds are due to the CTC on December 15, 2023, with CTC action on the STIP scheduled for March 21-22, 2024.

### **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 Transit and Intercity Rail Capital Program (TIRCP) and Zero Emission Transit Capital Program (ZETCP) funds are available for transit capital and operations projects. After holding a public hearing and considering input from RTC advisory committees and the public, staff recommends that the RTC adopt the 2023 Consolidated Grant Program and 2024 Regional Transportation Improvement Program (RTIP), approving projects to receive the region's anticipated formula shares of these funds, as shown in Attachment 2, and amending information for previously programmed projects as summarized in Attachment 3.

### **ATTACHMENTS**

1. Resolution
2. Summary of Applications and Staff Recommendations with Options Based on Committees' Recommendations
3. Amendments to Previously Approved Projects

4. Written Comments Received (any comments received by 9:00am on December 6th will be posted online prior to the meeting).



## **RESOLUTION NO.**

Adopted by the Santa Cruz County Regional Transportation Commission  
on the date of December 7, 2023  
on the motion of Commissioner  
duly seconded by Commissioner

### **A RESOLUTION ADOPTING THE 2023 CONSOLIDATED GRANTS PROGRAM, THE SENATE BILL 125 TRANSIT GRANTS PROGRAM AND 2024 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM TO PROGRAM REGIONAL SHARES OF STATE AND FEDERAL FUNDS AND AMEND PROJECT LISTINGS FOR PREVIOUSLY PROGRAMMED PROJECTS**

WHEREAS, the Santa Cruz County Regional Transportation Commission (RTC) is responsible for selecting projects to receive the region's formula shares of certain state and federal funds, including:

- Approximately \$17.4 million Surface Transportation Block Grant Program/Regional Surface Transportation Program Exchange (STBG/RSTPX) funds through FY2025/26;
- Approximately \$8.6 million State Transportation Improvement Program (STIP) funds through FY2028/29;
- Approximately \$629 thousand SB-1 Local Partnership Program (LPP) funds through FY2024/25;
- Approximately \$27.6 million of Transit and Intercity Rail Capital Program (TIRCP) funds through FY2024/25; and
- Approximately \$7.1 million of Zero Emission Transit Capital Program (ZETCP) funds through FY2026/27.

WHEREAS, the RTC must prepare and adopt a Regional Transportation Improvement Program (RTIP) for submittal to the California Transportation Commission by December 15, 2023 in order for projects to be considered for the 2024 State Transportation Improvement Program (STIP);

WHEREAS, the RTC prepared the 2024 Regional Transportation Improvement Program consistent with the Santa Cruz County Regional Transportation Plan (RTP), the Association of Monterey Bay Area Governments' (AMBAG) Metropolitan Transportation Plan/Sustainable Communities Strategies (MTP/SCS), state law (including SB 45), California Transportation Commission (CTC) and Caltrans guidelines, and in consultation and cooperation with local project sponsors and the California Department of Transportation (Caltrans) District 5;

WHEREAS, the RTC is responsible for assuring that the regional shares of funds are programmed and expended in accordance with CTC, CalSTA, Caltrans, and federal guidelines;

WHEREAS, the RTC evaluated the benefits of projects proposed for funding based on regional, state, and federal goals, performance measures and evaluation criteria and in consultation with the RTC's advisory committees, and in consideration of public comments;

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

1. The 2023 Consolidated Grants program, SB 125 Transit Grants Program and 2024 Regional Transportation Improvement Program for Santa Cruz County are hereby adopted to:
  - a. Program Santa Cruz County's regional target of 2024 State Transportation Improvement Program (STIP), Surface Transportation Block Grant/Regional Surface Transportation Program Exchange (STBG/RSTPX), SB1 Local Partnership Program (LPP), SB125 Transit and Intercity Rail Capital Program (TIRCP) and Zero Emission Transit Capital Program (ZETCP) funds to projects, as shown in Exhibit A (Attachment 2); and
  - b. Amend project listings for previously programmed projects to reflect the most current project scope, funding, and schedule information, as shown in Exhibit B (Attachment 3).
2. The RTC's FY23/24 Budget is hereby amended to reflect funds that flow through or to the RTC.
3. RTC staff is hereby authorized to work with projects sponsors to determine the most appropriate funding source to designate to approved projects, to submit and execute documents required by the California Transportation Commission (CTC) and/or Caltrans, and or CalSTA which may be necessary to obligate, or otherwise secure funds programmed by the RTC.
4. The California Transportation Commission is hereby requested to incorporate projects and amendments into the 2024 State Transportation Improvement Program (STIP) and Local Partnership Program, and the Association of Monterey Bay Area Governments is hereby requested to incorporate these actions into the Metropolitan Transportation Improvement Program (MTIP), as applicable.

5. Project sponsors are required to comply with all conditions and requirements set forth by applicable state and/or federal statutes, regulations, procedures, and guidelines.
6. Any project cost savings shall be made available for programming in future competitive grant cycles.
7. Project sponsors shall obtain RTC concurrence in allocation, extension, amendment, or other requests for proposed STIP, LPP, TIRCP, and ZETCP funds prior to submittal of such requests to Caltrans, CalSTA or the CTC. Concurrences will generally be handled administratively by RTC staff, though major project scope, funding, or other changes shall be subject to RTC board action.
8. Prior to final design, projects with bicycle, pedestrian, and/or transit components shall undergo review by the RTC's Bicycle Committee and/or Elderly and Disabled Transportation Advisory Committee (E&D TAC) and project sponsors shall incorporate Complete Streets components where feasible and/or appropriate.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

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Manu Koenig, Chair

ATTEST:

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Luis Mendez, Secretary

Exhibit A: Project List

Exhibit B: Amendments to Previously Programmed Projects

*Distribution: RTC Programming & Fiscal, Project Sponsors, Caltrans, AMBAG, California Transportation Commission (CTC)*

**Staff Recommendations with Options Based on Committees' Recommendations**
**Attachment 2**
**Revised 12.4.23**

Agency	Project Name	Funds Requested	Staff Recommendation	Prelim/ITAC Preference	Complete Streets Focus	Transit Focus
			Option A	Option B	Option C	Option D
Capitola	41st Avenue Pavement Rehabilitation and Multimodal Improvements (41st Ave-Gross Rd)	\$2,000,000	\$1,000,000	\$1,000,000	\$1,163,000	\$1,000,000
County of SC	Corralitos Corridor Resurfacing (Amesti Rd & Corralitos Rd)	\$2,125,000	\$1,500,000	\$1,500,000	\$2,125,000	\$1,544,000
	Emergency Routes Phase 2 Resurfacing	\$4,522,000	\$3,200,000	\$3,200,000	\$0	\$0
	Glen Arbor Road Sidewalk	\$3,632,243	\$2,100,000	\$2,100,000	\$3,632,000	\$2,100,000
	Green Valley Road Multi-Use Path	\$3,000,000	\$2,000,000	\$2,000,000	\$3,000,000	\$2,000,000
	Highway 17 Corridors Resurfacing	\$3,724,000	\$1,500,000	\$1,500,000	\$3,724,000	\$1,500,000
	Intercounty Routes Resurfacing	\$2,044,000	\$2,044,000	\$2,044,000	\$0	\$0
	Rio Del Mar Resurfacing	\$885,000	\$300,000	\$300,000	\$0	\$0
	Robertson Street and Soquel Drive Signalization	\$1,595,536	\$1,595,536	\$1,595,536	\$1,595,536	\$1,595,536
Ecology Action	Youth SRTS Bike/Pedestrian Education	\$310,870	\$300,000	\$300,000	\$300,000	\$300,000
Santa Cruz	Bay Corridor Design	\$399,000	\$399,000	\$399,000	\$399,000	\$399,000
	Bay Street Paving	\$875,000	\$875,000	\$875,000	\$875,000	\$875,000
	Bethany Culvert Replacement*	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000
	Escalona Complete Streets	\$3,401,000	\$2,941,656	\$2,941,656	\$2,941,656	\$2,941,656
SCCRTC	Felton-SLV Schools Complete Streets Improvements	\$2,313,000	\$1,800,000	\$1,800,000	\$1,800,000	\$1,800,000
	Go Santa Cruz County Bicycle Incentives Program	\$305,100	\$305,100	\$305,100	\$305,100	\$305,100
	Planning, Programming, and Monitoring (PPM)	\$430,000	\$430,000	\$430,000	\$430,000	\$430,000
	Zero Emission Passenger Rail and Trail	\$16,450,000	\$2,000,000	\$8,500,000	\$8,500,000	\$0
SCMTD	Rapid Corridors Projects	\$8,179,000	\$4,000,000	\$2,275,000	\$2,275,000	\$5,500,000
	Transit Operations*	\$34,339,199	\$28,339,199	\$23,564,199	\$23,564,199	\$34,339,199
Scotts Valley	Mount Hermon Road Improvements	\$523,000	\$523,000	\$523,000	\$523,000	\$523,000
	Scotts Valley Drive Corridor Improvements*	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Watsonville	Green Valley Road Rehabilitation	\$1,833,000	\$1,833,000	\$1,833,000	\$1,833,000	\$1,833,000
<b>Grand Total</b>		<b>\$94,885,948</b>	<b>\$60,985,491</b>	<b>\$60,985,491</b>	<b>\$60,985,491</b>	<b>\$60,985,491</b>

**2023 Consolidated Grant Program: Summary of Applications Received and Recommendations: Approx. \$61.3 million available**

Applications online: <https://scrtc.org/funding-planning/project-funding/23-24-rtip/>

**Exhibit A / Attachment 2**

Revised 12.4.23

ID	Agency	Project Name	Project Description	Primary Benefits, Notes & Committee Recommendations	Serves a DAC or LIC?	Staff Recommendation	Funds Requested	Total Costs	Anticipated Users
1	Capitola	41st Avenue Pavement Rehabilitation and Multimodal Improvements (41st Ave-Gross Rd)	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.	System Preservation: Improved traffic flow, enhanced safety, and roadway preservation; 41st is a major arterial.	LIC	\$1,000,000	\$2,000,000	\$2,250,000	35,500
2	County of SC	Corralitos Corridor Resurfacing (Amesti Rd & Corralitos Rd)	Pavement maintenance of 4.20 miles of roadway including all of Corralitos Rd and the primarily traveled portion of Amesti Rd. Work shall extend from existing roadway edge to existing roadway edge.	System Preservation: Improved bike/ped connectivity to Green Valley Road; serves Metro Rts 72 & 72W.	LIC	\$1,500,000	\$2,125,000	\$2,400,316	6,284
3	County of SC	Emergency Routes Phase 2 Resurfacing	Pavement maintenance of 8.11 miles of roadway including significant portions of Empire Grade and Bear Creek Rd. Work shall extend from existing roadway edge to existing roadway edge.	System Preservation: low ADT but critical routes for emergency access and evacuation during disasters; portion of Empire Grade served by Metro Rt 41	LIC	\$3,200,000	\$4,522,000	\$5,107,873	2,724
4	County of SC	Glen Arbor Road Sidewalk	Extend the sidewalk along the northern side of Glen Arbor Rd from Highway 9 to Pine Street. This sidewalk will provide a gap closure connection for residents and children to access destinations in Ben Lomond.	Access for All: Improves pedestrian safety in rural area but low daily use; identified in SR9/SLV plan as needed; supported by Ben Lomond Fire Dept., serves Metro Rt 35	LIC	\$2,100,000	\$3,632,243	\$4,102,838	40
5	County of SC	Green Valley Road Multi-Use Path	Replace 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 project will upgrade 5 METRO bus stops with shelters and one more with an accessible landing, all upgrades will include trash receptacles.	Access for All: Leverages Clean California grant award; benefits a disadvantaged community (equity); improves bike/ped access and increases transit access. Metro Rt 75	LIC	\$2,000,000	\$3,000,000	\$8,916,097	23,524
6	County of SC	Highway 17 Corridors Resurfacing	Pavement maintenance of 9.65 miles of roadway including all of Branciforte Drive and a significant portion of Soquel San Jose Rd/ Porter St. 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.	System Preservation: 15k users/day; used by bikes but no shoulder widening elements.	LIC	\$1,500,000	\$3,724,000	\$5,849,994	15,380
7	County of SC	Intercounty Routes Resurfacing	Pavement maintenance of 2.74 miles of roadway including all of Murphy's Crossing and Roggie Ln, and all FAU portions of Lee Rd & West Beach Rd. 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.	System Preservation: Roads heavily used by freight; benefits a disadvantaged community (equity).	-	\$2,044,000	\$2,044,000	\$2,308,822	6,933
8	County of SC	Rio Del Mar Resurfacing	Pavement maintenance of 1.08 miles of roadway including nearly all of Rio Del Mar Blvd. Work shall extend from existing roadway edge to existing roadway edge.	System preservation: lacks bike/ped improvements considering residential project location.	-	\$300,000	\$885,000	\$999,661	17,900
9	County of SC	Robertson Street and Soquel Drive Signalization	Convert the existing All-Way stop controlled intersection at Soquel Dr. & Robertson St. to a signalized intersection. Revise existing geometry.	Safety: Enhances the Adaptive Traffic Signal System; Soquel is a major arterial road and transit route; Project located near a school.	-	\$1,595,536	\$1,595,536	\$1,802,254	21,136
10	Ecology Action	Youth SRTS Bike/Pedestrian Education	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.	Public Health/Equity: Continue existing, popular program aimed at reducing crashes and getting more kids biking & walking	-	\$300,000	\$310,870	\$346,527	1,890
11	Santa Cruz	Bay Corridor Design	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.	Safety and Access for All: Integrates Complete Streets and innovative elements; leverages AHSC grant; public support for the project.	LIC	\$399,000	\$399,000	\$450,000	15,000

ID	Agency	Project Name	Project Description	Primary Benefits, Notes & Committee Recommendations	Serves a DAC or LIC?	Staff Recommendation	Funds Requested	Total Costs	Anticipated Users	
12	Santa Cruz	Bay Street Paving	Repave Bay Street 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.	System Preservation: Improves road surface for cyclists; enhances connectivity between rail trail and Bayview Elementary.	LIC		\$875,000	\$875,000	\$989,000	10,000
13	Santa Cruz	Bethany Culvert Replacement*	Reconstruct 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.	System Preservation: City's highest priority project; Climate resilience infrastructure; leverages federal funds	-		\$1,500,000	\$1,500,000	\$11,815,850	10,000
14	Santa Cruz	Escalona Complete Streets	Repave Escalona between Grandview and Bay and between Walnut and Highland using a cold-in-place-recycling (CIR) paving technique. 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.	System Preservation: Improved pedestrian access (ADA ramp upgrades, fill gaps in sidewalks); Cold-in-place asphalt recycling.	LIC		\$2,941,656	\$3,401,000	\$3,841,000	3,500
15	SCCRTC	Go Santa Cruz County Bicycle Incentives Program	Countywide bicycle incentives program for income qualified individuals, including point-of-sale vouchers for the purchase of an electric or classic bicycle and discounted annual memberships for the regional electric bikeshare service.	Public Health/Equity: Public support of program; promotes mode shift, reduce emissions, benefits disadvantaged communities	LIC		\$305,100	\$305,100	\$500,000	850
16	SCCRTC	Felton-SLV Schools Complete Streets Improvements	Improve safety, enhance bicycle and pedestrian access and connectivity, reduce speeding, and address geographic inequities by rectifying underinvestment in rural regions. Improvements include crossing safety enhancements such as curb extensions and refuge islands, transit stop and stop access improvements, and bicycle intersection safety enhancements.	Safety and Public Health/Equity: Public support; enhances safety in rural area, adds bike/ped safety elements, pavement preservation	LIC		\$1,800,000	\$2,313,000	\$32,721,746	19,500
17	SCCRTC	Planning, Programming, and Monitoring (PPM)	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 State Transportation Improvement Program (STIP)	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	-		\$430,000	\$430,000	\$430,000	0
18	SCCRTC	Zero Emission Passenger Rail and Trail	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). Includes 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.	Access for All: Requested funding completes PAED phase of project. RTC staff plans to apply for State Rail Assistance program competitive funds in 2024 to complete the project's environmental document, with Measure D funds serving as a match.	DAC		\$2,000,000	\$16,450,000	\$26,237,000	13,169
19	SCMTD	Rapid Corridors Projects	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.	Access for All: Reimagine Metro realignment and enhanced safety; Goal to expand service and reliability; benefits transportation disadvantaged populations. RTC can include remainder of SC METRO's Rapid Corridors Project in the RTC's SB1 Cycle 4 application to the CTC.	DAC		\$4,000,000	\$8,179,000	\$25,051,000	4,985

ID	Agency	Project Name	Project Description	Primary Benefits, Notes & Committee Recommendations	Serves a DAC or LIC?	Staff Recommendation	Funds Requested	Total Costs	Anticipated Users
20	SCMTD	Transit Operations*	Support implementation of 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.	Access for All: Funds service recovery/expansion; benefits disadvantaged and low income communities.	DAC	<b>\$28,339,199</b>	\$34,339,199	\$34,339,199	20,625
21	Scotts Valley	Mount Hermon Road Improvements	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.	System Preservation: Regionally significant road; incorporates multimodal elements.	-	<b>\$523,000</b>	\$523,000	\$723,000	27,648
22	Scotts Valley	Scotts Valley Drive Corridor Improvements*	Pavement improvement project on Scotts Valley Drive. 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.	System Preservation: City's highest priority project; regionally significant road; incorporates multimodal elements.	-	<b>\$500,000</b>	\$500,000	\$1,078,000	16,542
23	Watsonville	Green Valley Road Rehabilitation	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	System Preservation: Benefits a disadvantaged community; adds bike/ped improvements; improves accessibility	LIC	<b>\$1,833,000</b>	\$1,833,000	\$4,320,000	18,500
<b>Grand Total</b>						<b>\$60,985,491</b>	<b>\$94,885,948</b>	<b>\$176,580,177</b>	<b>291,630</b>

\* Project identified as a priority by the applicant

[DAC: Disadvantaged Community as defined by CalEPA](#)

[LIC: Low Income Community as defined by HCD](#)



***Regional Transportation Improvement Program (RTIP)***  
**Amendments to Previously Approved Projects**  
***Proposed for the December 7, 2023 RTC meeting***

<b>Action</b>	<b>Project #</b>	<b>Project</b>	<b>Proposed Amendment</b>
Various updates	CO 92	Soquel-San Jose Rd/Porter St - Road Resurfacing & Multimodal Improvements project	Pending RTC approval for "Highway 17 Corridors Resurfacing" project, add funds to Soquel-SJ project (PPNO 3089), modify scope, milestones, etc.



## SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

1101 Pacific Avenue, Suite 250, Santa Cruz, CA 95060-4418 • (831) 460-3200 • [info@sccrtc.org](mailto:info@sccrtc.org)

Re: Regional Transportation Improvement Program

November 20, 2023

Dear Santa Cruz County Regional Transportation Commission,

The Bicycle Advisory Committee has reviewed the Regional Transportation Improvement Program (RTIP) applications for 2024. We are generally in agreement with the projects approved by staff. However, we recommend that collaboration with project sponsors incorporates Complete Streets enhancements where feasible to projects that do not currently include them. Additionally, we request that the Commission prioritize projects that are Complete Streets focused.

The Bicycle Committee expressed the need for more funding dedicated to bicycle and pedestrian projects, and the inclusion of more safety measures such as separated bike lanes. The Committee supports future projects which seek to reduce greenhouse gas emissions, mitigate climate impacts and move away from car-based transportation.

The Committee expressed that 47% of funding going into pavement preservation feels like a missed opportunity to address road safety concerns and transit needs. The County needs a true paradigm shift towards more and safer bicycling infrastructure. The approval criteria for RTIP Projects should be changed in the future to make Complete Streets a requirement for all projects.

Overall, the Committee is pleased to see the variety of projects, and that most jurisdictions are already incorporating Complete Streets approaches to project planning. We are encouraged to see that most Santa Cruz County jurisdictions are moving toward incorporating Complete Streets approaches, and the consideration of active and multimodal transportation.

Sincerely,

*Anna Kammer*

Anna Kammer, Chair  
Bicycle Advisory Committee  
Santa Cruz County Regional Transportation Commission

# **Complete Streets Enhancements for Projects Seeking 2023 Funding**

## **RURAL ROADS IN GENERAL WITHOUT BIKE LANES**

For narrow, rural roads, where installing bike lanes would be problematic for many reasons, the following measures could still be undertaken:

- Ensure that repavement is completed to the furthest edges of any past pavement (not just the most recent).
- Generally ensure that there is not a grade separation between the new edge of pavement and the ground surface, so that if a cyclist has to veer off the pavement there will not be a drop off. Where drainage ditches are very close to the edge of pavement, relocate them further away if feasible.
- Design the transition between pavement and ground in a manner that minimizes future live or fallen vegetation encroachment. [I'm unsure of the best way to do this, I would check with maintenance crews as to what could be done to make future cutting of vegetation that grows onto the roadway or future removal of accumulated leaf and needle litter onto the roadway the easiest.]
- Based on the current roadway configuration, determine and strive for a minimum width for roadway segments. Evaluate what would be necessary to widen the roadway to this minimum width where it currently is narrower and pursue those locations where a pavement extension would be fairly easy and not too costly to do; for example, where the adjacent ground is level and at the same level as the pavement.
- At least partially pave pullouts, especially on the uphill sides to give cyclists some refuge areas if they need them.
- Pave driveway aprons.
- Lower speed limits around some of the less sharp curves, especially where there are sight distance limitations and sign as curves with the lower speed limit signs.
- Without being excessive, add some "Bicycles May Use Full Lane" and "Pass Cyclists 3 Foot Minimum" signs.

[Note: The County's [Active Transportation Plan](#) provides for [Class III Long-Distance Rural Routes: Treatments](#): Install shared-lane markings, or sharrows, and signage indicating that drivers will be sharing the lane with people on bicycles. Install advisory shoulders or traffic-calming measures where feasible (see the following typology for descriptions of traffic calming measures). Even a few inches of shoulder can make it more comfortable for cyclists to share the road, so when repaving or reconstructing the roadway, it is helpful to add width to the shoulder wherever possible.]

## **41ST AVE AND GROSS ROAD**

Although improvements have been made in the bike lane striping on 41<sup>st</sup> Ave in the project limits more can be done. “The installation of a physical barrier between the limit line and the diverge of the Highway 1 southbound on-ramp on 41st Avenue” should benefit cyclists.

Northbound beyond the off-ramp, the bike lane disappears for a short distance. Although sharrows have been placed there, that segment of 41<sup>st</sup> Avenue remains challenging for cyclists. Similarly challenging is Southbound 41<sup>st</sup> Ave., starting at the project limits, where there are no bike lanes until the westbound freeway onramp.

On the rest of 41st Ave within the project area, even slight reductions in the width of travel lanes could allow for wider bike lanes. For example, since 41st Ave is three-lane, even 4-inch reductions in each travel lane could leave an extra foot for the bike lanes.

Eastbound Gross Road towards the 41<sup>st</sup> Ave intersection there are also no bike lanes. Pavement markings at and through the 41<sup>st</sup> Ave/Gross intersection could be improved.

## **EMPIRE GRADE AND BEAR CREEK ROAD**

Just north of Spaten Way on the west side of Empire Grade there is an eroded slope. It should be stabilized so that materials do not fall into the roadway.

At around 13950 Bear Creek Road there is a wide shoulder on the south side and a narrow one on the north. Restriping can move the center line so that the shoulders are at least more equivalent widths; actually, wider uphill shoulders are preferable as cyclists are traveling slower in that direction and could use more refuge space.

See also “Rural roads in general without bike lanes” above especially for Empire Grade.

## **BRANCIFORTE DRIVE AND SOQUEL SAN JOSE RD/ PORTER ST.**

Bike lanes on Porter Street disappear towards the intersection with Soquel Drive. Raised sidewalks with curbs severely constrain the roadway, limiting the potential for continuing the bike lanes unless one traffic lane is removed. This is a long-standing area of concern and discussion. For this project, whatever more can be incorporated in the manner of pavement markings, signing, and traffic calming would be desirable.

For the other portions of Soquel San Jose Rd/ Porter St. without bike lanes and for Branciforte Drive see the recommendations above for rural roads without bike lanes.

## **CORRALITOS AND AMESTI ROADS**

Although there are no bike lanes on Corralitos Road per se, there are somewhat ample shoulders to ride on through most of the project area. However, there are some locations where the shoulder narrows considerably and could fairly easily be widened as the terrain is pretty flat. Also, if the travel lane widths are reduced a little, extra shoulder room would be gained for bikes. Some traffic calming street treatments and signing would also be helpful.

The general recommendations for rural roads above would also apply to Corralitos Road and the portion of Amesti Drive without bike lanes.

### **RIO DEL MAR BLVD.**

The lower part of Rio del Mar Blvd could easily be widened by at least a few feet to add some shoulder space. Shoulder stripes could be added and parking prohibited in the immediate shoulder. The part of Rio Del Mar Blvd by the shopping center appears wide enough to install bike lanes. Traffic calming measures such as some bulb outs, speed bumps or marked crossways could be added.

### **WEST BEACH ST.**

West Beach Street can use some traffic calming to slow speeding; for example, maybe center islands at the intersecting streets. Also, add some “Bicycles May Use Full Lane” and “Pass Cyclists 3 Foot Minimum” signs.

**From:** [tutti hacking](#)  
**To:** [Regional Transportation Commission](#)  
**Subject:** re: #25 Public Comment - Trail on Murray Street Rail Bridge  
**Date:** Friday, December 1, 2023 6:30:32 PM

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Dear RTC Members,

I am writing to you in regards to item #25 on the Agenda for the December 7, 2023 hearing on Regional Transit Improvements. I know there is not enough money to do all the county wants, but providing safe transit access for cyclists and pedestrians **MUST** be a priority over cars.

With the Murray Street Bridge set to undergo seismic improvements over the next two years, the repairs to this vital transportation artery will drastically affect vehicular, pedestrian and bicycle traffic.

I strongly urge this body to consider and implement a **PLAN** to open the Murray Street **Rail** Bridge to cyclists and pedestrians **IMMEDIATELY**.

I have written to this body on multiple occasions in support of a **TRAIL NOW**. Yes, you will need to rail bank. That is a no-brainer. Pull the tracks and install simple side fencing to allow the rail bridge to be used by pedestrians and cyclists!

My late husband, Benjamin Doniach, was killed on July 10, 2018 while cycling on the Murray Street Bridge. Recently, two pedestrians were injured on the Murray Street Bridge. It is incumbent on this body to place the safety of pedestrians and cyclists above that of vehicular traffic. If the rail bridge had been opened to cyclists at the time of my husband's accident, he would still be with us. My three daughters would still have a father.

Every time I drive over the Murray Street Bridge I see the unused, wasted resource of the **rail** bridge just yards away. Why? Because this body has failed to implement the least expensive, and most warranted action of rail banking, pulling tracks, and opening this resource to the public.

**PLEASE!** Act responsibly - our community deserves a safe pedestrian and cycling corridor over the harbor. Build the **TRAIL NOW!**

Sincerely,  
Tutti Hacking  
209 Morrissey Blvd.  
Santa Cruz, CA 95062  
831-458-3299  
Santa Cruz Property Owner since 1992

November 25, 2023

The Honorable Manu Koenig  
Chair  
Santa Cruz Regional Transportation Commission  
1101 Pacific Avenue, Suite 250  
Santa Cruz, California 95060

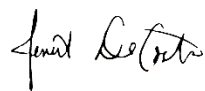
Dear Chair Koenig,

On behalf of Driscoll's, I write to urge repairs and improvement to Murphy's Crossing, a small road with an outsized impact on our local economy and quality of life.

Murphy's Crossing is a vital link for the berry industry that is centered around Watsonville. This is true for Driscoll's independent growers who bring berries from fields to our cooler on San Juan Road, but it is just as important to other local shippers. A significant portion of the \$400 million in berries from Santa Cruz County traverse this dangerous and unstable road, along with many of the farmworkers who make that crop possible. Murphy's Crossing also serves as an important road for local residents to access major highways and thoroughfares.

This important road has long been in need of comprehensive improvement. It appears that the county is considering prioritizing Murphy's Crossing. Immediate improvement to this road will pay significant dividends to our community. I thank you for your attention to this matter.

Very truly yours,



Jenét DeCosta, Chief of Staff

Driscoll's

cc: Santa Cruz Regional Transportation Commissioners  
Santa Cruz County Supervisors



[info@sccrtc.org](mailto:info@sccrtc.org)

[BoardOfSupervisors@santacruzcountyca.gov](mailto:BoardOfSupervisors@santacruzcountyca.gov)

Manu Koenig, Chair

SCCRTC

1101 Pacific Av., Suite 250

Santa Cruz, CA 95060

RE: Support for 2023 SCCRTC Consolidated Grant Program & Murphy's Crossing

Dear SCCRTC Board Members,

I am writing to express my strong support for the 2023 SCCRTC Consolidated Grant Program staff recommendation to fund the Murphy Road (Murphy's Crossing) resurfacing project. As the General Manager of Alta Vista and Garrouette Farms in Watsonville, we rely on Murphy's Crossing to safely transport millions of dollars' worth of berries to market every year. The current condition of the road is simply unacceptable. It is riddled with potholes and cracks, making it difficult and dangerous to drive on, and has a negative affect on the value of our produce, as the rough conditions cause damage to our fruit.

Murphy's Crossing is not just a vital transportation link for farmers, it is also a vital route for farmworkers that reside in both counties and important connection between Santa Cruz and Monterey Counties. Resurfacing Murphy's Crossing would make it safer for cars, farming equipment and trucks and agricultural fruit and vegetables that form the backbone of the local economy. It would benefit everyone in our community.

I urge you to support the 2023 SCCRTC Consolidated Grant Program & funding for Murphy Crossing resurfacing. This is a much-needed investment in our community's infrastructure that would have a positive impact on the lives of everyone who uses the road.

Sincerely,



Chris Matthews  
General Manager  
Alta Vista Farms, LP  
Garrouette Farms, Inc.

Cc:

Santa Cruz County Regional Transportation Commission  
Santa Cruz County Board of Supervisors

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Alta Vista Farms, LP   Garrouette Farms, Inc  
PO Box 2048, Watsonville, CA 95077  
(831) 722-6965



[info@sccrtc.org](mailto:info@sccrtc.org)

[BoardOfSupervisors@santacruzcountyca.gov](mailto:BoardOfSupervisors@santacruzcountyca.gov)

The Honorable Manu Koenig, Chair  
 Santa Cruz County Regional Transportation Commission  
 1101 Pacific Ave., Suite 250  
 Santa Cruz, CA 95060

RE: Support for 2023 SCCRTC Consolidated Grant Program & Murphy's Crossing

Dear SCCRTC Board Members,

I am writing to strongly support the 2023 SCCRTC Consolidated Grant Program staff recommendation to fund the Murphy Road resurfacing project. As an owner and berry farmer of Scurich Berry Farms in Watsonville, I rely on Murphy's Crossing to safely commute or transport my strawberries and blackberries to market. The current condition of the road is simply unacceptable. It is riddled with potholes and cracks, making it difficult and dangerous to drive on.

Murphy's Crossing is not just a vital transportation link for farmers but also a vital route for farmworkers and cyclists who reside at Murphy's Crossing. It is also an important connection between Santa Cruz and Monterey Counties. Resurfacing Murphy's Crossing would make it safer for cars, farming equipment, trucks, and agricultural fruit and vegetables that form the backbone of the local economy. It would benefit everyone in our community.

I urge you to support the 2023 SCCRTC Consolidated Grant Program & funding for Murphy Crossing resurfacing. This is a much-needed investment in our community's infrastructure that would positively impact the lives of everyone who uses the road.

Sincerely,  
*Dane Scurich*  
 Dane Scurich

President, Scurich Berry Farms, Inc.

Cc:

Santa Cruz County Regional Transportation Commission  
 Santa Cruz County Board of Supervisors

## Seeking clarification on Item #25 on Dec 7th RTC Agenda vs Item #7 on ITAC and Item #11 on E&D TAC agendas

Barry Scott <barry\_scott@sbcglobal.net>

Fri 12/1/2023 3:37 PM

To:Regional Transportation Commission <info@sccrtc.org>

Cc:Amy Naranjo <anaranjo@sccrtc.org>;Luis Mendez <lmendez@sccrtc.org>

Dear Amy or other staff,

I attended committee meetings during the November presentations of the "2023 Consolidated Grants and Regional Transportation Improvement Program Preliminary Recommendations" items and was encouraged to see \$8.5M recommended for the "Zero Emission Passenger Rail and Trail" Concept report, PA & ED, to go toward the total \$16,450M requested of the \$26,237M.

I am confused, however, to see posted yesterday on page 25-11 of the RTC December 7th agenda that the \$8.5M for the Rail and Trail project has been zeroed out. A chart titled "Staff Recommendations with Options Based on Committee's Recommendations" includes the Staff Recommendation with \$0 for rail, plus columns B, C that include the \$8.5M and Column D titled "Transit Focus" with no funding for rail.

It's worrisome that Rail is the only item completely defunded while others simply are reduced from the levels requested.

It seems that failure to include ZE Rail and Trail funding in this round may risk the ability to meet deadlines and it sends the wrong signals to funding agencies.

Please explain how staff reached a decision so late in the process to remove the \$8.5M for the Rail and Trail program.

And please reconsider the allocations to restore that \$8.5M while keeping a healthy share for Metro.

Watsonville has long suffered comparative neglect in project funding.

ALL of the funded and completed sections of the Coastal Rail Trail are north of Rio Del Mar Blvd. except for one incomplete Segment 18 in Watsonville.

If the ZE Passenger Rail and Trail project fail to be realized, Watsonville will be further neglected by losing a potential modern transit system as well as several miles of Coastal Rail Trail.

Respectfully,

Barry

--

Barry Scott

Rio Del Mar

Office: 831.612.6574

Mobile: 209.482.5663

www.rdmia.org

**From:** [Mary Offermann](#)  
**To:** [Regional Transportation Commission](#)  
**Subject:** ASAP: proposed funding budget....Scotts Valley committee meeting Thursday, 7 December, 2023  
**Date:** Monday, December 4, 2023 11:50:58 AM

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December 4, 2023

To the RTC:

It is difficult for me to understand why the proposed budget for rail development is \$0.00 when more than 73% of the county population only last year demonstrated at the ballot box that we do NOT want an “optimal interim trail” and DO support development of our existing rail lines to support light electric rail alongside the “ultimate trail.”

I am one of those voters. We have passed three measures to advance rail development. Why do you allot nothing at all? Zero funding for rail, instead of the \$8.5M described to the Elderly and Disabled and other committees, sends the wrong signal to the community and to the funding agencies.

Please put the development and construction of an electric light rail system as the top priority for the RTC.

And please also continue with the construction of the adjacent trail, extending it through segments ten and eleven (from 17<sup>th</sup> Avenue to State Park Drive) and segment twelve in Aptos. This is what the voters want...we have told you so emphatically.

Thank you,

Mary Offermann

## FW: Advancing Rail Development

Regional Transportation Commission <info@sccrtc.org>

Mon 12/4/2023 3:55 PM

To: Amy Naranjo <anaranjo@sccrtc.org>

### Comments on Item 25

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**From:** Myles Corcoran <mylescor@gmail.com>

**Sent:** Monday, December 4, 2023 1:14 PM

**To:** Regional Transportation Commission <info@sccrtc.org>

**Subject:** Advancing Rail Development

Dear Commissioners,

I wholeheartedly agree with Ms. Offerman's letter to you of this date - pasted below.

I get it that around 27 in every hundred of your voting constituents, County wide, prefer no train. I love and care about them, my community, and truly respect their opinions and feelings.

The other 73 of us, in a hundred, want the Rail and Trail. We have been clear about this for a long time. We have voted on it several times.

I see no better use possible at this time in history here in Santa Cruz.

It is your duty to review the issues, certainly, around the development and administration of our communities public transportation systems. You are not empowered with putting aside the clear voice of the voters in such matters. Not for any principled, personal or career purposes.

You are there to get things done - even things you may not think we should be doing.

Keep working to get us our Rail and Trail as soon as possible.

Thank you for your attention.

Sincerely

Myles F. Corcoran

--

Mary Offerman wrote:

12/4/23

*"It is difficult for me to understand why the proposed budget for rail development is \$0.00 when more than 73% of the county population only last year demonstrated at the ballot box that we do NOT want an "optimal interim trail" and DO support development of our existing rail lines to support light electric rail alongside the "ultimate trail."*

*I am one of those voters. We have passed three measures to advance rail development. Why do you allot nothing at all? Zero funding for rail, instead of the \$8.5M described to the Elderly and Disabled and other committees, sends the wrong signal to the community and to the funding agencies.*

*Please put the development and construction of an electric light rail system as the top priority for the RTC.*

*And please also continue with the construction of the adjacent trail, extending it through segments ten and eleven (from 17th Avenue to State Park Drive) and segment twelve in Aptos. This is what the voters want...we have told you so emphatically.*

*Thank you,*

*Mary Offermann"*