



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

**BICYCLE ADVISORY COMMITTEE**

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**MEETING AGENDA**

**Monday, December 11, 2023**

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

**In-Person Meeting**

**SCCRTC Office: 1101 Pacific Ave, Suite 250, Santa Cruz, CA**

Remote Participation

Remote participation for a) members of the public, b) nonvoting alternates, or c) voting Committee members unable to attend in person due to an emergency or for cause per AB 2449 (see p. 3 below for more information):

<https://us02web.zoom.us/j/88366740167?pwd=TjJCZVdhbHdua3VYR1J0Q0xubmNLdz09>

Online meeting ID: 883 6674 0167

Password: 672091

Dial-in: +1 669 900 9128 or +1 669 444 9171

**COMMITTEE MEMBERSHIP**

Member

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

Alternate

Corrina McFarlane  
John Hunt  
Peter Scott  
Liz Hernandez  
Theresia Rogerson  
Vacant  
Grace Voss  
Vacant  
Drew Rogers  
Jennifer Villegas Moreno  
Kelly Curlett

Representing

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

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

1. Call to Order
2. Introductions
3. Consider any AB 2449 requests by voting members to participate remotely.
4. Announcements – RTC staff

## 5. Oral communications – members and public

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

## 6. Additions or deletions to consent and regular agendas

### **CONSENT AGENDA**

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

7. Approve draft minutes of the November 13, 2023, Bicycle Advisory Committee Meeting
8. Receive Summary of Hazard Reports
9. Receive Letter to RTC from BAC Re 2023 RTIP

### **REGULAR AGENDA**

10. TDA Article 8 Claims for Laurel Bikeway and Pedestrian Striping and Neighborhood Traffic Calming Program – review and provide input – Nathan Nguyen, City of Santa Cruz
11. Regional Transportation Program (RTP) Draft Goals and Policies– review and provide input – Thomas Travers, Transportation Planner, Amanda Marino, Transportation Planner
12. 2024 State and Federal Legislative Programs – review and provide input – Thomas Travers, Transportation Planner
13. Updates related to Committee functions – Committee members (oral updates)
14. Adjourn

**NEXT MEETING:** The next Bicycle Committee meeting is scheduled for February 12, 2024, from 6:00pm to 8:30pm **IN PERSON at the RTC offices**. Members of the public and non-voting committee alternates may join remotely.

### **SERVICIOS DE TRADUCCIÓN/TRANSLATION SERVICES**

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

## **HOW TO REACH US**

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

## **AGENDAS ONLINE**

To receive email notification when the Bicycle Advisory Committee meeting agenda packets are posted on our website, visit <https://sccrtc.org/about/esubscriptions/> and choose “BAC Interest – Bicycle”

## **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 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.

## **REMOTE PARTICIPATION - Public**

The public may participate in the meetings of the Regional Transportation Commission (RTC) and its committees in person or remotely via the provided Zoom link. If technical difficulties result in the loss of communication for remote participants, the RTC will work to restore the communication; however, the meeting will continue while efforts are being made to restore communication to the remote participants. Members of the public participating by Zoom are instructed to be on mute during the proceedings and to speak only when public comment is allowed, after requesting and receiving recognition from the Chair.

## **PARTICIPACIÓN REMOTA – El público**

El público puede participar en las juntas de la Comisión Regional de Transporte (RTC) en persona o remotamente a través del enlace Zoom proporcionado. Si problemas técnicos resultan en la pérdida de comunicación con quienes participan remotamente, la RTC hará lo posible por restaurar la comunicación. Pero, la junta continuara mientras se hace lo posible por restaurar la comunicación con quienes participan remotamente.

## **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.

## **TITLE VI NOTICE**

The RTC operates its programs and services without regard to race, color and national origin in accordance with Title VI of the Civil Rights Act. Any person believing to have been aggrieved by the RTC under Title VI may file a complaint with RTC by contacting the RTC at (831) 460-3212 or 1101 Pacific Avenue Ste. 250, Santa Cruz, CA, 95060 or online at [www.sccrtc.org](http://www.sccrtc.org). A complaint may also be filed directly with the Federal Transit Administration to the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.



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

**BICYCLE ADVISORY COMMITTEE**

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**MEETING**

**DRAFT MINUTES  
Monday, November 13, 2023  
6:00 pm to 8:30 pm**

This meeting was held in person at the RTC Offices, 1101 Pacific Ave, Suite 250, Santa Cruz.  
Remote participation was via Zoom and followed AB 2449 requirements.

1. Call to Order: Chair Anna Kammer called the meeting to order at 6:03 pm.

2. Introductions

**Members Present, in Person:**

Scott Roseman, District 1  
Sally Arnold, District 3  
Anna Kammer, District 4 (Chair)  
Matt Farrell, City of Santa Cruz  
Grace Voss, City of Santa Cruz (Alt.)  
Richard Masoner, City of Scotts Valley  
Matt Miller, Ecology Action  
Kelly Curlett, CTSC (Alt.)  
Paula Bradley, City of Capitola  
Gina Cole, City of Watsonville (Vice Chair)  
Theresia Rogerson, Dist. 5 (Alt.)

**Members Remote, Voting under Just  
Cause or Emergency:**

None

**Staff:**

Tommy Travers, Transportation Planner  
Stephanie Britt, Transportation Planning  
Technician  
Amy Naranjo, Transportation Planner  
Sarah Christensen, Sr. Transportation Engineer  
Rachel Moriconi, Sr. Transportation Planner

**Members Remote, Not Voting:**

John Hunt, District 2 (Alt.)  
Peter Scott, District 3 (Alt.)  
Rick Hyman, Dist. 5

**Unexcused Absences:**

Brad Kava, District 2

**Excused Absences:**

Corrina McFarlane, District 1 (Alt.)  
Liz Hernandez, District 4 (Alt.)  
Grace Voss, City of Santa Cruz (Alt.)  
Leo Jed, CTSC  
Jennifer Villegas Moreno, Ecology Action

**Vacancies:**

City Capitola – Alternate  
City of Scotts Valley – Alternate

**Guests:**

Regina Valentine, AMBAG  
Claire Gallogly, City of Santa Cruz  
Steve Jesberg, City of Capitola  
John Uργο, METRO  
Ben Vernazza, Member of the public  
Nadine Thorne, Member of the public

3. Considered any AB 2449 requests by voting members to participate remotely. - None

4. Staff announcements –

RTC Staff announced that the Seg 10-11 DEIR is available for public comment and comments may be received by Dec 15<sup>th</sup>. There will be a public meeting this Thursday at 5pm at the Board of Supervisors chambers. Staff also shared that Hwy 1 Freedom to State Park will do outreach regarding the aesthetic features of this project. The Community Open House will be on Dec 5<sup>th</sup> at the Rio Sands Hotel.

5. Oral communications –

Grace Voss briefed the Committee on Rotary Club's successful fundraising initiative that raised \$175,000 for the Boys and Girls Club through a sponsored bike ride. Additionally, the Rotary Club plans to contribute \$25,000 to Mountains to the Sea, an organization teaching kids bike technology skills. The committee received infrastructure updates on the Capitola project along Capitola Rd from 30th to 41st avenues including restriped bike lanes, repavement, and updated striping.

Peter Scott raised concerns about the lack of clear instructions for westbound cyclists on East Cliff Drive, potentially causing issues with cars. He also praised the beauty of the photographs on METRO's buses.

Paula Bradley and Claire Gallogly briefed the committee on the status of the City of Santa Cruz's Bay Street road and protected bike lanes project, which underwent adjustments due to unexpectedly high bids. The project will now be combined with a complete streets initiative and reopened for new bids.

John Urgo clarified a detail on the Rapid Corridors Project, clarifying that it is not proposed for there to be a shared space for both bus stops and a bike lane, providing clarity on this aspect of the ongoing transportation developments.

6. Additions or deletions to consent and regular agendas –

Item 14 was added on an emergency basis.

**CONSENT AGENDA**

7. Approved draft minutes of the October 2, 2023, Bicycle Advisory Committee meeting.
8. Received Summary of Hazard Reports
9. Accepted Committee Meeting Schedule for 2024 – Committee requested that staff schedule one or two meetings in south county, one in Aptos and one in Watsonville, or rotate locations across the county.
10. Received Committee Roster

A motion (Arnold/Rogerson) was made to accept the consent agenda. The motion was passed unanimously with members Scott Roseman, Sally Arnold, Anna Kammer, Matt Farrell, Richard Masoner, Matt Miller, Kelly Curlett, Paula Bradley, Gina Cole, and Theresia Rogerson voting in favor.

**REGULAR AGENDA**

11. AMBAG Complete Streets Policies – review and provide input – Regina Valentine, AMBAG

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.

12. Regional Transportation Improvement Program (RTIP) – review and provide input – Amy Naranjo, Transportation Planner, Rachel Moriconi, Sr. Transportation Planner

This summer the RTC issued a consolidated call for projects for the region's anticipated shares of funds including \$26.6 in discretionary funds and \$34.7 in one-time funds 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 expressed that they would have liked to see more funding dedicated to bike/ped projects and more safety measures such as separated bike lanes. They also commented that there appears to be a lot of funding towards road work, rather than trying to move away from car-based transportation to supporting transit which serves all people and is also closely connected to bicycling. Members requested the Chair draft a letter to the Commission summarizing the key concerns shared by all members.

The Committee expressed disappointment that most of the County's projects are not complete streets projects. The county does have a complete streets policy and they have elected to propose pavement rehab projects rather than complete streets improvements.

The Committee discussed their concern that 47% of discretionary funding is recommended for pavement preservation, which seems like a missed opportunity to address safety concerns and transit, and that the county needs a true paradigm shift towards more and safer bicycling. Committee members also recommended more money for the SLV complete streets project. The criteria should be changed in the future to make complete streets a requirement for all projects.

A motion was made (Farrell/Arnold) to take the consolidated grant projects funds (\$26.6 million) and award half of the money towards transit projects and the other half to projects that prioritize complete streets. The motion failed with Sally Arnold, Matt Farrell, and Gina Cole voting in favor and Scott Roseman, Anna Kammer, Theresia Rogerson, Paula Bradley, Richard Masoner, Matt Miller, and Kelley Curlett voting against.

A motion was made (Miller/Roseman) proposing that staff examine the list of recommended projects for funding and, when feasible, collaborate with project sponsors to incorporate complete streets enhancements. Additionally, the Commission should consider a condition where projects may not receive funding unless they include complete streets elements. The motion passed with Scott Roseman, Anna Kammer, Theresia Rogerson, Paula Bradley, Richard Masoner, Matt Miller, and Kelley Curlett voting in favor and Sally Arnold, Matt Farrell, and Gina Cole voting against.

13. Construction safety for roadwork and encroachments affecting bikeways – follow up (oral update) – Committee members.

Scott Roseman sought to to gage interest in the ad-hoc subcommittee, which has made limited progress. The purpose of the subcommittee is to look at the safety of cycling through construction zones and the way contractors and local jurisdictions could improve conditions. The MUTCD guidelines are seen as inadequate, as are possibly the inspections by public works departments. It's important to revive this committee and bring in a safety element to protect cyclists. The subcommittee was re-established to include Scott Roseman, Gina Cole, and Paula Bradley. They will continue to work on the issue.

14. Consider changes to remote participation in Committee meetings (oral update) – Tommy Travers, Transportation Planner

The Committee was notified by staff of a growing concern regarding disruptions caused by Zoom bombings that lead to instances of hate speech during committee meetings. In response to this issue, staff are considering a policy update that would only allow public comments to be submitted via email during the meeting and be read out loud by staff. This potential shift aims to deter incidents of hate speech and maintain the integrity of committee proceedings. The Committee generally agreed to follow whatever policy the Commission decides to implement for its own Commission meetings.

15. Updates related to Committee functions – Committee members (oral updates) - None

16. Adjourn at 8:40pm

**NEXT MEETING:** The next Bicycle Committee meeting is scheduled for Dec 11, 2023, from 6:00pm to 8:30pm in hybrid format.

Minutes respectfully prepared and submitted by:  
Stephanie Britt, Transportation Planning Technician

# Bicycle Hazard Reports

## December 11, 2023

Date	First Name	Last Name	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response
11/10/23	Leanard	Moore	Trout Gulch Rd	Valencia Rd	Aptos	Bike: Vehicles blocking sidewalk or bike lane	car parked in bike lane for over a week, near a school, Valencia, even worse. On Trout Gulch, Eastbound, just before Y with Valencia and Trout Gulch	DPW	11/14/23	<p><b>11/14/23 Ruby Zaragoza:</b> The abandoned vehicle program is administered through the Sheriff's office. You can report vehicles through the link below:  <a href="https://connect.santacruzcounty.us/Home/ReportNewIssue">https://connect.santacruzcounty.us/Home/ReportNewIssue</a>  or via this link on the Sheriff's website  <a href="https://www.scsheriff.com/Home/SelfHelp/AbandonedVehicles.aspx">https://www.scsheriff.com/Home/SelfHelp/AbandonedVehicles.aspx</a>  Thank you for keeping an eye on our County roads!</p>
11/07/23	Gerrald	Lodewijk	Mission St	Bay St	Santa Cruz	Bike: Debris on shoulder or bikeway	Bay St on Bay and Mission intersection, at the bicycle traffic light button crossing south to north. broken glass in bike lane	Katherine Osekowsky (Caltrans)	11/14/23	<p><b>11/14/23 Katie Osekowsky:</b> I will share the concern with the area Maintenance crew and reach out to the reporting party to get this taken care of.</p>
11/07/23	Katie	Ritchey	41st Ave	Jade St	Capitola	Bike: Other	The bike lane does not trigger the light sensor and the sensors under the car roadway are not sensitive enough for the bikes. The impact is that bikes have to cross in front of right turning traffic to hit the pedestrian crosswalk button, and then cross back in front of right turn traffic to go straight across 41st	Kailash Mozumber	11/14/23	<p><b>Follow up email sent 11/30/23</b></p>





**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**

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

Re: Regional Transportation Improvement Program

November 20, 2023

Dear Santa Cruz County Regional Transportation Commission,

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

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

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

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

Sincerely,

*Anna Kammer*

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

**TO:** SCCRTC Bicycle Advisory Committee

**FROM:** Stephanie Britt, Transportation Planning Technician

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

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## **RECOMMENDATION**

Staff recommends that the Bicycle Advisory Committee provide input to City staff and recommend to the Regional Transportation Commission approval of the City of Santa Cruz's Article 8 Transportation Development Act allocation claim for a) Laurel Bikeway and Pedestrian Striping and the b) Neighborhood Traffic Calming Program

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## **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, and those with significant bicycle components must be reviewed by the Bicycle Advisory Committee (BAC) prior to approval by the Regional Transportation Commission.

## **DISCUSSION**

The City of Santa Cruz submitted a request for new TDA allocations, outlined in the attached letter (refer to Attachment 1). The first proposal, the Laurel Bikeway and Pedestrian Striping project, aims to introduce protected bike lanes on Laurel Street. This initiative addresses the challenges posed by increased traffic flow, promotes safety, and advances the City's commitment to multimodal transportation. The funding request is \$74,949.

The second proposal is 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 Laurel Bikeway and Pedestrian striping facilities for 20 years. Additionally, 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 de-allocating \$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 Bicycle Advisory Committee recommend that the Regional Transportation Commission approve the City of Santa Cruz's allocation TDA claim requests in the amounts of \$74,949 for Laurel Bikeway and Pedestrian Striping and \$75,000 for 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: <a href="http://www.dot.ca.gov">http://www.dot.ca.gov</a> ).	Yes
F. For Article 4 transit claims: Does operator meet Article 4 eligibility requirements? i. Farebox recovery ratio? and/or, ii. 50 percent expenditure rule as an older operator, defined as service starting prior to 1974?	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
<b>SCHEDULE</b> <b>(Month/Yr)</b> <b>Completion</b> <b>Date 08/24</b>								
<b>Total</b>					<b>115000</b>			



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

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

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

Work Element/ Activity/Task	SCHEDULE (Month/Year)	Total Cost per Element	\$ TDA requested	\$ Source 2:	\$ Source 3:	\$ Source 4:
Administration/Overhead						
Activity 1:						
Activity 2:						
Activity 3:						
Activity 4:						
Ex. Consultants						
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: Quarterly<sup>1</sup> to E/D TAC, RTC \_\_\_\_\_ (Months/Year)

<sup>1</sup> 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

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# 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: <a href="http://www.dot.ca.gov">http://www.dot.ca.gov</a> ).	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
<b>SCHEDULE (Month/Yr) Completion Date /</b>					<b>6/30/2023</b>			
<b>Total Cost/Phase</b>								
<b>STDA Requested (this claim)</b>					<b>75,000</b>			<b>75,000</b>
<b>Prior TDA:</b>								
<b>Source 3:</b>								
<b>Source 4:</b>								
<b>Unsecured/ additional need**</b>								

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

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

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



**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.

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**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

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**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

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**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

**DRAFT**

# 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 destinations<sup>1</sup> 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.

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<sup>1</sup> 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

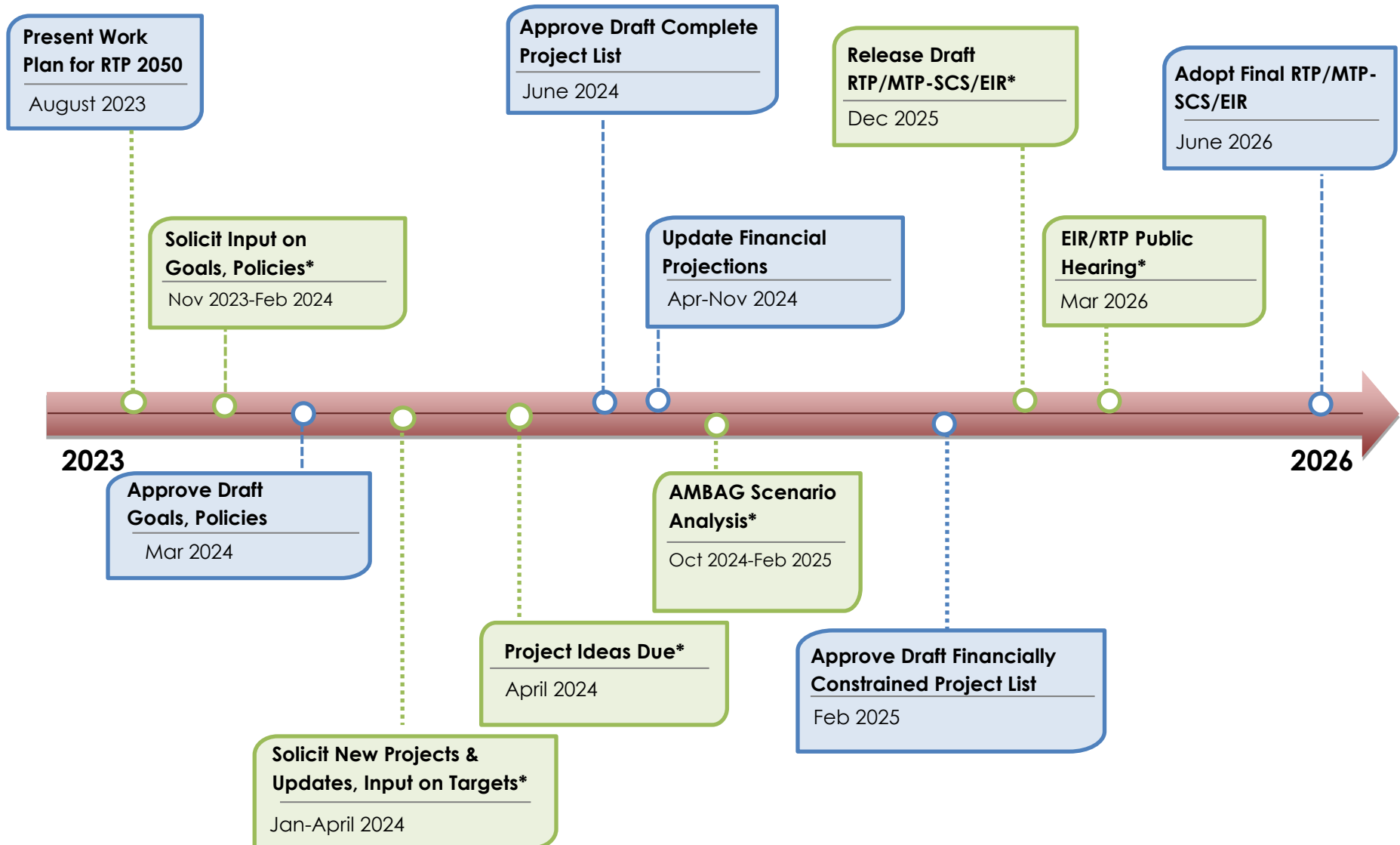
- 5.1 **Access:** Demonstrate that planned investments will reduce disparities in safety and access for transportation-disadvantaged populations.
- 5.2 **Public Engagement:** Maximize input and decision-making for transportation plans and projects within disadvantaged populations.
- 5.3 **Climate:**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



# 2050 Regional Transportation Plan

## Key Milestones rev. 1

Attachment 2



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

**TO:** RTC Advisory Committees

**FROM:** Tommy Travers, Transportation Planner

**REGARDING:** 2024 State and Federal Legislative Programs

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## **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](mailto: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

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*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

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- **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.

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