



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

MEETING AGENDA

1:30 – 3:30pm

Tuesday, December 12, 2023

In-Person Meeting

1101 Pacific Avenue, Suite 250, Santa Cruz, CA 95060

REMOTE Participation: Remote Participation is offered to members of the public, nonvoting alternates, and committee members unable to attend in person due to an emergency or for cause per AB2449. E&D TAC Members who need to participate remotely under AB2449 should provide justification prior to the meeting to amarino@sccrtc.org (see end of the agenda for more information)

Join the online meeting to see presentations:

<https://us02web.zoom.us/j/82217044415>

Meeting ID: 822 1704 4415

Dial by your location: +1 646 931 3860

- 1. 1:30pm – Call to Order**
- 2. 1:30pm – Introductions**
- 3. 1:32pm – Consider AB2449 request(s) to participate in the meeting remotely due to emergency circumstances (a physical or family medical emergency that prevents a member from attending in person)**
- 4. 1:35pm – Oral communications**
- 5. 1:40pm – Additions or deletions to the consent or regular agenda**

CONSENT AGENDA

All items appearing on the consent agenda are considered to be minor or non-controversial and will be acted upon in one motion if no member of the E&D TAC or public wishes an item be removed and discussed on the regular agenda. Members of the E&D TAC may raise questions, seek clarification or add directions

to Consent Agenda items without removing the item from the Consent Agenda as long as no other E&D TAC member objects to the change.

- 6. Approve Minutes from November 14, 2023— pg. 5**
- 7. Receive November 2023 E&D TAC Calendar— pg. 10**

REGULAR AGENDA

- 8. 1:55 pm — Receive Program Updates— pg. 11**
 - a. Volunteer Center
 - b. Community Bridges - TDA Q4 Annual Summary Report
 - c. Santa Cruz Metro
 - d. SCCRTC
 - e. Pedestrian Ad-hoc Subcommittee
 - i. Pedestrian Hazard Report
- 9. RTC Legislative Program Updates— pg. 15**
- 10. City of Capitola Pedestrian Pathway from the Upper Beach and Village Parking Lot to Monterey Avenue— pg. 27**
- 11. City of Santa Cruz TDA Claims— pg. 29**
- 12. Regional Transportation Plan Goals and Policies — pg. 42**

3:30 pm — Adjourn

Next meeting: 1:30 pm, February 13, 2024, hosted in person at the SCCRTC office located at 1101 Pacific Avenue, Suite 250, Santa Cruz, CA 95060.

HOW TO REACH US

*Santa Cruz County Regional Transportation
Commission
1101 Pacific Avenue, Suite 250,
Santa Cruz, CA 95060
Phone: (831) 460-3200 / fax (831) 460-3215
Email: info@sccrtc.org / website: www.sccrtc.org*

REMOTE PARTICIPATION –Committee Members (AB 2449)

*This meeting is being held in accordance with the California Brown Act. Under traditional Brown Act rules, members of the Committee may attend by teleconference if the location they are attending from is also open to the public to participate and the remote meeting location is listed on the agenda. **Members of the Committee may also attend via Zoom up to two times per year due to an emergency or for a cause according to requirements set forth in AB 2449, as long as a quorum of the committee is present in person at the RTC office.** Committee alternates who are not voting are considered members of the public, not Committee members.*

AB 2449 defines "just cause" as:

- Care of a child, parent, grandparent, grandchild, sibling, spouse, or domestic partner;*
- a contagious illness that prevents a member from attending in person;*
- a need related to a physical or mental disability as defined by statute; or*
- travel while on official business of the RTC or another state or local agency.*

*AB 2449 defines "emergency circumstances" as a physical or family medical emergency that prevents a member from attending in person. **The Committee member must provide a general description of the circumstances relating to your need to appear remotely at the given meeting (not exceeding 20 words).** Medical condition does not need to be disclosed. **The Committee must take action to approve the request to participate due to an emergency circumstance at the start of their regularly scheduled meeting.***

ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES

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

SERVICIOS DE TRADUCCIÓN/TRANSLATION SERVICES

Si gusta estar presente o participar en esta junta de la Comisión Regional de Transporte del condado de Santa Cruz y necesita información o servicios de traducción al español por favor llame por lo menos con tres días laborales de anticipo al (831) 460-3200 para hacer los arreglos necesarios.

(Spanish language translation is available on an as needed basis. Please make advance arrangements (at least three days in advance by calling (831) 460-3200.

TITLE VI NOTICE

The RTC operates its programs and services without regard to race, color and national origin in accordance with Title VI of the Civil Rights Act. Any person believing to have been aggrieved by the RTC under Title VI may file a complaint with RTC by contacting the RTC at (831) 460-3212 or 1523 Pacific Avenue, Santa Cruz, CA, 95060 or online at www.sccrtc.org. A complaint may also be filed directly with the Federal Transit Administration to the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.



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

DRAFT MINUTES

1:30pm - 3:30pm

Tuesday, November 14, 2023

1. Roll call

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

Members present:

Christina Witt, Social Services Provider - Disabled (County)
Jesus Bojorquez, CTSA (Lift Line)
Michael Pisano, Potential Transit User (60+)
Caroline Lamb, Potential Transit User (Disabled)
Veronica Elsea, Chair, Third District
Patricia Fohrman, Fourth District
Rina Solorio Gomez, SCMTD (METRO)

Members Remote, voting under Just Cause or Emergency:

None

Members Remote, Not Voting:

Elyzabeth Byrd, Social Services Provider -County

Unexcused Absences:

Clay Kempf, Social Services Provider -Seniors
Alex Weske, Social Services Provider -Disabled

Excused Absences:

Tara Ireland, Social Services Provider-Persons of Limited Means
Daniel Zaragoza, SCMTD (METRO)
Janet Edwards, Vice Chair, First District
Paul Elerick, Second District (Friend)
Ed Hutton, Fifth District
Patty Talbott, Social Services Provider-Seniors
Nadia Noriega, CTSA (Lift Line)
Alicia Morales, Social Services Provider-Seniors
Phil Kipnis, First District

RTC staff present:

Luis Mendez, Interim Executive Director
Stephanie Britt, Transportation Planning Tech
Amy Naranjo, Transportation Planner
Rachel Moriconi, Sr. Transportation Planner
Sarah Christensen, Sr. Transportation Engineer

Guests present:

Claire Gallogly, City of Santa Cruz
Steve Jesberg, City of Capitola
John Uργο, METRO
Regina Valentine, AMBAG
Jesse Leyva, SCMTD (METRO)
Matt Farrell, Bicycle Advisory Committee

2. Introductions
3. Consider AB2449 request(s) to participate in the meeting remotely due to emergency circumstances (a physical or family medical emergency that prevents a member from attending in person)

4. Oral communications

Ben Vernazza – communicated safety concerns with the designs currently being developed for some segments of the rail trail.

5. Additions or deletions to consent and regular agenda

None

CONSENT AGENDA

6. Approve Minutes from October 10, 2023

A motion (Pisano/Fohrman) was made to approve the minutes from October 10, 2023. The motion passed unanimously with members, Jesus Bojorquez, Michael Pisano, Janet Edwards, Veronica Elsea, Christina Witt, and Patricia Fohrman voting in favor. Caroline abstains.

7. Received RTC Meeting Highlights
8. Received November 2023 E&D TAC Roster

A motion (Pisano/Witt) was made to approve the consent agenda. The motion passed unanimously with members Tara Ireland, Jesus Bojorquez, Michael Pisano, Janet Edwards, Veronica Elsea, Christina Witt, and Patricia Fohrman voting in favor.

REGULAR AGENDA

9. Receive Program Updates

- a. Volunteer Center
 - None
- b. Community Bridges
 - None
- c. Santa Cruz METRO
 - METRO is improving its process for ADA ride eligibility
- d. SCCRTC
 - None
- e. Pedestrian Ad-Hoc Subcommittee
 - The subcommittee has not had a meeting yet. They continue to keep watch on hazard reports and will meet with Jason to discuss. They will study potholes and how they affect pedestrians.

10. AMBAG Complete Streets Policies

The committee received an update and provided input on the upcoming development of the Association of Monterey Bay Area Governments Complete Streets Policies. Per the Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law (IIJA/BIL) of 2021, the Association of Monterey Bay Area Governments is required to set aside a portion of the agency's Federal Highway Administration Metropolitan Planning Funds allocation to conduct complete streets planning.

AMBAG will begin developing Complete Streets Policies in coordination with its member agencies, including the Regional Transportation Commission. Although this is a new federal requirement, complete streets planning has been a priority historically for the jurisdictions in the Monterey Bay region. As an example, AMBAG prepared a Monterey Bay Area Complete Streets Guidebook in August 2013. For this reason, these Complete Streets Policies will serve more to memorialize the transportation planning work already being conducted in the region.

Contact: Regina Valentine, rvalentine@ambag.org, 831-264-5096

11. 2023 Consolidated Grants and Regional Transportation Improvement Program Preliminary Recommendations

This summer the RTC issued a consolidated call for projects for \$26.6 million in discretionary funds and \$34.7 in one-time funds available for transit projects.

Applications for the general discretionary funds were evaluated based on how well they advance the measures, goals or targets identified in the Regional Transportation Plan and other plans. These include metrics related to safety, infrastructure condition, system performance and reliability, sustainability, access for all, and/or health and equity. All the projects proposed for funding address at least one of the evaluation criteria and are not required to address all of them.

Staff will consider input from committees when developing final staff recommendations. The RTC board is scheduled to consider final staff recommendations, committee recommendations, and public input at its December 7, 2023, meeting.

The committee inquired whether any projects do not qualify for these grants and RTC Staff clarified that Regular maintenance and operations funding do not qualify for funding. Then, the Committee discussed accessibility to bus stops and benches for elderly and disabled people as a priority and they would like to see more funding go towards transit projects. They expressed concerns for projects that would receive partial funding. RTC staff explained that in these cases, RTC staff will work with the project sponsor to either reduce the scope and seek additional funds through grants.

Some of the project sponsors in attendance provided more information on some of their projects. The Committee discussed that there is an imbalance in where the money is allocated due to insufficient emphasis in funding transit projects from the discretionary funds.

RTC staff shared that during the evaluation process for funding, they focused on putting transit funds into the transit pot and dedicating the discretionary funding for all other projects. There was also a geographical equity aspect included and tried to do the balancing act for all funding pots. They received more money requests than what is available. The commission may decide differently from staff's recommendations. All the projects are worthy projects.

The Committee discussed that they would like to see more funding go towards transit projects. Some committee members recommended shifting funding away from pavement projects and to transit.

A motion was made (Cara/Rhena) that RTC staff revisit their recommendations for funding and increase funding for public transit and reduce funding for road repavement projects. The motion passed unanimously with members Tara Ireland, Jesus Bojorquez, Michael Pisano, Janet Edwards, Veronica Elsea, Christina Witt, and Patricia Fohrman voting in favor.

12. Reimagine METRO Service Changes – John Uργο

The Line 71/ Rapid Corridors Project is underway and will reach its public outreach phase soon. The project will evaluate traffic and travel conditions along the corridor and identify existing needs. The goal will be to improve travel time and reliability along the corridor. In April METRO won a TIRCP grant which will help implement some of the recommendations of this study. They will close and relocate bus stops. At every location they are looking into adding amenities. This will improve efficiency and reduce delays.

There will be various information events throughout the Watsonville-Santa Cruz corridor where METRO will be available to discuss the project. There will be a restructuring of the Watsonville to Santa Cruz corridor and a new route that connects Live Oak to UC Santa Cruz. There will be some minor changes to a portion of Soquel on the east side of Santa Cruz will be temporarily discontinued. METRO will post notices at every route where there's a change. You can find the information on METRO's website when you google reimagine metro or you can e-mail John Uργο at jurgo@scmtd.com

Meeting adjourned at approximately 3:17 pm.

The next E&D TAC meeting is scheduled for Tuesday, December 12, 2023 at 1:30 located at the SCCRTC office at 1101 Pacific Ave, Suite 250, Santa Cruz, CA 95060

Respectfully submitted, Stephanie Britt, Transportation Planning Tech



Elderly & Disabled Transportation Advisory Committee ~ Annual Meeting Schedule ~ 2024

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

February 13	Review Preliminary Draft Unmet Needs Review TDA Calendar Review Roster/Membership update
April 9	Review <u>draft</u> TDA Claims for Volunteer Center, Community Bridges and METRO Elect Chair and Vice Chair Recommend Final Unmet Needs list
June 11	Transp. Planning, Policy and Funding Items, as needed Transp. Project and Service Items, as needed
August 13	Transp. Planning, Policy and Funding Items, as needed Transp. Project and Service Items, as needed
October 8	Transp. Planning, Policy and Funding Items, as needed Transp. Project and Service Items, as needed
December 10	Transp. Planning, Policy and Funding Items, as needed Transp. Project and Service Items, as needed
Info items:	Minutes from last meeting Monthly TDA Revenues (get from latest RTC packet) RTC Highlights (w/o meeting list) Letters from the committee Agency Updates , including Quarterly TDA reports Committee Appointments
As Needed:	Recommend TDA Claims from local jurisdictions Review Updates to Guide for Specialization Review Triennial Performance Audit (every 3 years) Review Coordinated Plan (update every 4 years) Other timely items that are within the purview of the committee

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

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



November 15, 2023

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

Dear Ms. Cabell:

Re: TDA/STA Fiscal Year 2022-2023 Fourth Quarter and Annual Summary Reports
(Contract between 'City of Santa Cruz and Community Bridges/Consolidated Transportation Services Agency')

Enclosed please find the TDA/STA Quarterly Summary Report for the period beginning April 1, 2023, through June 30, 2023, and the TDA/STA Annual Summary Report for the period of July 1, 2022, through June 30, 2023.

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

Sincerely,

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

Encl.

Cc: A. Marino, Transportation Planner, SCCRTC
T. New, Director of Finance and Budget, SCCRTC
J. Balasabas, Accounting Technician, City of Santa Cruz
R. Cancino, CEO, Community Bridges
J. Bojorquez, Program Director, CTSA-Lift line
U. Angon, Grants Analyst, Community Bridges

Time Period:		April-June 2023																																											
		CC 20,23						CC 21						CC 29						CC 24,30						CC 31						CC 39						CC18							
#	Performance Measures to be Included in Quarterly Reports	Medical (TDA)					YTD % of	Meals on Wheels (TDA)					YTD % of	Taxi Scrip (TDA)					YTD % of	Elderday (TDA)					YTD % of	Same-day Ride (STA)					YTD % of	Out-of-County (STA)					YTD % of	Measure D					YTD % of	Quarter 4	Year to Date
		April	May	June	Qtr	YTD	Goals	April	May	June	Qtr	YTD	Goals	April	May	June	Qtr	YTD	Goals	April	May	June	Qtr	YTD	Goals	April	May	June	Qtr	YTD	Goals	April	May	June	Qtr	YTD	Goals	Totals	Totals						
1	Unduplicated Passengers per month	82	97	94	151	677		28	29	29	37	129		N/A	N/A	N/A	N/A	N/A		88	89	89	96	418		27	29	24	59	326		11	15	16	27	86		89	79	90	152	575		522	2,211
2	Total Passenger Trips (Units of Service) per month	496	414	404	1,314	6,263	86%	605	664	566	1,835	6,383	90%	248	575	421	1244	3,782	166%	1,925	2,128	2,151	6,204	22,603	112%	72	69	51	192	1,285	59%	21	25	27	73	253	Combined with Same Day Rides	512	500	493	1,505	4,904	94%	12,367	45,473
3	Ride Percentage	4.0%	3.3%	3.3%	10.6%	13.8%		4.9%	5.4%	4.6%	14.8%	14.0%		2.0%	4.6%	3.4%	10.1%	8.3%		15.6%	17.2%	17.4%	50.2%	49.7%		0.6%	0.6%	0.4%	1.6%	2.8%		0.2%	0.2%	0.2%	0.59%	0.6%			4.1%	4.0%	4.0%	12.2%	10.8%		100%
4	Average Ride Time (24-hour time)	12:23	12:33	12:25	12:27	12:16		11:17	11:29	11:33	11:26	11:22		n/a	n/a	n/a	n/a	n/a		11:41	11:40	11:41	11:40	11:35		12:25	11:59	11:47	12:12	12:22		10:32	11:00	11:09	10:53	10:54		11:16	11:02	11:44	11:20	11:31		11:38	11:40
5	Number of Incidents per month	0	0	0	0	3		0	0	0	0	0		0	0	0	0	0		0	0	0	0	1		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	4
6	Number of Accidents per month	1	2	0	3	6		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		3	6
7	Number of Mechanical Failures (including lift failure) per month	3	4	2	9	19		0	0	0	0	0		n/a	n/a	n/a	n/a	n/a		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		9	19
8	Number of No-Shows per month	21	23	29	73	288		32	49	64	145	519		n/a	n/a	n/a	n/a	n/a		67	100	81	248	1,027		11	5	4	20	90		1	1	0	2	8		43	34	42	119	419		607	2,351
9	Number of Turndowns or Referrals per month	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
10	Number of Cancels per month	104	220	165	489	1,992		211	269	231	711	2,724		n/a	n/a	n/a	n/a	n/a		755	848	897	2500	10,607		100	107	57	264	718		12	16	10	38	111		123	242	108	473	1,003		4,475	17,155
11	Total Donations per quarter				\$20	\$4,252					\$0	\$0		n/a	n/a	n/a	\$0	\$0					\$0	\$0					\$0	\$0					\$0	\$0				\$0	\$0		\$20	\$4,552	
12	Number of Complaints per 1,000 Passenger Trips	0.00	1.00	0																																									

Community Bridges - Lift Line CTSA Report for FY 22/23

Time Period: July 2022-June 2023

		CC 20,23					CC 21					CC 29					CC 24,30					CC 31					CC 39					CC18												
#	Performance Measures to be Included in Quarterly Reports	Medical (TDA)					YTD % of	Meals on Wheels (TDA)					YTD % of	Taxi Scrip (TDA)					YTD % of	Elderday (TDA)					YTD % of	Same-day Ride (STA)					YTD % of	Out-of-County (STA)					YTD % of	Measure D					YTD % of	Year to Date
		Q1	Q2	Q3	Q4	YTD	Goals	Q1	Q2	Q3	Q4	YTD	Goals	Q1	Q2	Q3	Q4	YTD	Goals	Q1	Q2	Q3	Q4	YTD	Goals	Q1	Q2	Q3	Q4	YTD	Goals	Q1	Q2	Q3	Q4	YTD	Goals	Q1	Q2	Q3	Q4	YTD	Goals	Totals
1	Unduplicated Passengers per month	179	181	166	151	677		26	33	33	37	129		N/A	N/A	N/A	N/A	N/A		117	101	104	96	418		107	78	82	59	326		19	21	19	27	86		177	123	123	152	575		2,211
2	Total Passenger Trips (Units of Service) per month	2129	1491	1329	1,314	6,263	86%	1,673	1,545	1,330	1,835	6,383	90%	922	796	820	1244	3,782	166%	6,309	4,917	5,173	6,204	22,603	112%	431	308	354	192	1,285	59%	26	62	58	73	253	Combined with Same Day Rides	1557	816	1026	1,505	4,904	94%	45,473
3	Ride Percentage	18.5%	17.9%	16.1%	13.7%	13.8%		14.5%	18.6%	6.6%	19.1%	14.0%		7.0%	8.0%	8.1%	10.1%	8.3%		54.7%	59.1%	62.7%	64.5%	49.7%		3.7%	3.7%	4.3%	1.6%	2.8%		0.5%	0.7%	0.7%	0.76%	0.6%		11.9%	8.2%	10.2%	12.2%	10.8%		100%
4	Average Ride Time (24-hour time)	12:03	12:15	12:19	12:27	12:16		11:24	11:16	11:24	11:26	11:22		n/a	n/a	n/a	n/a	n/a		11:30	11:35	11:35	11:40	11:35		12:23	12:39	12:15	12:12	12:22		10:49	11:00	10:59	10:53	10:54		11:26	11:26	11:51	11:20	11:30		11:40
5	Number of Incidents per month	3	0	0	0	3		0	0	0	0	0		0	0	0	0	0		1	0	0	0	1		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		4
6	Number of Accidents per month	2	0	1	3	6		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		6
7	Number of Mechanical Failures (including lift failure) per month	2	8	0	9	19		0	0	0	0	0		n/a	n/a	n/a	n/a	n/a		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		19
8	Number of No-Shows per month	65	77	73	73	288		64	188	122	145	519		n/a	n/a	n/a	n/a	n/a		253	265	261	248	1,027		22	14	34	20	90		2	2	2	2	8		100	100	100	119	419		2,351
9	Number of Turndowns or Referrals per month	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0
10	Number of Cancels per month	427	494	582	489	1,992		509	792	712	711	2,724		n/a	n/a	n/a	n/a	n/a		2708	2289	3110	2500	10,607		76	161	217	264	718		17	18	38	38	111		276	254	0	473	1,003		17,155
11	Total Donations per quarter	\$300	\$2,282	\$1,650	\$20	\$4,252					\$0	\$0		n/a	n/a	n/a	\$0	\$0					\$0	\$0					\$0	\$0					\$0	\$0			\$0	\$0		\$4,252		
12	Number of Complaints per 1,000 Passenger Trips	3.09	0.00	1.00	0.00	0.32		0.00	0.00	0.00	0.00	0		n/a	n/a	n/a	n/a	n/a		0.00	0.00	0.00	0.00	0		0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0
13	Complaints	2	0	0	0	2		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		2
14	Number of Safety Incidents per 100,000 Vehicle Miles	0.00				3.40		0.00				0		n/a	n/a	n/a	n/a	n/a		0.00				0.63		0.00				0.00		0.00				0.00		0.00				0.00		1.60
15	Operating Cost per Passenger Trip				\$99.25						\$33.48						\$26.29						\$22.87						\$131.99						\$285.59						\$80.67			\$45.94
16	Operating Cost per Vehicle Service Hour				\$111.78						\$143.40												\$89.63						\$137.47						\$192.97						\$119.17			\$135.50
17	Passengers per Vehicle Service Hour				1.63						4.28												3.92						1.04						0.68						1.48			2.95
18	Passengers per Vehicle Service Mile				0.12						0.26												0.24						0.06						0.03						0.09			0.18
19	Van Mileage per Program				52,429						24,175												93,547						20,013						8,074						53,849			250,087

E & D TAC Pedestrian Hazard Report

12/12/23

Date	First Name	Last Name	Location	Cross Street	City	Category	Additional Comments	Forwarded to	Forwarded Date	Response
11/07/23	Katie	Ritchey	Highway 1 at Freedom Blvd	N/A	Aptos	Ped: Plant overgrowth or interference, No crosswalk or striping	Cars on this off ramp have a right hand yield and often take it quite fast. There is no pedestrian crossing or lights to help a pedestrian cross safely. Additionally the vegetation near the roadway is overgrown. It's extremely difficult to see oncoming cars and pedestrians have to make a mad dash to cross because a car is unlikely to notice them. The bus stop is on the eastern side of highway one so residents on the western side have no option other than to cross over. I see 4-5 pedestrians crossing to the bus each day during my trips. Crossing on the other side of the overpass isn't an option as only the southbound side of the overpass has a sidewalk	Katherine Osekowsky (Caltrans)	11/14/23	11/14/2023 Katie Osekowsky: I will reach out to the reporting party to assist with the concerns.
11/03/23	Janet	Edwards	Lincoln St	Pacific Ave	Santa Cruz	Ped: Rough pavement or potholes, Pavement cracks	On Lincoln between Center and Pacific next to the Handicap parking space on the right side of the street, the asphalt next to a drain hole was soft and when I tried to get to my van my wheel got stuck in the asphalt. When I tried to get out of it, I had to back into traffic. Lucky for me the driver of an oncoming car stopped otherwise I might have been hit. This is a good parking space for me because I exit and enter my van on the passenger side and usually there is no problem moving quickly but I was scared because I was unsure that a driver would stop. It would also be a hazard of any bicycle going over the same location and get stuck and go head first into the street.	Claire Gallogly, Dan Estranero	11/07/23	Follow up email sent 11/29/2023
10/23/23	Debbie	Bulger	532 Dufour St	Highway 1	Santa Cruz	Ped: Plant overgrowth or interference, Objects or vegetation blocking sidewalk	N/A	Claire Gallogly, Dan Estranero	10/31/23	Follow up email sent 11/29/2023

TO: RTC Advisory Committees

FROM: Tommy Travers, Transportation Planner

REGARDING: 2024 State and Federal Legislative Programs

RECOMMENDATIONS

Staff requests that committee members provide input and inform staff of any State or Federal legislative issues that the Regional Transportation Commission (RTC) should consider, pursue, or monitor in 2024.

BACKGROUND

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

DISCUSSION

Staff recommends that committee members inform staff of any legislative priorities and/or issues that the RTC should consider, monitor, or pursue in 2024. Committee members can provide suggestions at this meeting or by emailing info@sccrtc.org by January 12, 2024. Some of the potential updates to the previous 2023 Legislative Program are underlined in Attachment 1. The RTC board is expected to consider the 2024 State and Federal Legislative Programs at its February 2024 meeting.

The RTC legislative program is used to advance regional projects and key goals and targets in the *Santa Cruz County [Regional Transportation Plan](#)*, which focuses on sustainability to improve multimodal access and mobility in ways that improve health, reduce pollution, and retain money in the local economy; reduce collisions and improve safety; maintain existing transportation infrastructure and services; and deliver improvements cost-effectively, equitably, and responsive to the needs of all users of the transportation system and the natural environment. As part of the Legislative Program, RTC works to ensure that transportation-related statutes and guidelines are structured in a manner that recognizes Santa Cruz County's significant traffic

congestion, maintenance, active transportation, and transit system needs and sustainability goals.

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

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

For the 2024 legislative platform, staff has recommended adding a few items that could increase safety for bicyclists and/or pedestrians, reduce inequities, and clarify motorized micro-mobility and electric bike regulations. Additional modifications may be made based on committee input and coordination with partners statewide.

SUMMARY

Committee members are encouraged to review the preliminary draft 2024 Legislative Program and email staff by January 12, 2024, of any changes the RTC should consider.

Attachment 1: Preliminary Draft 2024 Legislative Program

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



PRELIMINARY DRAFT

Santa Cruz County Regional Transportation Commission 2024 STATE Legislative Program

New proposed items are underlined. Deleted items are struck through.

Focus Areas in 2024

- Support efforts related to **adaptation, resilience, and response to natural hazards** and the impacts of climate change, including extreme storms, sea level rise, and wildfires. Support funding for storm damage repairs and flexibility to integrate complete streets elements into reconstruction projects.
- **Protect and increase state funding for transportation projects and services** in Santa Cruz County, including active transportation, safety, transit including operations, local system preservation, equity, climate adaptation and recovery, and other local/regional priority transportation projects. Oppose efforts that could reduce transportation funding.*
- Support efforts to **reduce greenhouse gas emissions (GHG) and improve mobility. Increase funding for active and sustainable transportation** and support equitable access to **zero-emission vehicles** and infrastructure. Support programs and policy changes that will accelerate GHG emission reduction and reduce bureaucratic burdens.
- Support modifications to the **Brown Act** and state funding programs to maximize and enhance public and committee member participation in virtual and in-person meetings, reduce vehicle miles traveled (VMT), and alleviate barriers to serving on advisory committees.*
- Ensure legislative and administrative actions **support the implementation of priority transportation projects and programs**, including Measure D projects. Support streamlining and other actions which could expedite delivery of projects and oppose efforts that could hinder or increase the cost to implement priorities.
- Support legislative and administrative actions that will improve safety on state highways and local roads, including **speed limit reductions** and Caltrans Director's order related to **complete streets**, especially where state highways serve as main streets.
- Support new transportation funding mechanisms to replace gas and diesel taxes, considering vehicle fuel economy, zero-emission vehicle adoption, and equity.*

**Starred items are also part of the draft Central Coast Coalition's legislative platform*



Ongoing Priorities

Transportation Funding

- **Protect Transportation Funding:** Preserve existing and new funding for transportation projects, maximize funding for Santa Cruz County transportation projects, and preserve regional discretion and priority-setting.
 - Stable formula funding is essential for addressing the backlog of transportation infrastructure repairs and improvements in Santa Cruz County. Protect current and future taxes and fees and other transportation funds (including Highway Users Tax Account (HUTA), Transportation Development Act (TDA), State Transportation Improvement Program (STIP), Active Transportation Program (ATP), and other funds) from elimination or diversion to other state programs, General Fund loans, general obligation bond debt service, or to other non-transportation purposes.
 - Support actions that preserve the intent of Senate Bill 1 (SB1) and local measure funding to allow the state, regions, and local agencies to maintain, protect, and improve existing transportation funds dedicated to transit, safety and mobility on the state highway system, lifeline arterials, and goods movement routes while also addressing immediate and long-term unmet funding needs.*
 - Monitor the implementation efforts related to Executive Order N-19-19, which directs the California State Transportation Agency (CalSTA) to invest its annual \$5 billion portfolio to help reduce transportation-related greenhouse gas emissions and to ensure that state funds, specifically SB 1 funds, continue to be used for transportation purposes. Ensure that state regulations do not negatively impact the implementation of the voter-approved Measure D Expenditure Plan.
 - With increased emphasis on vehicle fuel economy and zero-emission vehicle adoption, explore and support new funding mechanisms to replace gas and diesel taxes for transportation investments. Monitor proposals such as pay-by-the-mile user fees, public-private partnerships, vehicle registration fees, or wholesale energy taxes. Ensure that proposals are equitable to disadvantaged individuals and rural areas.
 - Oppose proposals that could tie transportation fund availability to local jurisdictions, to non-transportation and development projects.
 - Support actions to increase the flexibility of use of Transit and Intercity Rail Capital Program (TIRCP) funds.
- **Increase and Preserve Funding for Priority Projects in Santa Cruz County:**
 - Projects on Highway 1
 - Local Street and Roadway Preservation and storm damage repairs
 - Transit projects and operations, including funding for project development
 - Bicycle and Pedestrian facilities, including the Monterey Bay Sanctuary Scenic Trail Network (MBSST) and those located in the San Lorenzo Valley
 - Santa Cruz Branch Rail Line preservation
 - Transportation Demand Management programs, including 511 traveler information, Go Santa Cruz County, and electric bicycle incentive programs
 - Soquel Avenue-Freedom Boulevard Corridor
 - Coastal resiliency and climate adaptation projects, including north coast creeks and the rail corridor
- **Ensure Fair Distribution of Funding:** Ensure state and federal funds are made available for projects in Santa Cruz County and are not disproportionately distributed to large regions. Ensure



competitive programs make funding reasonably available for multimodal projects in Santa Cruz County and address local and regional priorities.

- *Local Role:* Ensure a strong role for regional and local agencies in planning and determining transportation investment priorities. Support legislation that respects local authority, protecting or expanding local decision-making in programming expenditures of transportation funds, rather than the state making top-down funding decisions that are not community-based. Project and increase direct funding to regions through both federal and state programs, and reinforce and build upon the structure of SB45 that provides regions a strong voice in the programming of state funds.
- *State Transportation Improvement Program (STIP):* Ensure equitable programming and allocation of STIP funds.
- *"Disadvantaged Communities" Definition:* Ensure that legislation and programs aimed at incorporating equity considerations and/or benefiting people that have been historically and/or systematically marginalized use a definition of disadvantaged communities (DACs) or priority populations that applies to low-income and other transportation disadvantaged population groups in Santa Cruz County and does not preclude RTC and local agencies from funding opportunities that support sustainable communities, transportation choices, and investments in alternative modes of transportation. Ensure that the definition does not rely exclusively on communities defined as DACs by CalEnviroScreen, which disproportionately excludes many low-income communities in Santa Cruz County.

- **Increase Funding for All Transportation Modes:** Support measures that increase funding for and support the implementation of transportation projects in Santa Cruz County, including funds for ongoing system maintenance, congestion reduction, safety, complete streets, bike, pedestrian, transit projects, transit-oriented development, and specialized transportation for seniors and people with disabilities in Santa Cruz County.
 - **New Funding Systems:** Phase in new funding systems which are tied to system use rather than fuel consumption or fuel prices. This approach could include new user fees, such as a Road User Charge or Vehicle Miles Traveled (VMT) fee and other alternative funding mechanisms.
 - **Expand Local Revenue-Raising Opportunities:** Support innovative financing options to address the significant backlog of transportation needs. Provide locals with the ability to supplement and leverage state funding for investments that protect state and local transportation assets.
 - **Vote Threshold:** Support efforts to amend the California constitution to lower the voter threshold for local transportation and affordable housing funding measures, such as local sales tax or vehicle registration fee ballot measures, from the 2/3 supermajority to a simple majority or 55% vote.
 - Expand the authority of the RTC and local entities to increase taxes and fees for transportation projects, such as new gas taxes, vehicle registration fees, property-tax financing and transfers, gross receipts taxes, payroll taxes, and infrastructure financing districts.
 - Support clarifying amendment to Government Code Section 65089.20 that will give RTPAs equal treatment with Congestion Management Agencies (CMAs) to seek voter approval for a local vehicle registration fee. (*SB83 cleanup*)
 - **Active Transportation Program (ATP):** Increase ATP funding and ensure potential reforms to the Active Transportation Program (ATP) do not reduce the proportion available for Santa Cruz County agencies to compete for, including funds to the competitive statewide, small urban, and rural funding pots. Support efforts to simplify the Active Transportation Program



(ATP) application and project delivery, build local capacity to deliver transformative projects and provide regions greater flexibility to innovate and strategically invest funds to meet local needs.

- **Cap-and-Trade:**

- Increase the percentage of Cap-and-Trade revenues allocated to transportation projects and programs that help reduce greenhouse gas emissions in Santa Cruz County.
 - Support increases in Low Carbon Transit Operations Program (LCTOP) appropriations.
 - Support policy changes to the Affordable Housing and Sustainable Communities program (AHSC) that increase funding opportunities for projects in Santa Cruz County.
 - Ensure continued funding for low and zero-emission transit deployment. Ensure regulatory and legislative requirements related to transit electrification provide flexibility, consider cost and available technology, and do not place an undue burden on transit agencies.
 - Support legislation to devote a permanent Cap-and-Trade funding allocation to the Active Transportation Program.
- Support legislation to increase the availability of funding for cities, counties, and regions to support economic development, affordable housing, and implementation of sustainable community strategies, as well as policy tools to reduce single-occupancy vehicle travel in a manner that ensures equitable policy outcomes.
 - Support innovative projects such as a new state-supported intercity passenger rail service on the planned Coast Route between the SF Bay Area and Southern California.
 - Support actions that would broaden eligibility in existing and/or new transportation funding streams to enable their use as a subsidy for low-income transportation system users (e.g. discounted fares for public transportation or shared mobility service).
 - Support actions to require Caltrans to fund maintenance to Caltrans-owned facilities, including complete street elements, regardless of which agency funded or constructed the improvement.

- **Transportation Development Act (TDA):**

- Monitor potential modifications to the TDA. Ensure that funding for transit, planning, administrative, and other TDA purposes in Santa Cruz County is not reduced. Oppose efforts that would reduce TDA funds which are essential for RTC administration and planning.
- Support the development of greater efficiencies within the TDA while streamlining and updating performance metrics and eliminating penalties associated with farebox recovery.
- Support the development of alternative performance measures that are focused on incentivizing transit agency actions that improve transit service and increase ridership, consistent with state and regional climate and equity goals.
- Ensure discount fares aimed at boosting ridership and improving social equity do not result in reduced state funding. Pursue relief from TDA audits and performance criteria during the current economic downturn.

Project Implementation

- **Streamlining, Expediting, and Facilitating Project Delivery:** Support administrative and/or legislative efforts which may be required to implement or expedite the delivery of priority projects. This includes actions that streamline funding applications, simplify program administration, and efforts that modernize and accelerate project delivery, including additional allowances for funds to be used for pre-construction activities.
 - Support a permanent cap for Caltrans indirect cost rates on locally-funded state highway projects.



- Support greater efficiencies that streamline development and delivery of priority transportation and transit projects, and eliminate any unnecessary, overly burdensome and/or duplicative mandates. Includes California Environmental Quality Act (CEQA) reform, simplifying stormwater runoff regulations, CA Fish and Wildlife, CA Water Quality Control Board, and California Public Utilities Commission permit and approval processes. This will aid in implementation of local Measure D projects, the SR1-Scotts Creek Bridge replacement, and implementation of the Regional Conservation Investment Strategy (RCIS).
 - Support legislative and administrative actions required to secure permits that may be required to implement priority projects.
 - Opportunities to expedite transportation project delivery may include increasing contracting and financing options, increased flexibility in the early allocation of programmed funds and initiating reimbursable work with local funds in advance of CTC allocation of all projects, efforts that expedite the Caltrans design review process, opportunities to expedite locally-sponsored projects on the state highway system, and increase in encroachment permit limits.
 - Support environmental streamlining measures for bike, pedestrian, transit, and infrastructure preservation within existing public rights of way, and other measures that expedite project delivery. Support efforts that provide for streamlined project delivery for transit projects that fulfill the goals of AB32 and SB375, as well as other state and federal air quality mandates and mobility performance measures.
 - Support the delegation of fund allocation responsibilities to Caltrans.
 - Allow advance payment of programmed funds to expedite project delivery and resolve cash flow challenges faced, especially by small agencies.
- **Advanced Mitigation:** Support the implementation of “advanced mitigation” environmental programs, including approving up-front environmental mitigation funding for projects, such as the Highway 17 Wildlife Crossing. Support the creation of a low-interest loan program to support advance mitigation and habitat conservation plans that mitigate the impacts of transportation infrastructure and make project implementation more efficient.
 - **Safety:** Support legislation and programs that improve transportation safety for all users and support programs aimed at eliminating all traffic-related serious injuries and fatalities.
 - Speed limits: Support implementation of AB43 (2021), which allows local jurisdictions and Caltrans to reduce motor vehicle speed limits on local roads and state highways and work with Caltrans to reduce speed limits on state highways that function as main streets, especially in business and school zones to address findings, and support implementation of other recommendations of the AB2363 Zero Traffic Fatalities Task Force report.
 - Traffic Laws & Enforcement: Support ~~proposals to increase enforcement and~~ modification of traffic laws to better protect pedestrians and bicyclists, including proposals to expand and make permanent automated speed enforcement, limits to local laws banning reasonable bicycling on sidewalks where no bike facilities exist, and modifications to vehicle code to allow vehicles to cross a double-yellow line when passing cyclists.
 - Education: Support commercial driver, bus driver, motorist, bicyclist, and Safe Routes to Schools training and education programs which reduce collisions.
 - E-bikes and other motorized micro-mobility vehicles: support clarification and regulation based on speed, weight, or presence of hand throttle due to their safety and comfort impacts on pedestrians, walkability, and operator safety.
 - **Active Transportation Facilities:** Support modifications to rules, regulations, and government codes that will make roadways and neighborhoods more bicycle and pedestrian-friendly,

including: laws associated with sharing the road; ensuring complete streets components are considered during the design of all projects; increasing funds for pedestrian, bicycle, and new micro-mobility devices and services (e.g. bike share), and safety countermeasures; increasing funds to provide resources necessary for First/Last Mile improvements, Safe Routes to School Programs, and new pedestrian and bicyclist bridges and access points to address network barriers and reconnect communities; making it legal for people on bikes to treat stop signs as yields (bike safety stop); providing additional direction and consistency for accessible pedestrian design; and allowing agencies to integrate complete streets into storm and fire damage repairs.

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

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

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

- **SHOPP Program:**

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

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



- **Shared Mobility Systems:** Support policies that enable technological innovations to improve mobility while protecting the public's interest. Monitor legislation and regulations related to shared mobility, such as transportation network companies (TNCs) and real-time carpooling, to ensure that mobility benefits are maximized, especially for underserved populations, and access to critical data for transportation and land-use planning and operational purposes is assured. Support measures that allow for local control and regulation of shared mobility systems such as scooters, bikes, and other fleets.
- **Connected and Autonomous Vehicles:** Monitor and engage in legislation and regulations to facilitate the deployment of connected vehicles and autonomous vehicles. Oppose federal efforts to preempt local authority over the use of autonomous vehicles in their communities. In partnership with California cities and counties, transit agencies, the business community, and other transportation organizations, engage in regulatory and legislative efforts related to connected and autonomous vehicles with the goal of accelerating their safety, mobility, environmental, equity, and economic benefits. Similar to the "shared mobility" strategy, support access to critical data for transportation and land use planning and operational purposes.
- **Electrification and Zero-Emission Vehicle (ZEV) Fleets:** Support funding and coordination, including policy, planning, and infrastructure, for low and zero-emission vehicles.
 - Support additional dedicated funding to help transit operators and colleges convert their bus and van fleets to zero-emission. Support reduced utility pricing for public transit ZEVs.
 - Support proposals that provide funding for local agencies to build infrastructure (including chargers, trenching, and upgrading electrical capacity) and provide incentives for zero-emission vehicle purchases, considering the cost of increased usage of electricity, electric power storage capacity, proper safety protocols and access for lower-income households.
- **Resilience:** Monitor and support legislation that invests in projects and programs to improve resilience to the impacts of climate change on transportation infrastructure and the utilization of public transit in emergencies that address scenarios such as severe storm events, public safety power shut-off events, wildfires, and sea level rise.
- **Encroachments:** Support legislation that clarifies the authority under which rail property owners may remove, or by notice, may require the removal of encroachments.
- **Unfunded Mandates:** Oppose unfunded mandates and seek funding for mandates imposed in recent years. Require new regulatory proposals to include an estimate of the cost and impact such proposals will have in the delivery of California's transportation program.
- **Modernization of the Brown Act:** Enact legislation to expand public and committee member participation in board and committee meetings.
 - Provide long-term flexibility for regional and multijurisdictional agencies, especially advisory committees, to conduct their business remotely outside of emergency conditions as a means of increasing public participation and board and committee member participation while also reducing the time and expenses associated with travel, vehicle miles traveled and the greenhouse gas and other tailpipe emissions from driving. Eliminate the requirement to notice all remote board or committee member locations.
 - Support modifications to funding regulations to allow agencies to provide subsidies and incentives for participation in meetings from underrepresented groups and individuals.



Santa Cruz County Regional Transportation Commission 2024 FEDERAL Legislative Program

- **Priority Projects:** Seek and preserve funding for priority transportation projects and programs in Santa Cruz County, including:
 - Projects on Highway 1
 - Santa Cruz Branch Rail Line preservation
 - Transit operations and capital projects
 - Bicycle and pedestrian facilities, including the Monterey Bay Sanctuary Scenic Trail Network (MBSST/Rail Trail)
 - Local street and roadway preservation and storm damage repairs
 - 511 Traveler Information
 - Coastal resiliency and climate adaptation projects, including Scotts Creek Bridge replacement and other north coast creeks and the rail corridor
 - Highway 9/SLV Corridor Complete Streets
- **Pedestrian & Bicyclist Safety**
 - Support incentives and regulations to reverse trend of heavier and taller motor vehicles, which can cause more severe injuries and deaths to pedestrians and bicyclists as well as environmental impacts.
- **Transportation Act Implementation**
 - Support the implementation of the Infrastructure Investment and Jobs Act (IIJA) in a manner that maximizes funding for the implementation of priority projects in Santa Cruz County, including formula and discretionary funding and policies.
- **Transportation Funding**
 - **Raise New Revenues & Grow Existing Programs:** Support raising and indexing federal gas taxes and developing new funding mechanisms to ensure the financial integrity and solvency of the Highway Trust Fund (HTF) and Mass Transportation Account. Increase federal transportation investment in all modes to bring transportation infrastructure up to a good state of repair and meet growing transportation needs in Santa Cruz County.
 - **Increase funding:** Support legislative actions that increase funding for priority projects in Santa Cruz County, including:
 - **Active Transportation:** Bicycle and pedestrian safety and mobility projects, such as the Transportation Alternatives Program (TAP).
 - **Transit:** Small Transit Intensive Cities Program (STIC), funding for the acquisition of transit capital (Bus and Bus Facilities, and Low and No Emissions Bus Programs), Capital Investment Grants, Americans with Disabilities Act (ADA) implementation, state of good repair, and other transit programs. Support tax credits for the purchase of electric buses.
 - **Local Roads and Highways:** Support robust funding for core programs such as the Surface Transportation Block Grant Program (STBG), Highway Safety Improvement Program (HSIP), and bridge programs needed for local entities to address the backlog of bridge and roadway projects.
 - **Self-Help Counties:** Support programs that reward areas that have approved self-help revenue measures like Measure D and the METRO dedicated sales taxes.
 - **Planning:** Federal planning funds to address increased planning, performance measures, monitoring, and model requirements.



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

Railroad Rehabilitation and Improvement Financing (RRIF) program more accessible to smaller public agencies.

- **Department of Transportation Budget and Annual Appropriations:** Ensure that Congress appropriates funding consistent with amounts authorized in federal transportation authorizations (e.g. IIJA), even if Continuing Resolutions (CR) are needed to keep transportation programs running each fiscal year.
 - **Oppose rescissions or arbitrary cuts** that could reduce funding for transportation projects in Santa Cruz County.
 - **Support transparent congressionally-directed spending** (earmarks) to allow for Congressional support of priority projects in Santa Cruz County
 - **Oppose unfunded mandates** and support legislation that provides funding for past mandates.
 - **Performance Measures:** Support the development of performance measures that are consistent with RTC-approved goals, policies, and targets and which recognize data limitations of many regions. Support open collaboration, data sharing, and funding to successfully implement state and federal performance-based planning and management requirements.
- **Protect and Expand Transportation Fringe Benefits:** Reinstate the commuter benefits, which were eliminated under the 2017 tax reform bill. In addition, advocate for expanding pre-tax transportation fringe benefit eligibility to include shared mobility options, such as bike-share and shared ride carpool services.
 - **Shared Mobility:** Advocate for federal legislative and regulatory updates that support shared mobility options such as bike-share, shared rides, carpooling, and shared scooters. Support expanding pre-tax transportation fringe benefit eligibility to include shared mobility options. This change would support the now-permanent Bay Area Commuter Benefits program by expanding federal tax incentives to utilize alternatives to single occupancy travel to commute to work.
 - **Autonomous Vehicles:** Oppose federal efforts to preempt local authority to regulate the use of autonomous vehicles in their communities.
 - **Streamline Project Delivery:** Support regulations to streamline and integrate federal project delivery requirements for project planning, development, review, permitting, and environmental processes to reduce project costs and delays.

s:\legislat\2024\2024-rtc-legislativeprograms-draft.docx

AGENDA: December 12, 2023

TO: Elderly and Disabled Transportation Advisory Committee (E&D TAC)

FROM: Amanda Marino, Transportation Planner

RE: City of Capitola Pedestrian Pathway from the Upper Beach and Village Parking Lot to Monterey Avenue

RECOMMENDATION

RTC staff recommends that the E&D TAC receive a presentation on the Pedestrian Pathway from the Upper Beach and Village Parking Lot to Monterey Avenue and provide input.

BACKGROUND

On March 25, 2021, the Capitola City Council approved an agreement with the Santa Cruz County Regional Transportation Commission (SCCRTC) for the study and construction of a pathway to connect the Upper Beach and Village Parking Lot (Parking Lot) and Monterey Avenue. The proposed pathway is proposed to align with the existing driveway to the parking lot, following the slopes and alignment of the area. This alignment ensures separation between vehicles and pedestrians, providing a safe pathway for pedestrians. Additionally, the pathway will provide access to Segment 11 of the Coastal Rail Trail at the Monterey/Park Avenue intersection.

DISCUSSION

To meet the goals of removing conflicts between pedestrians and vehicles entering and exiting the Parking Lot and reducing tree impacts, City of Capitola staff evaluated several configurations for the pathway. Additional improvements include curb and striping modifications. Pathway configuration considered three main factors: tree impacts, width of drive lanes and sidewalk, and construction costs associated with retaining structures.

Staff recommends that the E&D TAC receive a presentation from City of Capitola staff on the Upper Beach and Village Parking Lot to Monterey Avenue.

FISCAL IMPACT

The project has previously received \$250,000 in RTC grant funding and

\$50,000 in General Fund. The City of Capitola has spent \$30,000 on surveying, previous route layouts and coordination with the RTC. Remaining funding is anticipated to be sufficient to complete design and construct this project.

SUMMARY

The city of Capitola is requesting input from the E&D TAC on the design of a pedestrian pathway from the Upper Beach and Village Parking Lot to Monterey Avenue providing access to Segment 11 of the Coastal Rail Trail.

AGENDA: December 12, 2023

TO: SCCRTC Elderly & Disable Transportation Advisory Committee

FROM: Stephanie Britt, Transportation Planning Technician

RE: City of Santa Cruz Article 8 Transportation Development Act Allocation Request

RECOMMENDATION

Staff recommends that the Elderly and Disabled Transportation Advisory Committee provide input to City staff and recommend to the Regional Transportation Commission approval of the City of Santa Cruz's Article 8 Transportation Development Act allocation claim for the Neighborhood Traffic Calming Program

BACKGROUND

Annually, the Regional Transportation Commission disburses Article 8 Transportation Development Act (TDA) funds to local jurisdictions earmarked for bikeway and pedestrian initiatives. These flexible funds may roll over from one fiscal year to the next. There is currently a pool of TDA funds assigned to the City of Santa Cruz that have not yet been allocated to specific projects. TDA claims with significant pedestrian components must be reviewed by the Elderly & Disabled Transportation Advisory Committee.

DISCUSSION

The City of Santa Cruz submitted a request for new TDA allocations for the Neighborhood Traffic Calming Program—a pilot initiative directed by the Santa Cruz City Council. This program seeks to implement traffic calming measures across various neighborhoods citywide. Emphasizing a quick-build approach, the program aims to swiftly and cost-effectively address concerns related to speed and traffic volume in these neighborhoods. The funding request is \$75,000.

The City commits to maintaining the elements of the Neighborhood Traffic Calming program for as long as feasible, expected to be a minimum of five years given the nature of this quick-build style program.

Finally, the City of Santa Cruz requests to de-allocate \$230,000 from the Bay Drive Protected Bike Lanes and Pedestrian Path project (reviewed and approved by the Committee in December 2022) to free up TDA funds for more shovel-ready projects; however, the City intends to restore the funding in an upcoming year to align with the planned construction timeline.

Staff recommends that the Elderly & Disabled Transportation Advisory Committee recommend that the Regional Transportation Commission approve the City of Santa Cruz's allocation TDA claim request in the amounts of \$75,000 for the Neighborhood Traffic Calming Program, and to de-allocate \$230,000 from the Bay Drive Protected Bike Lanes and Pedestrian Path project. The City commits to maintaining the Traffic Calming Program elements for at least 5 years. The projects are consistent with the RTC's Regional Transportation Plan.

SUMMARY

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

Attachments:

1. City of Santa Cruz Article 8 TDA Allocation Request Letter & Claim forms



PUBLIC WORKS DEPARTMENT

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

November 15, 2023

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

RE: City of Santa Cruz – FY 2023-24 TDA Article 8 Allocation Request

Dear Mr. Preston:

Please accept this letter as a FY 2023-24 TDA Article 8 allocation request for the following projects:

Laurel Bikeway and Pedestrian Striping	\$74,949
Neighborhood Traffic Calming Program	\$75,000

The Laurel Bikeway and Pedestrian Striping will install the enhanced bike and pedestrian facilities on Laurel Street after the current roadway work is complete. This project will install protected bike lanes on this high volume arterial and accommodate the increased transit frequency on this corridor. This advances our shared goals to encourage multimodal travel.

The Neighborhood Traffic Calming Program is a council directed pilot to install traffic calming in neighborhoods citywide. The goal is to encourage walking and biking by managing vehicular speed and volume in neighborhoods. This program aims to utilize quick build style treatments to quickly and affordably address neighborhood concerns regarding speed and volume of traffic. This approach allows the limited funding to address a larger number of neighborhoods, advancing our goals to equitably serve the entire geography of the community.

The City will commit to maintaining the Laurel Bikeway and Pedestrian striping facility provided with these funds for 20 years and will prepare all necessary environmental review for these projects. The City will aim to maintain the Neighborhood Traffic Calming program elements for as long as possible. As these materials are intended to be for a pilot quick build style program rather than a more expensive permanent installation, we anticipate them lasting at least five years.

The above projects are consistent with the City's Active Transportation Plan and the RTC's Regional Transportation Plan.

Request to de-allocate funds from current program year:

For FY2022-2023, the City of Santa Cruz had requested an allocation in the amount of \$250,000 for the Bay Drive Protected Bike Lanes and Pedestrian Path project. Since that time, the City of Santa Cruz was

awarded an Affordable Housing and Sustainable Communities (AHSC) grant for complete streets implementation on the Bay Corridor between High Street and West Cliff Drive. The City intends to add the TDA funds into this project to have a larger impact and better pricing than the standalone project initially envisioned in the TDA allocation request. We anticipate moving forward with that project in FY 2024-2025. As such, we request to amend our allocation request from FY2022-2023 to de-allocate \$230,000 these funds from the City of Santa Cruz TDA program at this time and we will request to reallocate these funds in an upcoming fiscal year to align with the planned construction. We request that ~~\$200,000~~ remain in that project at this time. \$20,000

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

Sincerely,

A handwritten signature in black ink, appearing to read 'N. Nguyen', with a stylized 'X' mark to the left.

Nathan Nguyen
Public Works Director

Attachments: Project Claim Forms

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

**Transportation Development Act (TDA)
CLAIM FORM**

Submit a separate form for each project.

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

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

Project Information

1. Project Title: Laurel Street Bikeway Striping
2. Implementing Agency: City of Santa Cruz
3. Sponsoring Agency (if different) – must be a TDA Eligible Claimant:
4. Funding requested this claim: TDA– Local Transportation Funds (LTF) \$ 74,949
STA (transit/paratransit only) \$ _____
5. Fiscal Year (FY) for which funds are claimed: FY 23 / 24
6. General purpose for which the claim is made, identified by the article and section of the Act which authorizes such claims:
 - ☒ Article 8 Bicycle and/or Pedestrian Facility
 - ☐ Article 4 Public Transportation
 - ☐ Article 8 Specialized Transportation via city sponsor
 - ☐ Article 3 & 8 TDA Admin or Planning
7. Contact Person/Project Manager
Name: Ricardo Valdes
Telephone Number: 831-420-5198 E-mail: rvaldes@santacruzca.gov

Secondary Contact (in event primary not available): Dan Estranero
Telephone Number: 831-420-5189 E-mail: destranero@santacruzca.gov
8. Project/Program Description/Scope (use additional pages, if needed, to provide details such as work elements/tasks):
The improvements included in the proposed Laurel Street Vision Zero Striping Plan maintain the left turn lanes and medians because they have contributed to a crash reduction on the roadway. To improve safety for people walking and biking, a buffer is added between the bike lane and vehicle lane to separate the turning vehicles from the cyclists and slow-down turning conflicts at intersections. Additionally, parking on the side streets is restricted for 20 feet in advance of the intersection to improve visibility of people crossing and vehicles turning in and out of the intersections in accordance with the California Manual on Uniform Traffic Control Devices (CAMUTCD). Those improvements are called “daylighting”. At the bus stops, the separated bike lanes will share the curbside space and be marked to alert cyclists and bus operators of the potential conflict. The proposed plan for daylighting and separation reduces parking along the corridor by 19 spaces.
9. Project Location/Limits (attach a map and/or photos if available/applicable, include street names):
Laurel Street between Chestnut Street and California Street
10. Justification for the project. (Why is this project needed? Primary goal/purpose of the project; problem to be addressed; project benefits; importance to the community)

Laurel Street is a minor arterial that connects the Westside and Seabright neighborhoods east to west through downtown.

The most recent data available shows that in 2015 the roadway carried an average of 13,500 vehicles per day with the eastbound 85th percentile speed measured at 27 miles-per-hour and the westbound 85th percentile speed measured at 33 miles-per-hour. The roadway has a posted speed limit of 25 miles-per-hour. There are two METRO routes, the 15 and 18, that connect downtown and UCSC via Laurel Street and run at a combined headway of 15 minutes qualifying the roadway as a “major transit corridor”.

The roadway was last significantly modified in 2012 when the left-turn lanes at Walti Street, Felix Street, and Blackburn Street were added with two pedestrian islands mentioned above. The improvements reduced the crash rate along the corridor from a two-year average of 8 crashes per year in 2012 to 2.5 crashes per year in 2019. Other minor improvements, including the addition of green lanes, have been installed to improve multimodal safety. This corridor remains one of the highest collision corridors in the City, despite previous interventions. The Local Roadway Safety Plan, completed in 2021, identified Laurel Street as a priority corridor city-wide for improvements because of the number of crashes still occurring.

The overall goal of the project is to increase the safety and comfort of people walking, biking, and taking transit in this highly traveled corridor. Public outreach has included posting notices and sending mailers in December 2022 to everyone impacted by the parking reductions. Additionally, neighbors not in the parking-impacted area were also sent a mailer, a website was created to share the plan and solicit feedback, and the plan was advertised on the Public Works social media page. The striping plan has been reviewed and approved by the City of Santa Cruz Transportation and Public Works Commission and the City Council.

11. Project Productivity Goals for this fiscal year:

- a. Measures of performance, success or completion to be used to evaluate project/program (ex. increase use of facility/service, decrease collisions, etc.):

Reduction in number of collisions

Increase in cyclist and pedestrian use

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

Vehicles: 13,500 per day

Transit: 3,722 passengers/day, increasing with Reimagine Phase 1 and 2 (from SCMTD ridership reports and schedules. Currently, Route 15 averages 58 passengers per trip and has 29 trips/day. Route 18 averages 34 passengers/trip and have 60 trips/day. Total is 3722)

Bike facilities: .3 miles of enhanced bike facility

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

Lump Sum Bike Projects SC-P75

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

Project requires minor parking removal. City Council has reviewed and approved this project.

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

What is the total project cost? \$115,000

Is project fully funded? Not without this funding

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

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

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

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

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

d. SCMTD: ☐ Quarterly disbursement

16. TDA Eligibility:

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

Bike/Ped (Article 8) Only

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

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

	Plannin g	Environ -mental	Design/ Engineering	ROW	Constructio n	Other *	Contingenc y	Total
SCHEDULE (Month/Yr) Completion Date 08/24								
Total					115000			

Cost/Phase								
STDA Requested (this claim)					74,949			
Prior TDA:								
Source 3: Gas Tax					40,051			
Source 4:								
Unsecured/ additional need**								

*Please describe what is included in "Other":

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

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

SCMTD, CTSA, Bike to Work, HSA, Volunteer Center Only – PLEASE KEEP ANSWERS BRIEF

18. Improving Program Efficiency/Productivity

- Describe any areas where special efforts have been made in the **last fiscal year** to reduce operating cost and/or increase ridership/program usage. Note any important trends.
- Goals for next fiscal year (ex. identify opportunities to maximize economies of scale, planned productivity improvements). Describe any areas where special efforts will be made to improve efficiency and increase program usage/ridership:

19. What is different from last year's program/claim?

20. Schedule of regular progress reports including an evaluation at the end of the year:

- ☐ SCMD – April each year
- ☐ Specialized Transportation: Quarterly¹ to E/D TAC, RTC _____ (Months/Year)

¹ If feasible, the quarterly TDA reports submitted by Community Bridges for Lift Line as the Consolidated Transportation Services

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

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

Article 8 Bicycle/Pedestrian Claims

- ☐ Evidence of environmental review for capital projects

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

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

Article 4 Transit Claims

- ☐ A certification from the California Highway Patrol (completed within the last 13 months) indicating that the operator is in compliance with Section 1808.1 of the Vehicle Code.
- ☐ Other Certifications

Local Agency Certification:

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

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

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

Signature  Title: Director of Public Works Date: 11/5/22

\\RTCSERV2\Shared\GRANTS\TDA\TDA Claim Forms\FinalTDAClaimFormMaster 23-24.docx

Transportation Development Act (TDA) CLAIM FORM

Submit a separate form for each project.

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

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

Project Information

1. Project Title: Traffic Calming Pilot Program
2. Implementing Agency: City of Santa Cruz
3. Sponsoring Agency (if different) – must be a TDA Eligible Claimant:
4. Funding requested this claim: TDA– Local Transportation Funds (LTF) \$ 75,000
STA (transit/paratransit only) \$ _____
5. Fiscal Year (FY) for which funds are claimed: FY 23 / 24
6. General purpose for which the claim is made, identified by the article and section of the Act which authorizes such claims:
 - ☒ Article 8 Bicycle and/or Pedestrian Facility
 - ☐ Article 4 Public Transportation
 - ☐ Article 8 Specialized Transportation via city sponsor
 - ☐ Article 3 & 8 TDA Admin or Planning
7. Contact Person/Project Manager
Name: Claire Gallogly
Telephone Number: 831-420-5107 E-mail: cgallogly@santacruzca.gov

Secondary Contact (in event primary not available): Matt Starkey
Telephone Number: 831-420-5182 E-mail: mstarkey@santacruzca.gov
8. Project/Program Description/Scope (use additional pages, if needed, to provide details such as work elements/tasks):

The Neighborhood Traffic Calming Program is a council directed pilot to install traffic calming in neighborhoods citywide. The goal is to encourage walking and biking by managing vehicular speed and volume in neighborhoods. This program aims to utilize quick build style treatments to quickly and affordably address neighborhood concerns regarding speed and volume of traffic. This approach allows the limited funding to address a larger number of neighborhoods, advancing our goals to equitably serve the entire geography of the community
9. Project Location/Limits (attach a map and/or photos if available/applicable, include street names):

The project limits will be determined by a citywide call for projects. Proposed projects will be evaluated using the Council adopted traffic calming toolkit and associated matrix. The goal is to provide traffic calming in neighborhoods throughout the City of Santa Cruz.
10. Justification for the project. (Why is this project needed? Primary goal/purpose of the project; problem to be addressed; project benefits; importance to the community)

One of the top complaints that the Transportation Engineering team receives is traffic speed and volume in neighborhoods. The traffic calming pilot program aims to address this citywide concern by utilizing quick build treatments to address speed and volume of traffic in neighborhoods. This will make streets feel safer and increase the walkability and bikeability of neighborhoods. This continues to be a top concern voiced by our community.

The City proposes using quickbuild treatments in order to quickly deliver improvements at a lower cost than traditional construction. This allows more neighborhoods to be served by a limited funding pot and allows the program benefits to quickly be seen.

11. Project Productivity Goals for this fiscal year:

- a. Measures of performance, success or completion to be used to evaluate project/program (ex. increase use of facility/service, decrease collisions, etc.):

Reduction in speed and/or volume on selected streets

Feedback from residents on the program

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

Per selected street, estimated 100 people to be directly served. Goal is to provide traffic calming elements on at least five street segments.

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

Neighborhood Traffic Management Improvements- SC-P73

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

Depending on the features selected, various impacts may occur. These may include parking removal for the placement of neckdowns, daylighting, and full/partial closures. The intended impacts are to slow vehicles speeds and reduce vehicle volumes.

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

Total program cost for pilot year: \$75,000.

This includes materials and supplies. City of Santa Cruz staff time is not included in this budget number.

What is the total project cost? \$75,000

Is project fully funded? With this funding, yes.

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

Materials and supplies for quick build traffic calming elements.

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

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

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

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

- d. SCMTD: ☐ Quarterly disbursement

16. TDA Eligibility:

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

Bike/Ped (Article 8) Only

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

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

	Planning	Environ- mental	Design/ Engineering	ROW	Construction	Other *	Contingency	Total
SCHEDULE (Month/Yr) Completion Date /					6/30/2023			
Total Cost/Phase								
STDA Requested (this claim)					75,000			75,000
Prior TDA:								
Source 3:								
Source 4:								
Unsecured/ additional need**								

*Please describe what is included in "Other":

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

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

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

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

Article 8 Bicycle/Pedestrian Claims

- ☐ Evidence of environmental review for capital projects

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

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

Article 4 Transit Claims


- ☐ A certification from the California Highway Patrol (completed within the last 13 months) indicating that the operator is in compliance with Section 1808.1 of the Vehicle Code.
- ☐ Other Certifications

Local Agency Certification:

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

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

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

Signature  Title: Director of Public Works Date: 1/5/22

\\RTCSERV2\Shared\GRANTS\TDA\TDA Claim Forms\FinalTDAClaimFormMaster 23-24.docx

AGENDA: December 2023

TO: Regional Transportation Commission Advisory Committees

FROM: Tommy Travers, Transportation Planner, Grace Blakeslee, Sr. Transportation Planner, and Amanda Marino, Transportation Planner

RE: 2050 Santa Cruz County Regional Transportation Plan – Goals & Policies

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission Advisory Committee:

1. Receive information on the development of the 2050 Regional Transportation Plan (RTP); and
 2. Provide input on the draft goals and policies of the 2050 RTP
-

BACKGROUND

As the regional transportation planning agency (RTPA) for Santa Cruz County, the Regional Transportation Commission (RTC) is responsible for developing, implementing, and regularly updating the Regional Transportation Plan (RTP) for the County. The RTP is a state-mandated plan that identifies transportation needs in Santa Cruz County over the next twenty-plus years. It estimates the amount of funding that will be available over this timeframe and identifies a financially constrained priority list of projects. This planning effort is a critical component of project implementation as it provides a forum for setting the direction of transportation in our county, positions our community to receive federal, state, or local funding for projects, and facilitates collaboration on projects. Individual projects listed in the RTP can only be implemented as local, state, and federal funds become available.

The RTPs adopted by RTPAs in Santa Cruz, Monterey, and San Benito Counties are incorporated into the federally mandated Metropolitan Transportation Plan/state-mandated Sustainable Communities Strategy (MTP/SCS), prepared by the Association of Monterey Bay Area Governments (AMBAG). The current 2045 RTP was adopted by RTC in June 2022, the same time as the 2045 MTP/SCS was adopted by AMBAG.

DISCUSSION

The next Santa Cruz County RTP and AMBAG MTP/SCS are scheduled for adoption in June 2026. These documents will plan transportation through 2050 and will be referred to as the 2050 RTP and 2050 MTP/SCS. The RTP and AMBAG MTP/SCS are

updated every four years in accordance with state law requirements that require updates to the RTP every four or five years as well as SB 375 requirements to synchronize the adoption of the regional housing element (RHNA) that occurs every 8 years with the adoption of the MTP.

2050 RTP Work Plan

The Santa Cruz County Regional Transportation Plan consists of three main elements: the Policy Element, the Financial Element, and the Action Element.

- The Policy Element identifies the goals, policies, and measurable outcomes/targets that guide transportation funding decisions and prioritization.
- The Financial Element identifies funds anticipated to be available for transportation projects and the outstanding funding needs through 2050.
- The Action Element identifies specific projects and programs that could be funded within the projected funds identified in the Financial Element (constrained). It also outlines which projects/programs would require new revenues above and beyond those anticipated over the next twenty-plus years (unconstrained).

The Work Plan, which outlines the development of the RTP over the next 2.5 years, was shared with the RTC Board in August 2023. The RTP schedule is included as [Attachment 2](#).

Draft Goals & Policies

The 2050 Santa Cruz County Regional Transportation Plan, through its goals and policies, establishes a triple-bottom-line sustainability framework for expanding options for residents and visitors to access their daily needs in a manner that is safe, equitable, protects the natural environment, and promotes investment in the local economy. The triple bottom line concept of sustainability begins with the development of the goals and policies, which then help define the list of priority projects.

The draft goals and policies ([Attachment 1](#)) revise those from the 2045 RTP to address the following concerns:

- Simplify and clarify each goal statement
- Strengthen emphasis on climate resiliency and social equity

In order both to keep the goals and policies digestible and to allow staff more time to analyze the effectiveness of past measurable outcomes/targets, the targets will not be shared for public input until spring 2024.

Staff recommends that the RTC Advisory Committee provide input on the Goals & Policies of the 2050 RTP.

SUMMARY

The RTC is responsible for developing the Regional Transportation Plan for Santa Cruz County. The next RTP is planned for adoption in June 2026 in coordination with AMBAG and the 2050 MTP/SCS. RTC staff requests input from RTC Advisory Committees on the draft goals and policies.

Attachments:

1. Draft Goals & Policies
2. RTP Schedule

Sharepoint - Planning/Shared Documents/2050 RTP (2026)/1-Policy Element/SR-2050RTP-AdvComm-GPTs.docx

2050 Santa Cruz County Regional Transportation Plan Goals and Policies

Goal #1

Establish livable communities that improve access to people’s regular needs in ways that improve prosperity for all.

Policies

- 1.1 **Transportation Infrastructure:** Improve multimodal access to and within key destinations¹ for people of all ages and abilities.
- 1.2 **Transportation Infrastructure:** Ensure network connectivity by closing gaps in bicycle, pedestrian and transit networks.
- 1.3 **Transportation Infrastructure:** Develop dedicated transit facilities to improve transit access, reduce travel time, and promote smart growth and transit-oriented development.
- 1.4 **Land Use:** Support land-use decisions that locate new development close to existing services, particularly those that serve transportation disadvantaged populations.
- 1.5 **Goods Movement:** Enhance local economic activity through improving freight mobility, reliability, efficiency, and competitiveness.

Goal #2

Enhance safety by reducing transportation related fatalities and injuries for all modes.

Policies

- 2.1 **Safety:** Prioritize funding for safety projects and programs that will reduce fatal or injury collisions.
- 2.2 **Safety:** Encourage projects that improve safety for youth, vulnerable users, and those considered transportation disadvantaged.
- 2.3 **Emergency Services:** Support projects that provide access to emergency services.
- 2.4 **System Design:** Support project design that reduces the potential for serious injury or death by mitigating human mistakes, encouraging safer behaviors, and facilitating safe travel for the most vulnerable users.

¹ Key destinations for Santa Cruz County residents may include employment and commercial centers, schools, healthcare, coastal access, and parks.

- 2.5 **Security:** Incorporate transportation system security and emergency preparedness into transportation planning as well as project and program implementation.

Goal #3

Deliver transportation improvements cost-effectively, responsive to the needs of all users of the transportation system.

The manner in which access and safety policies referenced in Goal #1 and Goal #2 are delivered can impact cost-effectiveness, ecological function, and distribution of benefits amongst population groups.

Policies

- 3.1 **Cost Effectiveness & System Maintenance:** Maintain and operate the existing transportation system cost-effectively, adapting it to maximize existing investments.
- 3.2 **Coordination:** Improve coordination between agencies in order to improve efficiencies and reduce duplication (e.g., paratransit and transit, road repairs, signal synchronization, and TDM programs).
- 3.3 **Transportation System Management:** Implement Transportation System Management programs and projects on major roadways across Santa Cruz County to increase the efficiency of the existing transportation system.
- 3.4 **System Financing:** Support new or increased taxes and fees that reflect the cost of operating and maintaining the transportation system.
- 3.5 **Public Engagement:** Solicit broad public input on all aspects of regional and local transportation plans, projects, and funding actions.

Goal #4

Establish a climate-resilient transportation system that anticipates, adapts to, and mitigates the impacts of climate change.

Policies

- 4.1 **Nature-Based Solutions:** Deliver transportation investments in a way that reduces climate change impacts, increases tree canopy where appropriate, improves habitat and water quality, and enhances sensitive areas.
- 4.2 **Climate Adaptation:** Adapt the transportation system to withstand climate change impacts such as sea level rise, extreme weather events, and changes in temperature and precipitation patterns.
- 4.3 **Climate Mitigation:** Reduce greenhouse gas emissions to mitigate climate change impacts by enhancing active transportation options.

- 4.4 **Transportation Demand Management (TDM):** Expand demand management programs that decrease the number of vehicle miles traveled and result in mode shift.
- 4.5 **Climate-Informed Planning:** Incorporate climate change projections into transportation planning and decision-making to proactively address potential risks and vulnerabilities.

Goal #5

Ensure that plans, investments, policies, and transportation decisions reduce disparities for historically and systemically marginalized, underserved, and excluded groups, including people with low incomes, people with disabilities, communities of color, and other transportation-disadvantaged and equity priority communities.

Policies

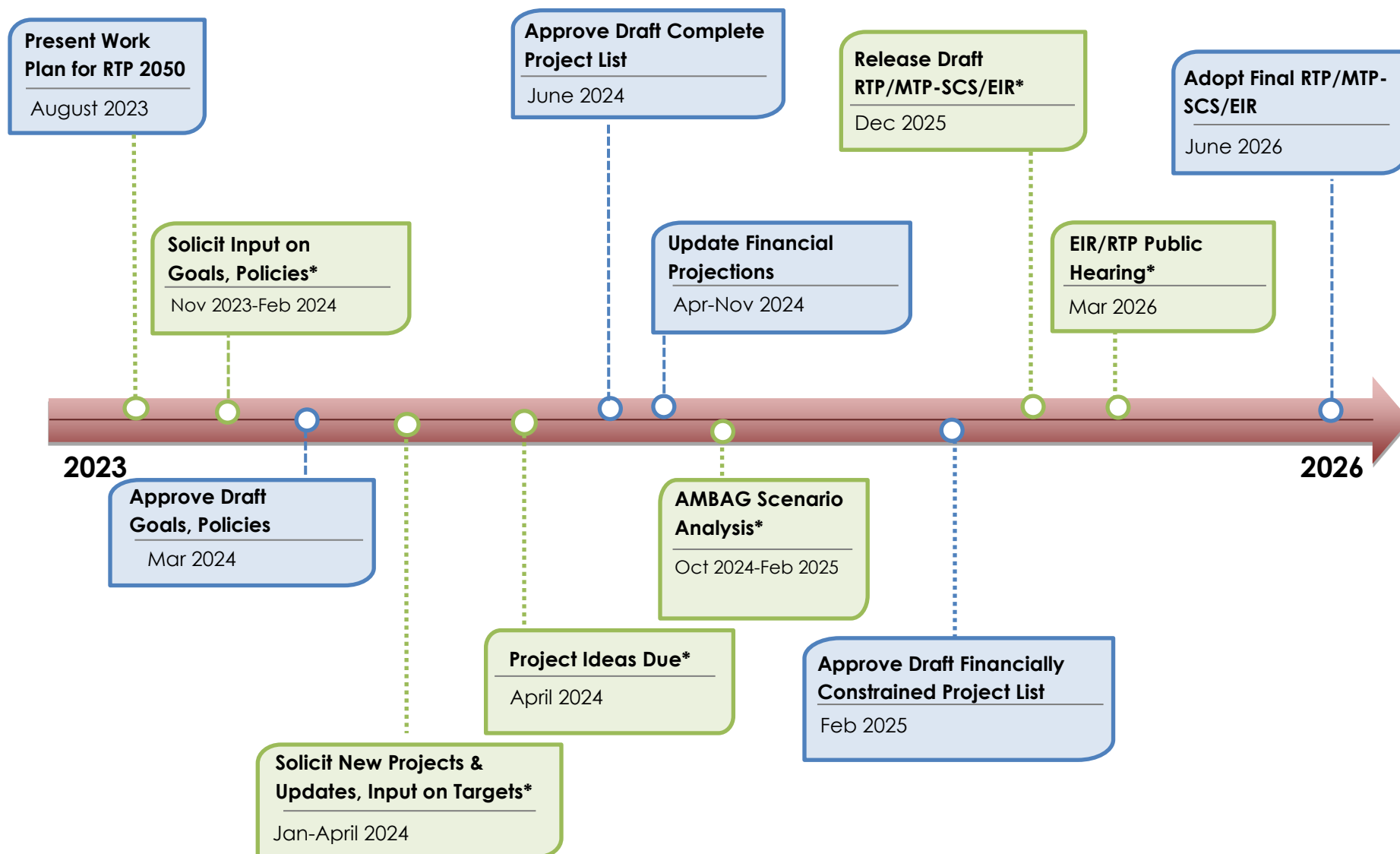
- 5.1 **Access:** Demonstrate that planned investments will reduce disparities in safety and access for transportation-disadvantaged populations.
- 5.2 **Public Engagement:** Maximize input and decision-making for transportation plans and projects within disadvantaged populations.
- 5.3 **Climate:** Prioritize funding for climate-resilient transportation projects in areas with high concentrations of disadvantaged populations.



2050 Regional Transportation Plan

Attachment 2

Key Milestones rev. 1



* Public participation is always encouraged. Asterisk indicates when public input is formally solicited and encouraged.