



**Santa Cruz County
Regional Transportation Commission**

AGENDA

**Thursday, February 01, 2024
9:00 a.m.**

In-Person Meeting

Watsonville City Council Chambers
275 Main Street, Fourth Floor
Watsonville, CA 95076

Remote Participation (see page 5 for more information)

RTC Zoom

<https://us02web.zoom.us/j/89597173447>

Dial-in: +1 312 626 6799

Webinar ID: 895 9717 3447

Accessibility: See last page for details.

En Español: Para servicios de traducción al español, diríjase a la última página.

Agendas Online: <https://sccrtc.org/meetings/commission/agendas/>

COMMISSION MEMBERSHIP

Caltrans (ex-officio)

City of Capitola

City of Santa Cruz

City of Scotts Valley

City of Watsonville

County of Santa Cruz

County of Santa Cruz

County of Santa Cruz

County of Santa Cruz

County of Santa Cruz

Santa Cruz Metropolitan Transit District

Santa Cruz Metropolitan Transit District

Santa Cruz Metropolitan Transit District

Scott Eades

Alexander Pedersen

Sandy Brown

Randy Johnson

Eduardo Montesino

Felipe Hernandez

Justin Cummings

Zach Friend

Manu Koenig

Bruce McPherson

Kristen Brown

Vanessa Quiroz-Carter

Mike Rotkin

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

1. Roll call

2. Consider AB2449 "Just Cause" requests
3. Additions or deletions to consent or regular agendas
4. Review of items to be discussed in closed session

CLOSED SESSION

5. Conference with Labor Negotiators (Pursuant to Government Code Section 54957.6)
Agency Designated Representatives: Tony Harris and Jesse Lad
Employee Organizations: CORE and RAMM
6. Conference with Legal Counsel – Existing Litigation
(Pursuant to Government Code Section 54956.9(d)(1))
Name of case: Santa Cruz County Regional Transportation Commission
v. Terrie Kajihara, et. al. (Case No. 21CV00211)

OPEN SESSION

7. Reconvene to open session and report on items discussed in closed session
8. Oral communications

Any member of the public may address the Commission on any item within the jurisdiction of the Commission that is not already on the agenda. The Commission will listen to all communication, but in compliance with State law, it may not take action on items that are not on the agenda.

Speakers are requested to state their name clearly so that it can be accurately recorded in the minutes of the meeting.

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 RTC or public wishes an item be removed and discussed on the regular agenda. Members of the Commission 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 Commissioner objects to the change.

MINUTES

9. Accept meeting notes of the November 27, 2023 Equity Workgroup

10. Approve draft minutes of the December 07, 2023 Regional Transportation Commission meeting
11. Accept draft minutes of the December 11, 2023 Bicycle Advisory Committee meeting
12. Accept draft minutes of the December 12, 2023 Elderly & Disabled Transportation Advisory Committee
13. Accept meeting notes of the December 19, 2023 Equity Workgroup

POLICY ITEMS

14. Receive update on 2024 State and Federal Legislative Programs

PROJECTS and PLANNING ITEMS

No consent items

BUDGET AND EXPENDITURES ITEMS

15. Accept status reports on Transportation Development Act (TDA) revenues from December 2023 and January 2024
16. Accept status reports on Measure D revenues from December 2023 and January 2024

ADMINISTRATION ITEMS

17. Approve City of Santa Cruz Article 8 Transportation Development Act claims and request to deallocate funds (**Resolution**)
18. Approve support for local revenue Measures K and L on the March 2024 Presidential Primary Election Ballot

INFORMATION/OTHER ITEMS

19. Accept monthly meeting schedule
20. Accept information items - *none*
21. Accept letters from RTC committees and staff to other agencies
 - a. January 8, 2024 Letter to Assemblymember Blanca Pacheco RE: Assembly Bill (AB) 817 Local Government: Open Meetings – Support
 - b. December 31, 2023 Letter to Sinarath Pheng RE: Central Coast Coalition Comment Letter on CSIS 2.0 Metrics Methodology
22. Accept correspondence log

REGULAR AGENDA

23. Commissioner Reports – oral reports
24. Director's Report – oral report
(Mitch Weiss, Interim Executive Director)
25. Caltrans Report
 - a. Santa Cruz County project updates
26. Presentation on Transportation Projects in the City of Watsonville
(Murray Fontes, Assistant Director of Public Works & Utilities, City of Watsonville)
27. **Public Hearing 10:30 a.m.:** Zero Emission Passenger Rail & Trail Project Preliminary Purpose and Need
(Riley Gerbrandt, Associate Engineer)
 - a. Staff Report
 - b. Preliminary Purpose and Need Statement
28. Climate Adaptation Vulnerability Assessment and Priorities Report (CAVA) Milestone 1: Prioritization Framework
(Brianna Goodman, Transportation Planner)
 - a. Staff Report
 - b. CAVA Project Framework Memorandum
 - c. Milestone 1 Workshop and Survey Response Analysis
 - d. Focus groups and TACs Discussions Summary
29. Highway 1 State Park-Freedom Auxiliary Lanes, Bus on Shoulder, and Coastal Rail Trail Segment 12 Project Amendment to Professional Engineering Services Agreement TP2122
(Sarah Christensen, Senior Transportation Engineer)
 - a. Staff Report
 - b. Resolution
 - c. Draft Scope and Costs Proposal for Amendment 4 to TP2122

30. Next meetings

The next RTC meeting is scheduled for Thursday, March 07, 2024 at 9:00 a.m. at the Santa Cruz County Board of Supervisors Chambers, located at 701 Ocean Street, Room 525, Santa Cruz, CA 95060.

HOW TO REACH US

Santa Cruz County Regional Transportation Commission
1101 Pacific Avenue, Suite 250 Santa Cruz, CA 95060
phone: (831) 460-3200 / email: info@sccrtc.org

LIVE BROADCASTS

Meetings of the RTC are broadcast live by Community Television of Santa Cruz. More information about channels and schedule can be found online (www.communitytv.org) or by calling (831) 425-8848.

AGENDA PACKETS

Complete agenda packets and all documents relating to items on the open session are posted online at <https://sccrtc.org> at least 72 hours prior to the meeting. Sign up for E-News updates at sccrtc.org/about/esubscriptions/

COMMENTS FROM THE PUBLIC

Items on the agenda: Written comments received by 9:00 a.m. on Wednesday before the meeting will be posted to the RTC website by 2:00 p.m. that same afternoon to allow time for Commissioner review. The opportunity to make oral comments is offered prior to the discussion period of each item.

Items not on the agenda: Written comments on topics within the RTC's jurisdiction, but not on the agenda, that are received during the monthly correspondence period will be posted to a public document. The correspondence period cut-off is 12:00 p.m. on the second Monday prior to the RTC meeting. A link to that document is provided in the Correspondence Log of that month's meeting. The opportunity to make oral comments to the Commission on such topics is offered during Oral Communications.

REMOTE PARTICIPATION

The public may participate in the meetings of the Regional Transportation Commission (RTC) 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.

PARTICIPACIÓN REMOTAMENTE

El público puede participar en las justas de la Commission Regional de Transporte (RTC) en persona o remotamente a través del enlace Zoom proporcionado. Si problemas técnicos resultan en la perdida 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.

ACCESSIBILITY

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 persons affected, please attend the meeting smoke and scent-free.

SERVICIOS DE TRADUCCIÓN/ TRANSLATION SERVICES

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

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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 by contacting the RTC at (831) 460-3200 or 1101 Pacific Avenue, Suite 250, Santa Cruz, CA 95060 or online at www.sccrtc.org. A complaint may also be filed directly with the Federal Transit Administration to the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.

AVISO A BENEFICIARIOS SOBRE EL TITULO VI

La RTC conduce sus programas y otorga sus servicios sin considerar raza, color u origen nacional de acuerdo al Título VI del Acta Sobre los Derechos Civiles. Cualquier persona que cree haber sido ofendida por la RTC bajo el Título VI puede entregar queja con la RTC comunicándose al (831) 460-3200 o 1101 Pacific Avenue, Suite 250, Santa Cruz, CA 95060 o en línea al www.sccrtc.org. También se puede quejar directamente con la Administración Federal de Transporte en la Oficina de Derechos Civiles, Atención: Coordinador del Programa Título VI, East Building, 5th Floor-TCR, 1200 New Jersey Avenue, SE, Washington, DC 20590.



Santa Cruz County Regional Transportation Commission Transportation Equity Workgroup

MEETING NOTES

Monday, November 27, 2023, 11:00 a.m.

Online: Zoom

Members Present:

Sarah Brothers*
Crystal Gonzalez
Niconia MacDonald
Eric Medina
David Morales
Meilin Obinata
Maria Perez
Kanyon Sayers-Roods
Colleen Stone

RTC Staff: Luis Mendez, Rachel Moriconi, Shannon Munz, Amy Naranjo

Others Present: Nick Mirollo, City of Watsonville

**Following the meeting Sarah requested to have Isabelle Tuncer attend future meetings*

1. Welcome – Luis Mendez, SCCRTC Deputy Director

Deputy Director Luis Mendez welcomed and thanked everyone for volunteering to serve on the RTC's Transportation Equity Work Group. He provided information on the Santa Cruz County Regional Transportation Commission (SCCRTC) and noted that transportation can provide access to opportunities and serve as barrier for accessing jobs or education or housing and providing healthy communities to live in.

The Transportation Equity Action Plan will help the RTC assess transportation barriers and find ways to address those barriers, with the Workgroup's help. This work will include collaboration with RTC staff, board partners, METRO, nonprofit organizations, and others to maintain multimodal and inclusive transportation systems for the community.

It is important for the RTC to engage with the needs of the community and for participation in this Workgroup to inform this effort. This work group will also help the RTC in implementing good quality transportation infrastructure, services, and solutions that that will lead to a much healthier community for all of us in Santa Cruz County

2. Introductions

Workgroup Members and staff introduced themselves and shared why they are interested in transportation equity and the workgroup.

- Colleen Stone: Has lived in Santa Cruz County since 2012; avid bus user that relies on public transportation to get to work and other places. She manages a research center called the Science and Justice Research Center in the UCSC Sociology Department.
- David Morales: Moved to Santa Cruz in the 1990s, a local attorney, formerly worked for the County and LA Metro on engineering and economic policy projects, include LA subway projects. Has done a lot of work in race and equity, voting rights, civil rights.
- Eric Medina: Has lived in Santa Cruz since 2014; works at the UCSC coastal science campus; habitat restoration work; bikes to work; grew up in a family where only one parent knew how to drive. He noted transportation can limits the ways we live, affect people's quality of life.
- Maria Perez: Works for Regenercion/Pajaro Valley Climate Action; lives in Watsonville, born in Mexico. Transportation connects people to places. She noted better and faster transit connections in other areas; while getting to outskirts of Watsonville takes 35-45 minutes by bus. Transportation is an important climate change issue. She is also part of the Santa Cruz County Commission for the Environment.
- Meilin Obinata: Grew up in Santa Cruz County. In NAACP-Santa Cruz County; interested in education, civil rights and social justice. Transportation is very important for accessing opportunities and for saving the planet.
- Nikona McDonald: A lifelong Santa Cruz County resident. Works with college-to-career transition programs for youth and disadvantaged individuals. A transit dependent person; formerly served on the County Commission for Disabilities and the METRO Advisory Committee (MAC).
- Sarah Brothers: Arts Education Director at Arts Council Santa Cruz County. Working with art education leaders across the county to discuss challenges being faced; transportation equity has come up as a large challenge for getting youth involved in some programs.
- Kanyon Sayers-Roods: Tribal Chairwoman of the Indian Canyon Mutsun Band of Costanoan Ohlone People; homelands are Mutsun Ohlone Territory which is part of San Marino County. Represent Indian Canyon Nation and Kanyon Konsulting LLC which bridges the gap between indigenous and contemporary value systems; President of Costanoan Indian Research 501c3.
- Rachel Moriconi: Senior Planner for RTC, lead staff working on the Equity Action Plan.
- Shannon Munz: RTC Communications Director; outreach, public engagement, media engagement. Working on RTC's equity outreach plan to improve community engagement.

- Amy Naranjo: RTC planner, works on Go Santa Cruz County which is a commute rewards program and working on a new bicycle incentives program, providing incentives to low income individuals and families to purchase a traditional bicycle, an electric bicycle, or discounted membership for B cycle bikeshare program. The program is expected to be launched in 2024. She encouraged everyone to sign up for RTC's Go Santa Cruz County program to track sustainable commute trips (bike to work, take transit, carpool) and earn rewards: <https://my.cruz511.org/#/#!m=account.register>. Also working on new bicycle incentives program.

3. Additions, deletions, or other changes to the agenda - None

4. Overview of the Santa Cruz County Regional Transportation Commission, Transportation Equity Action Plan workplan, and Transportation Equity Workgroup – Rachel Moriconi, SCCRTC Senior Transportation Planner

Rachel Moriconi provided an overview of the Santa Cruz County Regional Transportation Commission (SCCRTC) and its state and federal responsibilities, partners, major projects and programs. She noted the Transportation Equity Action Plan will include:

- development of an outreach toolkit to better engage community members that have been underrepresented in transportation decisions;
- identifying priority communities that have been marginalized and redefining "transportation disadvantaged communities" in Santa Cruz County;
- identifying projects and services that could address transportation barriers and inequities;
- development of diversity, equity and inclusion policies for the RTC and trainings for board members, staff, and committee members to bring equity to the forefront in all of the agency's decisions.

The planning effort is funded primarily from a Caltrans-Federal sustainable transportation planning grant (FTA 5304), with assistance being provided by consultants hired by the U.S. DOT Thriving Communities program.

Staff will be seeking input from the Workgroup on elements of the Equity Action Plan and other RTC projects and plans, including:

- Engagement and outreach tools: Best practices and resources that others in Santa Cruz County have found useful to better engage voices that have been underrepresented.
- Organizations, events, and meetings that the RTC should attend to solicit input on transportation needs and projects.
- Analysis of transportation projects that the RTC is implementing with an equity lens.

- Identifying transportation barriers and solutions for communities that have not had the same opportunities or have experienced under investment.
- Identify gaps in the transportation system and solutions that would remove transportation barriers to access jobs, housing, and other essential destinations.
- Priorities for limited funding and Santa Cruz County Regional Transportation Plan (RTP) update (www.sccrtc.org/rtp)
- Climate Adaptation and Vulnerability Assessment for County roads and the rail line
- Unmet Transit Needs Assessment to identify what the transit needs are in our community that are not currently being served by, either the paratransit or fixed route bus system.
- Serve as ambassadors; share information with and solicit feedback from neighbors, friends, family members, organizations and networks members are involved with and other community members. May include sharing emails, polls/surveys
- Any other input the Workgroup would like to provide. Could include documents produced by the work group, such as white papers on specific topics, but that is not required.

In response to questions about the level of commitment expected of workgroup members, Rachel indicated she anticipates that the group is expected to meet for about a year, after which time it may evolve and be integrated with the RTC's social services advisory committee (currently called the Elderly and Disabled Transportation Advisory Committee (E&D TAC)). The goal is to keep the workgroup under 15 to better facilitate conversations between members at meetings. The workgroup would like to identify measures of progress for the group and transportation equity. In recognition of their time commitment, the RTC board has budgeted RTC reserve funds for incentives for Workgroup Members to participate. Currently the RTC has some gas cards available as an incentive, but staff is looking into if it would be possible to provide stipends also.

For future meetings, members suggested:

- Staff provide a meeting summary with any action items and follow up
- Consolidate and summarize information shared in emails, such as links to reference documents, images and maps so people do not have to hunt through several emails to find information.
- Keep zoom meeting links consistent, if possible
- Everyone is requested to leave their cameras on during the meetings.
- The workgroup should identify clear shared goals.
- Clarify how the workgroup and RTC will engage the rest of the community.
- Ensure workgroup time investment will have a ripple effect.
- Limit meetings to one hour (not two) and mostly by zoom

- Staff anticipates meeting no more than once a month, but if kept to one hour, some members indicated they would be open to meetings more frequently when deliverables from staff and consultants are ready for review.
- Staff will send out a poll to get input on the next meeting date and potential regular meeting times.
- Staff will provide a summary of deliverables/action points for the Equity Action Plan and when the workgroup is expected to discuss each.
- Expressed support for meeting in person a few times and possible visits to different areas to better understand transportation challenges and barriers for people living or traveling in those areas.
- Have consultants attend meetings to present information they are pulling together
- Ensure workgroup members reflect diversity and true authentic involvement and voice of community members that have been underrepresented or marginalized, even if it means having more than 15 people on the workgroup.
- Focus future meetings on discussion of substantive items and policies. If members have additional suggestions on process and committee makeup, etc., reach out to Rachel offline.
- Develop principles or equity guardrails, similar to what was done for the County's climate action and adaptation plan:
<https://www.santacruzcountycalifornia.gov/Portals/0/County/OR3/CAAP/Appendix%20D%20-%202022%20CAAP%20Equity%20Guardrails.pdf>

Committee members recommended:

- Staff provide data to help inform recommendations, such as collision information, equity screening used to decide about funding some projects, etc. Workgroup recommendations should be based on data. Avoid having to reinvent the wheel; utilize existing resources.
- RTC consider documents related to environmental justice and equity prepared by other agencies.
- RTC staff and board integrate principles of anti-racism into its processes - look at your institutions and understand what roles each person has played in perpetuating racism and understanding you need to do more than what you have been doing to undo harm and adjust to ensure that agencies are not continuing to do things that may perpetuate systemic inequalities.
- RTC summarize issues that have already been identified by the community or agencies; and then the workgroup can augment that if it sees gaps.
- RTC should do a self-evaluation and grade itself on projects, outreach, and other things to identify what the agency has done well from an equity standpoint, and what it has not done as well (equity score). The RTC should ask, is it doing a better job or not doing a better job related to equity for these funding allocations. Staff noted this is part of the equity study: to look at how RTC operates as an agency, what kind of outreach we're doing, what

kind of work we're doing with the local jurisdictions to encourage them to apply for funding for and prioritize projects that will address inequities.

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Items 5 and 6 were tabled for the next meeting.

5. Transportation equity issues in Santa Cruz County

6. Defining and identifying transportation equity communities

7. RTC's Consolidated Grants Program - Amy Naranjo, SCCRTC Transportation Planner

Amy Naranjo, RTC Planner, presented preliminary staff recommendations for distribution of transportation funds. The RTC issued a call for projects earlier this year, reviewed applications received, and will have a public hearing and select projects to receive available funds at its December 7, 2023 meeting. She shared links to [project applications](#) and [project locations \(map\)](#): <https://arcg.is/1rDOXi0>. She noted that the map includes all the projects and includes layers in the legend that includes collision information and social equity layers showing low mobility areas, low community engagement areas, and areas where we have identified either low income or minority areas based on Census data.

In response to questions, Amy shared information about the equity analysis and maps of low income and minority areas, as defined in the long range Regional Transportation Plan (RTP), including low community engagement areas (where households have either limited English proficiency or have not graduated from high school), and low mobility areas, where there are concentrations of people who do not own a vehicle, higher concentrations of people with disabilities.

Comments on proposed projects included:

- Lack of protection from heat and rain at bus stops, lack of sidewalks, and need for protected bicycle facilities on Green Valley Road has come up in past outreach for Reimagine METRO.
- Concerns about the Bethany Curve project on West Cliff; contentious continuing to develop along that zone; it seems like the like what is happening to deal with it is good for pedestrians and bikers. Amy noted the project includes bike and pedestrian improvements and that funds that City of Santa Cruz receives from RTC are providing the required local match to leverage federal emergency repair funds for the project.
- Requested information on if any of the funding for METRO operations will be used to add service to Juvenile Hall or to improve access for underserved communities. The Disproportionate Minority Confinement Task Force previously identified a lack of bus service to the facilities as one of the causes for a lot of people of color remaining in jails, because their families cannot get even get there on public transportation. If people of color could get to

Juvenile Hall, their kids would not stay in jail unnecessarily. Currently it can be a 40-minute walk from the closest bus station.

- While supportive of transit, concerned about a “black box” for transit operations budget recommendations, without knowing where that money is going. Concerned that using one-time funds for ongoing METRO expenses might be a misuse of funds. Questioned what equity analysis goes into deciding how transit funds are spent.
- As part of the Reimage METRO plan, METRO is implementing initial round of system upgrades in December, but there is more to come, so if people do not see changes they were hoping for initially, there is still time to request future bus route changes. METRO is training new drivers.
- Support sidewalks and improvements to METRO bus stops on Highway 9 near SLV elementary, middle, and High School
- Give safety projects that will reduce pedestrian fatalities priority, especially in areas like Watsonville with higher numbers of fatalities.

Members also discussed the following:

- Make it easier for people to get where they need to go and recognize that ability to participate in life, get to work, school, stores, etc.
- Identify current barriers and transportation projects and services that might help resolve them and get people to the places they need to go.
- Focus on ways to get places that have a smaller footprint on the environment, especially since cars and other transportation infrastructure can have negative environmental impacts and cars generate the majority of greenhouse gas emissions.
- Consider nature corridors and crossings, integrating nature and recognizing the importance of native lands and how we're using those in transportation decisions. #RecognizeTheRightsOfNature
- Safety should be a priority – certain parts of the county have poor records in terms of safety. Staff noted that crash data (for collisions that have been reported) is available online through the TIMS database:
<https://tims.berkeley.edu/>
 - Lack of bike and walking facilities can result in more fatal and severe injuries in some communities (higher collision rates); potholes can sometime result in people swerving and crashing.
- Requested information on purposes and intent of the different funding sources.
- Requested information on equity analysis that staff performed in developing recommendations and the findings. In addition to aggregations by type of project, breakdown the funding recommendations for underserved communities.
- While transportation accessibility is important, at the same time public awareness of culturally sensitive sites and potential impacts to cultural

resources in some of these areas is desirable (education, mitigation and interpretation re: NAGPRA/CEQA).

- Think about why people travel and how projects will help them do what they need to do, go wherever you want to go, and improve their quality of life; not just the bare minimum (to and from work), but also social and leisure purposes, getting groceries, visiting family, getting to the beach or the library, church, community groups that they would like to be part of, arts programs. Ensure everyone has ability to enjoy the bounty of this county. Transportation options can impact quality of life, impact our mental and physical health, and lack of transportation can result in people feeling disconnected aren't able to get to.
- Ensure the workgroup is not just for show
- In future cycles: rate applications on equity principles/matrix to assess if projects are advancing or not advancing principles related to equity and antiracism; show what each project is accomplishing.
- Where you live has a lot to do with what kind of service you're receiving in terms of transportation.

8. Nominations and election of chair and vice chair for future meetings

Rather than electing a chair and vice chair, some Workgroup members suggested the role of chair or moderator rotate each meeting.

9. Date and time for next meeting and Future Agenda Items

Staff will work with members to identify a date for the next meeting, possibly in the next few weeks or in January.

Several workgroup members indicated in the chat that lunch hour/noon or after 5pm works well for them. Others with children said evenings do not work. Wednesday evenings do not work for one member and Maria indicated she will be unavailable late December until Jan. 19.

The meeting ended at 2:10pm.

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**Santa Cruz County
Regional Transportation Commission**

Draft MINUTES

**Thursday, December 7, 2023
9:00 a.m.**

In-Person Meeting

Scotts Valley City Council Chambers
1 Civic Center Drive
Scotts Valley, CA 95066

Remote Participation

RTC Zoom

<https://us02web.zoom.us/j/85406910971>

Dial-in: +1 564-217-2000

Webinar ID: 854 0691 0971

1. Roll call.

The meeting was called to order at 9:03 a.m.

Members present:

Sandy Brown	Bruce McPherson
Kristen Brown	Larry Pageler (Alt)
Randy Johnson	Andy Schiffrin (Alt)
Alexander Pedersen	Robert Quinn (Alt)
Felipe Hernandez	Shebreh Kalantari-Johnson (Alt)
Eduardo Montesino	Brandy Rider (Caltrans Ex-Officio)
Manu Koenig	

Staff present:

Luis Mendez	Yesenia Parra
Amy Naranjo	Sarah Christensen
Cindy Convisser	Krista Corwin
Shannon Munz	Tommy Travers
Tracy New	Steph Britt
Grace Blakeslee	Steven Mattas (RTC Counsel)
Riley Gerbrandt	
Rachel Moriconi	

2. Approved AB2449 request(s) - *none*

3. Additions or deletions to consent and regular agenda

A revised staff report for Item 25 and handouts for Items 21 and 25 were posted to the website.

4. Oral communications

Received comment from:

Brandon Freeman, SMART Local 0023 Bus Drivers Union
Jordan Vascones, Santa Cruz METRO Admin Staff
James Sandoval, International SMART Transportation Division
Jim Helmer
Carey Pico
Johanna Lighthill
Brett Garrett
Michael Saint, Campaign for Sustainable Transportation
Zen Sawyer, Zen Development
Brian Peoples, Trail Now
Lowell Hurst
Jean Brocklebank
Jack Nelson
Barry Scott

Commissioners discussed: appreciation to bus drivers of METRO for the Reimagine METRO campaign.

CONSENT AGENDA

Commissioner Alternate Schiffrin motioned and Commissioner Montesino seconded the motion to approve the consent agenda. The motion passed unanimously with Commissioners Pedersen, S. Brown, Johnson, Hernandez, Montesino, Koenig, McPherson, K. Brown, and Commissioner Alternates Schiffrin, Quinn, Pageler, and Kalantari-Johnson voting "aye."

MINUTES

5. Approved draft minutes of the November 02, 2023 Regional Transportation Commission meeting
6. Accepted draft minutes of the November 13, 2023 Bicycle Advisory Committee meeting
7. Accepted draft minutes of the November 14, 2023 Special Elderly & Disabled Transportation Advisory committee meeting
8. Approved draft minutes of the November 16, 2023 Special Regional Transportation Commission meeting

9. Accepted draft minutes of the November 16, 2023 Interagency Technical Advisory Committee meeting

POLICY ITEMS

No consent items

PROJECTS AND PLANNING ITEMS

10. Approved authorizing the Executive Director to enter into an agreement with the Resource Conservation District of Santa Cruz County to develop the Coastal Resilience Plans for Highway 1 and the Santa Cruz Branch Rail Line at San Vicente Creek and Highway 1 at Waddell Creek
(Resolution 16-24)
11. Approved authorizing the Executive Director to enter into two separate agreements with Community Tree Service, LLC and Irish Excavation for on-call vegetation control services along the Santa Cruz Branch Rail Line
(Resolution 17-24)

BUDGET AND EXPENDITURES ITEMS

12. Accepted status reports on Transportation Development Act (TDA) revenues
13. Accepted status reports on Measure D revenues
14. Approved FY23/24 Budget Amendment **(Resolution 18-24)**

ADMINISTRATION ITEMS

15. Approved authorizing the Executive Director to amend the contract with Clean Building Maintenance to include additional funding and to extend the contract term **(Resolution 19-24)**

INFORMATION/OTHER ITEMS

16. Accepted monthly meeting schedule
17. Accepted correspondence log
18. Accepted letters from RTC committees and staff to other agencies *-none*
19. Accepted information items
 - a. Ecology Action Youth Bicycle and Pedestrian Safety Education 2022-2023 Final Report
 - b. November 20, 2023 Article: "FHWA Says Highway Construction Costs Continue to Soar"

REGULAR AGENDA

20. Commissioner Reports

Commissioner Johnson welcomed all to Scotts Valley and appreciated the transportation improvements that have been made thanks in part to RTC funding.

21. Selection of Chair

Chair Koenig announced that the chair selection committee has nominated Kristen Brown as chair and Felipe Hernandez as vice-chair for 2024.

Commissioners discussed: professionalism & fairness of the outgoing chair and appreciation for a job well done.

Commissioner Alternate Schiffrin motioned and Commissioner Alternate Pageler seconded the motion to approve the nomination of Kristen Brown as chair and Felipe Hernandez as vice-chair for 2024. The motion passed unanimously with Commissioners Pedersen, S. Brown, Johnson, Hernandez, Montesino, Koenig, McPherson, K. Brown, and Commissioner Alternates Schiffrin, Quinn, Pageler, and Kalantari-Johnson voting "aye."

Received comment from:

Brian Peoples, Trail Now
Michael Saint

22. Director's Report

Acting Interim Executive Director Luis Mendez appreciated Chair Koenig for his work and delivered words of welcome to incoming Chair K. Brown and Vice-Chair Hernandez; Mr. Mendez reported on: Highway 1 overnight closures on December 11 and 12, 2023; open house for aesthetic elements of the Highway 1 State Park – Freedom Boulevard Auxiliary Lanes and Bus on Shoulder – Segment 12 of the Coastal Rail Trail Project held on December 5; update on staff participation at SB 1 Cycle 4 grants kickoff workshop taking place on December 14 and hosted by the California Transportation Commission; update on the RTC's Transportation Equity Workgroup first meeting on November 27 and progress on the Transportation Equity Action Plan; Freeway Service Patrol drivers will take time off between December 25 and January 1; the RTC offices will be closed to the public between December 25 and January 1.

Commissioners discussed: misinformation regarding Coastal Rail Trail segments 8 and 9, railbanking, and construction on the Murray Street bridge; significant pushback anticipated if the RTC were to proceed with the abandonment and railbanking process; the Interim Trail, if optioned for segments 8 and 9, could not be implemented immediately, due to legal and political constraints.

In response to a Commissioner's question, Senior Transportation Planner Grace Blakeslee communicated that the City of Santa Cruz is working through the final design and permitting phase of the Murray Street Bridge project and is looking to go to construction in spring 2025. Ms. Blakeslee explained that the schematic plans and final design work that would need to be redone if the Interim Trail option were to be implemented.

Mr. Mendez communicated that the RTC does not have the legal right to remove the tracks without going through an abandonment and railbanking process; the timeline of that process (1 year to 18 months or longer if there is significant opposition).

23. Caltrans Report

Brandy Rider, Deputy District Director for Transportation Planning and Local Assistance in District 5 noted a community meeting for the Mission Street paving project being held on December 7 in the community meeting room of the Santa Cruz City Police Department.

Commissioners discussed: unexpected concerns arising about the Segment 5 rail trail project from Wilder Ranch to Davenport going out to bid; delayed construction of fully-funded project; safety concerns and encroachment permit; expedition of conditional permit; collaboration with Caltrans on reduction of speed limit to 25mph.

Received public comment from:

Brian Peoples
Michael Saint
Lowell Hurst
Brett Garrett

24. Presentation from Santa Cruz Metropolitan Transit District – Project Updates

METRO Chief Executive Officer Michael Tree delivered a presentation with updates on the proposed WAVE service, the ongoing fare free service for students and other METRO initiatives.

Commissioners discussed: potential funding options for transit services;

gratitude to METRO staff & bus operators; Youth Cruz Free pilot success in South County; transit-oriented development; economic sustainability of WAVE service beyond the three-year pilot; fare-free sensitivity analysis; peer-reviewed studies available in planning journals; positive impact on parents drop off and pick up challenges; WAVE service unlocks affordable housing.

Mr. Tree responded to commissioner questions regarding fare free transit, effects on ridership, and the program's economic sustainability; the University of California – Santa Cruz (UCSC)'s partnership with METRO; timeline of affordable housing developments centered on METRO transit stations.

Received public comment from:

Brian Peoples, Trail Now

Lowell Hurst

Brett Garrett

Michael Saint, Campaign for Sustainable Transportation

Lani Faulkner, Equity Transit

Zen Sawyer

Sean

Brandon Freeman

James Sandoval, SMART Transportation Division

Jessica

Alejandro Torres

Kimberly Moon

25. **Public Hearing:** Adoption of the 2023 Consolidated Grants Program, Senate Bill (SB) 125 Transit Funding Grants Program and Regional Transportation Improvement Program

Transportation Planner Amy Naranjo gave a presentation. The public hearing opened at 11:32 a.m.

Received public comment from:

Jim Helmer

Claire Gallogly

Jessica Evans

Paula Bradley

Saladin Sale

Matt Farrell, Friends of the Rail and Trail

Matt Machado

Tina Andreatta

Joan

Brian Peoples, Trail Now
Lani Faulkner
David Van Brink
Piet Canin, Ecology Action
Jack Nelson
Sean

Commissioners discussed: enthusiasm for the potential benefits of METRO's WAVE program; concerns regarding reduced funding recommended for rail study.

Commissioner Montesino made a motion and Commissioner K. Brown seconded the motion to approve the staff recommendation to:

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

Commissioner Alternate Schiffrin made a substitute motion and Commissioner S. Brown seconded the substitute motion to approve the staff recommendation with an increase in the funding for rail from \$2 million to \$4.25 million.

Commissioners discussed: availability of funds for transit service vs. rail studies; collaboration between bus transit and passenger rail programs is needed in order to move forward with funding both modes; the rail concept

report will provide the necessary information to make funding decisions; building consensus from all interest groups to develop public policy; urgency in moving forward with METRO's program; data-driven decision-making; gratitude to staff and stakeholders for collaboration and compromise; enthusiasm for improvements proposed at the intersection at Robertson Road.

Acting Interim Executive Director Luis Mendez provided clarification that the passenger rail concept report is already fully funded with Measure D and Transit and Intercity Rail Capital Program (TIRCP) funds.

Senior Transportation Engineer Sarah Christensen gave a breakdown of the current funding plan & timeline of the passenger rail project; current deficit of \$16 million for the environmental study; staff will continue to pursue rail funding regardless of the outcome of today's vote; Measure D rail pot is limited; infrastructure preservation needs; reimbursements from FEMA still pending for the 2017 and 2023 storms; concept report timeline about 18 months; inter-program loans help to manage cashflow; minimum of 20% local match required to secure grant funds; the source of the local match will depend on the guidelines of the grant.

The substitute motion failed on a 1-11 vote with Commissioner Alternate Schiffrin voting "aye," and Commissioners Pedersen, S. Brown, Johnson, Hernandez, Montesino, Koenig, McPherson, K. Brown, and Commissioner Alternates Quinn, Pageler, and Kalantari-Johnson voting "no."

The original motion passed unanimously with Commissioners Pedersen, S. Brown, Johnson, Hernandez, Montesino, Koenig, McPherson, K. Brown, and Commissioner Alternates Schiffrin, Quinn, Pageler, and Kalantari-Johnson voting "aye."

26. Review of items to be discussed in closed session

RTC General Counsel Steve Mattas communicated that there may be reportable action coming from closed session and that there will be one more item for consideration in open session.

Received public comment from:

Brianna Goodman, Community of RTC Employees (CORE)

CLOSED SESSION

27. Public Employment (Pursuant to Government Code Section 54957)
Title: Executive Director

28. Public Employment (Pursuant to Government Code Section 54957)

Title: Interim Executive Director

29. Conference with Labor Negotiators (Pursuant to Government Code 54957.6)

Agency Designated Representatives: Tony Harris and Jesse Lad

Employee Organizations: CORE and RAMM

OPEN SESSION

30. Report on items discussed in closed session

31. Consideration and action to approve contract for Interim Executive Director

On a 12-0 vote, the Commission approved awarding a contract to Mitch Weiss to serve as Interim Executive Director.

32. Next meetings

The next RTC meeting is scheduled for Thursday, January 11, 2024 at 9:00 a.m., at the Santa Cruz County Board of Supervisors Chambers, located at 701 Ocean St. Rm. 525, Santa Cruz, CA 95060.

Respectfully submitted,

Krista Corwin, Administrative Assistant

Attendees

Yvonne Penn

Hector Hernandez

Daniel Zaragoza

Michael Foes

Jaso Favio Zairatt Gareia

Guillermo Velasques

Christopher Robinson

David Guerrero

Jose Ramirez

Kaina Guzman

Justin Brager

Justin Ward

Faina Segal

Matt Farrell

Brandon Freeman

Manny Perez

Jaime Renteria

Adrian Jimenez

James Sandoval

Nate Abrego

Ruben Jauregui

Gaby Gonzales

Lucas Iviguchi

Jose Flores

Rene Lopez

Arturo Valdes

Mark Nolfi

Kimberly Moon

Rohit Ghaz

Araseli Campos

Joe Valtierra

Robert Valdivia

Gustavo Guevara
Jordan Vascones
Jose Loma
Sergio Toledo
Ricardo Fevaulez
Guadaloja Fernandez
Fabrie Valdivias
Cliff Gulpa
Brian Zamarripa
Daryl Sesscoas
Trevor Edwards
Mary Casarez
Ruben Valdez
Nicholas Soba
Severiano Lara
Elmer Tomas
Rosemary Sarka
Nancy Yellin
Pete Rasmussen
Matt Miller
Rene
Nadene Thorne
Susan Cavalieri
Lowell Hurst
Gina Gallino Cole
Val Cole
Jacob Wysocki
Dianne D
(831)***7543
Christina Watson
Heather Adamson
Jon
Johanna Lighthill
Joni
Jean Brocklebank
Brian
Rob Tidmore

Jeanette Guire
Carey
Lani Faulkner
David Dean
Jlepage
Brian Peoples
Michael Zeller
Linda Wilshusen
Barry Scott
Matt Starkey
Paul P
Piet Canin
Michael Saint
K Glavis
Sean
Zen Sawyer
Johanna Edmonds
BobFi
David
Monica
Paul Guirguis
Chris Schneiter
Mariana Ivancko
Marc Yellin
Peter Haworth
Mike Pisano
Georgina Arias
Miles Elam
Ramon Gomez
Gine Johnson
(310)***9902
(916)***7742
PK
Murray Fontes
Brett Garrett
Jack Nelson
Casey Carlson



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

BICYCLE ADVISORY COMMITTEE

MEETING

**DRAFT MINUTES
Monday, December 11, 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:

Corrina McFarlane, District 1 (Alt.)
Sally Arnold, District 3
Anna Kammer, District 4 (Chair)
Grace Voss, City of Santa Cruz (Alt.)
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.)
Leo Jed, CTSC

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

Staff:

Tommy Travers, Transportation Planner
Stephanie Britt, Transportation Planning
Technician
Grace Blakeslee, Sr. Transportation Planner

Members Remote, Not Voting:

Rick Hyman, Dist. 5

Unexcused Absences:

Brad Kava, District 2

Excused Absences:

Scott Roseman, District 1
John Hunt, District 2 (Alt.)
Peter Scott, District 3 (Alt.)
Liz Hernandez, District 4 (Alt.)
Matt Farrell, City of Santa Cruz
Jennifer Villegas Moreno, Ecology Action
Richard Masoner, City of Scotts Valley

Vacancies:

City Capitola – Alternate
City of Scotts Valley – Alternate

Guests:

Matt Starkey, City of Santa Cruz
Ben Vernazza, Member of the public
Jae Riddle, Member of the public

3. Considered any AB 2449 requests by voting members to participate remotely –
 - Grace Voss participated remotely due to illness.
 - Rick Hyman was unable to attend in person and attended remotely but his alternate, Theresia Rogerson, was able to attend in person.
4. Staff announcements –
 - As previously announced, the Draft EIR for Segments 10-11 of the Rail Trail was out for public comment until December 15, 2023.

- On December 7th, 2023, the RTC awarded the Consolidated Grants and approved the Regional Transportation Improvement Program (RTIP). Projects approved as part of the Consolidated Grants program with a bicycle element will be required by the RTC to present their plans to the Bicycle Advisory Committee.
5. Oral communications –
- Matt Starkey shared that Caltrans is working on a project on Mission Street. They are open to comments on the Complete Streets elements. Comments may be received on the Caltrans website.
 - Gina Cole shared that the bike community in Watsonville is organizing community rides and brainstorming potential partners. They are reinstating the mayor's bike rides wherein community members can join current and former mayors and have an opportunity to have access to elected officials.
 - Kelly Curlett shared that the Community Traffic Safety Coalition will have an e-bike and traffic safety sub-committee meeting.
6. Additions or deletions to consent and regular agendas –
- There is a handout on the website regarding Item 10.

CONSENT AGENDA

- 7. Approved draft minutes of the November 13, 2023, Bicycle Advisory Committee meeting.
- 8. Received Summary of Hazard Reports
- 9. Received Letter to RTC from Committee Re 2023 RTIP

Motion to approve the Consent Agenda (Leo Jed/Gina Cole).
 Corrina McFarlane, Sally Arnold, Anna Kammer, Theresia Rogerson, Paula Bradley, Grace Voss, Gina Cole, Matt Miller, and Leo Jed voted in favor. The motion was passed unanimously.

REGULAR AGENDA

- 10. TDA Article 8 Claims for Laurel Bikeway and Pedestrian Striping and Neighborhood Traffic Calming Program – review and provide input – Matt Starkey, Transportation Manager, City of Santa Cruz

Matt Starkey presented the City of Santa Cruz's request for TDA funding for the Laurel Bikeway and Pedestrian Striping and the Neighborhood Traffic Calming Program. Mr. Starky provided information on the components of the projects and criteria for selecting eligible streets for the traffic calming program. Mr. Starky also provided information on the City of Santa Cruz request to de-allocate TDA funds from the Bay Drive Protected Bike Lanes and Pedestrian Path project.

Committee comments:

- The RTC's Rules and Regulations require that the advisory committees approve the final designs of an Article 8 bike/ped project, and requested City staff return for approval
- The design approaching minor cross-streets may worsen safety by increasing right-hook crashes
- The City should look at the successes and challenges, such as unintended consequences, of the traffic calming program in Watsonville.

Motion to recommend the TDA Article 8 Claims for the Laurel Bikeway and Pedestrian Striping Project and the Neighborhood Traffic Calming Program and de-allocation of funds from the Bay Drive Protected Bike Lanes and Pedestrian Path project. (Matt Miller/Sally Arnold). Leo Jed made a friendly amendment to request that City staff come back a year and a half from now with results and data on the Traffic Calming Program's effectiveness.

Corrina McFarlane, Sally Arnold, Anna Kammer, Theresia Rogerson, Paula Bradley, Grace Voss, Gina Cole, Matt Miller, and Leo Jed voted in favor. The motion passed unanimously.

11. Regional Transportation Program (RTP) Draft Goals and Policies– review and provide input – Tommy Travers, Transportation Planner, and Grace Blakeslee, Sr. Transportation Planner

Staff presented an overview of the Regional Transportation Plan (RTP). The draft goals and policies have been made simpler and more focused, adding new goals that more or less existed in the previous version of the RTP but were contained within other goals. The updated goals are now: Access, Safety, Cost-effectiveness, Climate resilience, and Equity. The revisions should help to show a clearer connection between goals/policies and project funding choices later in the development of the RTP.

Committee comments:

- Consider rephrasing 'policies' as 'criteria' for clarity; policies should be legally-binding.
- Use more strong or clear language in the policies
- Reduce the number of policies
- Address displacement caused by new transportation projects and prioritize affordable housing
- Include Vision Zero goals
- Emphasize reducing vehicle miles traveled (VMT)

Jae Riddle also commented in support of addressing displacement.

12. 2024 State and Federal Legislative Programs – review and provide input – Tommy Travers, Transportation Planner

Staff shared that they are working on the annual update to the legislative program; changes so far are minor. The purpose of the program is to guide staff to monitor state and federal legislative changes and to collaborate with partner agencies.

Committee comments:

- Appreciation for safety-related additions and a desire for more safety measures

- Reform of bicycle considerations in requirements for construction zones
 - Different Committee members expressed support and opposition to allowing remote voting by committees subject to the Brown Act
 - Explore options for implementing practices including citizen photographing license plates of cars parked in bike lanes or similar approaches for increasing compliance with traffic regulations
13. Updates related to Committee functions – Committee members (oral updates)
- Anna Kammer stated that in the next meeting, there will be an item related to changing the meeting time for the Committee.
14. Adjourn at 8:50pm

NEXT MEETING: The next Bicycle Committee meeting is scheduled for February 12, 2023, from 6:00pm to 8:30pm **in person at LOCATION TBD**. Members of the public and non-voting Committee alternates may join remotely.

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



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

DRAFT MINUTES

1:30pm - 3:30pm

Tuesday, December 12, 2023

1. Roll call

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

Members present:

Elizabeth Byrd, Social Services Provider- Seniors (County)
Christina Witt, Social Services Provider - Disabled (County)
Tara Ireland, Social Services Provider - Persons of Limited Means
Nadia Noriega, CTSA (Community Bridges)
Jesus Bojorquez, CTSA (Lift Line)
Michael Pisano, Potential Transit User (60+)
Caroline Lamb, Potential Transit User (Disabled)
Janet Edwards, Vice Chair, First District
Rina Solorio Gomez, SCMTD (METRO)

Members Remote, voting under Just Cause or Emergency:

None

Members Remote, Not Voting:

None

Unexcused Absences:

None

Excused Absences:

Clay Kempf, Social Services Provider – Seniors
Alex Weske, Social Services Provider – Disabled
Paul Elerick, Second District (Friend)
Veronica Elsea, Chair, Third District
Patricia Forhrman, Fourth District
Ed Hutton, Fifth District
Patty Talbott, Social Services Provider-Seniors
Alicia Morales, Social Services Provider-Seniors
Phil Kipnis, First District

RTC staff present:

Luis Mendez, Interim Executive Director
Stephanie Britt, Transportation Planning Tech
Tommy Travers, Transportation Planner

Guests present:

Matt Starkey, Transportation Manager, City of Santa Cruz
Kailash Mozumder, Public Works Project Manager, City of Capitola
Jessie Leyva, Santa Cruz METRO
Ben Vernazza, Member of the Public

2. Introductions

3. Consider AB2449 request(s) to participate in the meeting remotely due to emergency circumstances (a physical or family medical emergency that prevents a member from attending in person) - none

4. Oral communications

- Ben Vernazza raised concerns about the trail's classification as a class 1 trail, emphasizing that segments 9 and 11 have an 8 ft bicycle and pedestrian area, and 10 ft would be preferable.
- Mike Pisano shared a safety concern following an incident involving a family acquaintance in downtown Boulder Creek. He proposed adding a stop sign near the hardware store and possibly another one by Foster's Freeze to address safety issues.
- Janet Edwards suggested a traffic calming change at Bay Avenue and Hill, due to a fatality near the intersection before Thanksgiving 2023. She recommended involving a blind person for consultation on potential changes, expressing concerns about visibility for pedestrians, especially blind individuals.

5. Additions or deletions to consent and regular agenda

None.

CONSENT AGENDA

6. Approve Minutes from November 14, 2023

- A motion to approve the minutes was made by (Tara Ireland/Michael Pisano). Elizabeth Byrd, Christina Witt, Tara Ireland, Nadia Noriega, Jesus Bojorquez, Michael Pisano, Caroline Lamb, Janet Edwards, Rina Solorio Gomez voted in favor. The motion passed unanimously.

7. Received November 2023 E&D TAC Calendar

- A motion to approve the consent agenda was made by (Michael Pisano/Jesus Bojorquez). Elizabeth Byrd, Christina Witt, Tara Ireland, Nadia Noriega, Jesus Bojorquez, Michael Pisano, Caroline Lamb, Janet Edwards, Rina Solorio Gomez voted in favor. The motion passed unanimously.

REGULAR AGENDA

8. Receive Program Updates

- Volunteer Center
 - None
- Community Bridges
 - The year ended with over 45,000 rides and all program goals were successfully achieved except for same-day rides. This was due to limited capacity with 6 drivers at the beginning of the year but Community Bridges now has 15 drivers. The operating cost per passenger trip is \$45.94, factoring in driver-related expenses. The aim is to expand to underserved areas in both the Santa Cruz and Monterey Counties. The \$5 rides for the "Access for All" program are gaining popularity, and the potential expansion of METRO's free service presents a promising opportunity.
- Santa Cruz METRO
 - Announced the initiation of Phase One for their Reimagine Metro program that began on December 21, 2023. This will be accompanied by a temporary two-week period of free fares to assist riders in adjusting to these changes. Additionally, the retirement of ticket vending machines was scheduled for December 20th.
- SCCRTC
 - The Pedestrian Ad-Hoc Subcommittee received the RTC's pedestrian hazard reports but has not convened for a meeting. The subcommittee continues to monitor hazard reports and plans to meet soon to address concerns. They will focus on studying potholes and their impact on pedestrians.

9. RTC Legislative Program Updates, Tommy Travers, Transportation Planner, RTC

Staff shared that they are working on updates to the legislative program that include wording changes. They are open to receiving ideas and suggestions from Committee members on possible improvements. The deadline for input is the February 1st RTC meeting.

- The Committee would like to see legislative changes to enable Lift Line to be direct recipients of transportation funds, preventing a loss of 8% to the City of Santa Cruz.

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

- Kailash Mozumder presented the design for City of Capitola pedestrian pathway from the upper beach and village parking lot to Monterey Avenue. After questions and comments from the Committee, Mr. Mozumder said that the design would be modified to include ladder crosswalks at all four crossings at Monterey and Park Avenues.
- A motion to approve the project design was made by (Tara Ireland/Christina Witt). Elizabeth Byrd, Christina Witt, Tara Ireland, Nadia Noriega, Jesus Bojorquez, Michael Pisano, Caroline Lamb, Janet Edwards, Rina Solorio Gomez voted in favor. The motion passed unanimously.

11. City of Santa Cruz Transportation Demand Management Claims – Matt Starkey, Transportation Manager, City of Santa Cruz

- Matt Starkey presented the City of Santa Cruz's request for TDA funding for the Neighborhood Traffic Calming Program. Mr. Starky provided information on the components of the project and criteria for selecting eligible streets for the traffic calming program. Residents may suggest streets for the program through an online form. Mr. Starky also provided information on the City of Santa Cruz request to de-allocate TDA funds from the Bay Drive Protected Bike Lanes and Pedestrian Path project.
- The Committee communicated equity concerns, emphasizing the need for a bilingual form and the inclusion of an equity lens in the project. The importance of prioritizing low-income communities for economic development was stressed, particularly in historically underinvested areas.
- A motion to recommend approval of the TDA claim was made by (Michael Pisano/Jesus Bojorquez). Elizabeth Byrd, Christina Witt, Tara Ireland, Nadia Noriega, Jesus Bojorquez, Michael Pisano, Caroline Lamb, Janet Edwards, Rina Solorio Gomez voted in favor. The motion passed unanimously.

12. Regional Transportation Plan Goals, Policies, and Targets

- Staff presented an overview of the Regional Transportation Plan (RTP). The draft goals and policies have been made simpler and more focused, adding new goals that more or less existed in the previous version of the RTP but were contained within other goals. The updated goals are now: Access, Safety, Cost-effectiveness, Climate resilience, and Equity. The revisions should help to show a clearer connection between goals/policies and project funding choices later in the development of the RTP.
- **Committee Feedback:**
 - There is a need for a comprehensive strategy (potentially under 1.2) to address and fill gaps in the pedestrian network.
 - The Committee expressed concerns regarding the efficiency and cost-effectiveness of projects, emphasizing the importance of a policy to guide decision-making. The suggestion is to prioritize projects based on the number of people benefiting by a project and focus on essential needs (groceries, schools, hospitals) over recreational wants.
 - Focus on person-centered design approach that is not focused on vehicles
- RTC Staff requests comments within a month, but there's flexibility in submitting feedback. If you have any comments, please e-mail Tommy: ttravers@sccrtc.org.

13. Meeting adjourned at 3:18 pm.

The next E&D TAC meeting is scheduled for Tuesday, February 13, 2024 at 1:30 located at the SCCRTC office at 1101 Pacific Ave, Suite 250, Santa Cruz, CA 95060

Minutes respectfully submitted by Stephanie Britt, Transportation Planning Tech

SCCRTC
Transportation Equity Workgroup

Meeting Notes
December 19, 2023
12:00pm - Zoom

Workgroup Members Present

Chris Davis
David Morales
Eric Medina
Kanyon Sayers-Roods
Maria Perez
Isabelle Tuncer
Meilin Obinata
Nicon MacDonald

Others Present

Rachel Moriconi, RTC
Josh Meyer, CivicWell, U.S. DOT Thriving Communities consultant

1. Introductions

Maria Perez served as moderator for the meeting. Attendees introduced themselves, shared their backgrounds and interests, and discussed equity and transportation issues.

New members/attendees: Chris Davis, a small business owner from Watsonville, noted his interest in transit equity. Isabelle Tuncer, the director of a nonprofit providing free music education, highlighted the challenge of getting students to arts program locations.

Follow-up:

- **Workgroup:** Review 11/27 meeting notes and email Rachel any edits.

2. Transportation Equity Issues and Challenges in Santa Cruz County
(continuation of Item 5 from 11/27/23 meeting)

The workgroup discussed some of the transportation challenges that disproportionately impact some communities, including the importance of addressing safety and access issues, as well as emergency response. The group was asked to review and add to the list of challenges. Rachel also mentioned staff is working with local agencies to develop a more

comprehensive list of project ideas and needs, which have been identified by the community through a variety of other planning efforts. Meilin suggested inviting other organizations and agencies that provide transportation services to future workgroup meetings to share data and materials.

In response to questions from Meilin, Rachel shared information about the role of the RTC in coordinating transportation and planning projects across multiple jurisdictions in Santa Cruz County, that the RTC's board is made up of County Supervisors, city council members, and METRO transit board members and is accountable to Santa Cruz County residents, including for the Measure D sales tax.

Isabelle noted there is a shortage of school district drivers in the Pajaro Valley Unified School District and suggested exploring collaboration to improve services. Niconia indicated SLV also needs more bus drivers and that driver pay was an issue in recruitment. David requested additional data in order to identify most critical needs and Meilin suggested looking at best use of resources. Workgroup members indicated agreement on priorities for enhancing safety in Watsonville and improving services for youth in the county. Members also discussed the challenges of combining transit operations from different agencies due to funding and rules, and the importance of emergency response and evacuation planning, funding, and training for bus drivers, as demonstrated after recent flooding incidents; transit service to juvenile hall; stigma public transit has, the need to encourage and make it easier for more people to ride transit.

Follow-Up:

- **RTC Staff:**
 - Finish compiling a list of needs/challenges and possible projects that have already been identified for workgroup members to review.
 - Invite other groups and agencies that have been working on transportation and climate change to share information at future meetings
 - Reach out to school districts and METRO to discuss transportation and possible coordination/combining service
 - Reach out to METRO and County regarding transportation to juvenile hall – goal is to reduce time youth are held
- **Workgroup members:** Check in with others in their communities and email Rachel challenges to add to the list

3. Defining and identifying transportation equity communities *(continuation of Item 6 from 11/27/23 meeting)*

Staff requested input on possible alternative terminology to the term “disadvantaged communities” and metrics to use to identify areas and individuals who have been overburdened and/or underserved. These terms and metrics will be used across RTC transportation planning efforts, equity analyses, prioritization criteria for funding projects, and alignment of resources for public engagement.

The workgroup discussed replacing the term “disadvantaged community” with more positive or objective terms and avoiding pejorative terms. Individual workgroup members expressed support for the terms: priority, equity, underserved, terms that acknowledge there have disadvantages and need for fairness. David stated the term “equity” has the potential to imply unfairness towards certain communities and could face a backlash. Chris expressed strong support for using “equity” to address disparities and emphasized the importance of distinguishing between equality and equity. Meilin suggested that the RTC should take a clear position on equity and adopt modern and equitable practices, despite potential backlash. No consensus was reached on naming conventions.

The workgroup briefly discussed the equity plan and metrics, noting some of the potential metrics are problematic due to deficiency-based language and that metrics should be used to show progress towards goals. Meilin proposing the idea of sharing everyone's contact details and

Due to time constraints, staff requested that members review and email input on possible metrics prior to the next meeting.

Follow-up:

- **Staff:**
 - Email roster and “homework”
- **Workgroup:** Review and provide input on possible metrics prior to next meeting. Solicit input from other stakeholders.
 - Meilin, Eric, and Niconia indicated interest in setting up a study group to better understand and identify potential metrics.

4. Next meetings: The next meeting was scheduled for January 23rd and possibly January 30th at noon. Members indicated that Tuesdays at noon tend to work well for meetings.

The workgroup also discussed the importance of sharing information and coordinating effectively. María suggested creating a schedule for future

meetings, and Josh agreed to the start of the conversations. The workgroup also discussed the challenge of fitting meetings into everyone's schedules and the potential of forming smaller groups to tackle specific issues. The role of their group in advising and making decisions was also discussed, with the RTC clarifying that their role is to provide thoughtful input.

- **Follow-up for Staff:**

- Send out calendar invites for future meetings; include information on moderators for each meeting

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TO: Regional Transportation Commission (RTC)

FROM: Tommy Travers and Rachel Moriconi, Transportation Planners

REGARDING: 2024 State and Federal Legislative Programs

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC) receive updates on state and federal legislative issues and adopt the RTC's legislative program ([Attachment 1](#)) to assist in analyzing the transportation impacts of legislative activities in 2024.

BACKGROUND

Each year the Regional Transportation Commission (RTC) adopts a legislative platform to guide its analysis of state and federal legislative or administrative actions that may arise throughout the year that could impact transportation funding or the 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 (which consists of 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.

The platform is also used to advance regional projects and key goals and targets in the *Santa Cruz County [Regional Transportation Plan](#)* (RTP). The RTP 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 responsively to the needs of all users of the transportation system and the natural environment.

DISCUSSION

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 project implementation and the environmental review process; or

- Affect the Commission directly (e.g., Commission responsibilities, policies, or operations).

Staff recommends that the RTC approve the 2024 State and Federal Legislative Program (Attachment 1). Changes from the 2023 Legislative Program are minor, and additions or deletions from the previously adopted 2023 program are shown in underline and ~~strikeout~~. Staff presented the draft Legislative Program to the Bicycle Committee and Elderly and Disabled Transportation Advisory Committee (E&D TAC) in December 2023 and the Interagency Technical Advisory Committee (ITAC) in January 2024; several changes were incorporated into the draft program as a result of their input.

2024 Focus

In 2024, the continued implementation of the multiyear federal transportation act (Infrastructure Investment and Jobs Act (IIJA)), modernization of the Brown Act related to remote/virtual meetings, climate resiliency, the state budget deficit, state funding levels for the Active Transportation Program (ATP) and transit operations, implementation of the Climate Action Plan for Transportation Infrastructure (CAPTI), and SB375 implementation and “reform” are anticipated to remain key topic areas. FEMA reimbursement for storm damage repairs will also continue to be a critical focus area. For the 2024 legislative platform, staff has recommended adding a few items related to implementing Complete Streets, increasing safety for bicyclists and/or pedestrians, reducing inequities, and clarifying motorized micro-mobility and electric bike regulations. The RTC works with CalCOG, the Central Coast Coalition, and partner agencies to address priorities identified in the RTC legislative platform.

State Budget

On January 10, 2024, the Governor’s January draft Budget Proposal was released. Unlike the past few years, which included substantial budget surpluses and boosts in funding for many programs, including for transit and active transportation projects and operations, the Governor’s January budget proposal is projecting a \$38 billion deficit for the next fiscal year, based largely on stock market declines and a delay in income tax reporting. The Governor’s proposal for transportation and climate includes cuts from General Fund revenues previously designated for transportation and climate programs, partially offset by projected revenues from the Greenhouse Gas Reduction Fund. The Governor proposes to delay some spending and reduce funding for some programs. While CalSTA staff has indicated that currently programmed projects will not be impacted, the proposal would impact funds available in future years. Some of the programs that the Governor has proposed to reduce or delay funds for include:

- Active Transportation Program (ATP): \$200 million reduction in previously approved General Funds. Projects currently programmed for ATP funds are not expected to be impacted, but this would reduce the amount of funding available for programming in future cycles.
- Transit: The Governor’s budget proposes cuts to the Transit and Intercity Rail Capital Program (TIRCP)/SB125 funds, by delaying \$2.1 billion previously approved for the competitive program and \$1 billion of local formula grants to future years, shifting nearly \$800 million to the Greenhouse Gas Reduction Fund (GGRF), and additional shifts to as late as 2027-28 to align the budget with expenditure

schedules. According to CalSTA, 75% of previously budgeted and programmed funds would still be available in the calendar year 2024.

- Investments into achieving the state's Zero Emission Vehicle (ZEV) goals through several different programs would be extended over seven years
- Highways to Boulevards: The proposed budget delays \$150 million from the General Fund to future fiscal years.
- REAP 2.0: The Governor's budget proposes to cut REAP 2.0 funds in half. This could impact projects recently approved by the Association of Monterey Bay Area Governments (AMBAG).

On January 13, the [Legislative Analyst's Office](#) (LAO) described the Governor's Budget Proposal as addressing only a portion of a projected \$58 billion deficit, relying mostly on reduced spending totaling \$41 billion. The LAO also indicates that the state likely will face more difficult choices next year. Assembly and Senate Budget subcommittees will hold hearings, and revisions to the proposed budget are due in May, with deadlines for the state Legislature to pass the final Fiscal Year 2024-25 state budget and send it to the Governor by June 15 for his action by July 1. Staff will advocate for continued transportation investments to support RTC priorities and oppose proposed cuts to active and sustainable transportation programs.

Recent Federal Activities

In January, the House and Senate agreed to a short-term Continuing Resolution to extend the federal budget for less than two months. The U.S. Department of Transportation and several other federal agencies are currently only funded through March 1. The federal transportation budget is uncertain for the next year.

State Legislation

The Legislature has kicked off the second year of its 2-year session and has started taking on bills that are carried over from last year. The deadline for bills introduced last year to be passed out of their house of origin is January 31, and the deadline for new bills to be introduced is February 16. The following is a summary of several bills staff has been tracking, including bills that were approved or vetoed last year.

AB-817 (Pacheco) - Open Meetings: Teleconferencing: Subsidiary Body. 2-year bill - passed out of Assembly Local Government Committee on 1/10/24; awaiting vote on Assembly floor

A bill to remove barriers to civic engagement by allowing non-decision-making advisory bodies that do not take final action, to participate in two-way virtual teleconferencing without posting locations of committee members (such as the RTC's Bicycle, Elderly and Disabled, and Interagency Technical Advisory committees). Local governments across the state have faced an ongoing challenge to recruit and retain members of the public on advisory bodies, boards, and commissions, and often, the voices at the table do not include those who are representative of the communities most impacted. The in-person requirement for participation in local advisory bodies presents a disproportionate challenge for those with physical or economic limitations including seniors; persons with disability; single parents and/or caretakers; economically marginalized groups; and those who live in rural areas and, thereby, face prohibitive driving distances and limited public transit. AB 817 protects access and transparency while providing for increased diverse community input and creating a much-needed pathway for residents to

participate in local government. Consistent with the RTC's 2023 Legislative Program, staff has provided a letter of support for this bill.

AB-557 (Hart) Open meetings: local agencies: teleconferences. Signed by Governor

A bill amending the Brown Act, to protect important emergency remote meeting procedures that have been effectively utilized throughout the state, eliminating the sunset date currently applied to emergency remote meeting procedures established by prior legislation.

AB-744 (Carillo) California Transportation Commission: data, modeling, and analytic software tools procurement. Signed by Governor

A bill requiring the CTC to acquire public domain or procure commercially available or open-source licensed data, modeling, and analytic software tools to support the state's sustainable transportation, congestion management, affordable housing, efficient land use, air quality, and climate change strategies and goals. The bill also provides for a direct allocation of funding to local agencies for these purposes. This data could be useful to local and regional agencies in analyzing transportation needs and impacts. The state wants to transition from traditional manual approaches to data collection and shift to modern methods that rely on big data for modeling and analysis. These tools have shown the potential to accelerate an agency's ability to promote sustainable practices, reduce greenhouse gas emissions, address environmental concerns, and improve social equity.

AB-825 (Bryan) Vehicles: bicycles on sidewalks. Vetoed by Governor

A bill aimed at prohibiting local jurisdictions from banning biking on sidewalks when there is no adjacent bike lane or path on the same street. Additionally, it proposed a speed limit of 10mph for sidewalk riding to ensure safety.

Next Steps

Staff will monitor legislative proposals throughout the year and advocate for transportation-related statutes and guidelines that advance RTC priorities, consistent with the RTC's adopted legislative program. Staff will periodically provide updates to the RTC board on major state and federal legislative and administrative proposals and will meet with legislators and state and federal agencies departments to discuss actions that could support the implementation of RTC priorities. RTC staff and/or Chair will also participate in the Central Coast Coalition's annual Sacramento Advocacy Day in March to highlight key issues on the Central Coast.

FISCAL IMPACT

Through the RTC's legislative program, the RTC tracks and provides input on state and federal legislative and administrative actions that could impact the amount of funding available for transportation projects in Santa Cruz County or the cost to implement projects. The RTC budget includes funding for staff to monitor and provide input on legislation. The RTC receives some assistance tracking and providing input on legislation as a member of the Central Coast Coalition, the California Council of Governments (CalCOG), the Self Help Counties Coalition (SHCC), and the California Special District Association. While the RTC does not currently have a contract with

federal or state consultants to help track and implement this work, staff may recommend contracting with consultants to provide assistance in the future.

SUMMARY

Each year the Regional Transportation Commission (RTC) adopts legislative priorities to guide its analysis of state and federal legislative or administrative actions that could impact transportation projects in Santa Cruz County. The legislative program (Attachment 1) is used to support transportation-related statutes and guidelines that recognize Santa Cruz County's significant transportation funding, traffic congestion, maintenance, safety, active transportation, and transit system needs, as well as the RTC's sustainability goals.

Attachments

1. Draft 2024 State and Federal Legislative Programs

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

Focus Areas in 2024

- **Protect and increase state funding for transportation projects and services** in Santa Cruz County, including active transportation, safety, transit capital and operations, local road system preservation, equity, climate adaptation and recovery, and other local/regional priority transportation projects. Oppose proposals that could reduce transportation funding.*
- Support new transportation funding mechanisms to replace gas and diesel taxes, considering vehicle fuel economy, zero-emission vehicle adoption, and equity. *
- Support efforts related to **adaptation, resilience, and response to natural hazards** and the impacts of climate change, including extreme storms, sea level rise, wildfires. Support funding for emergency repairs and flexibility to integrate complete streets elements into reconstruction projects.
- Support funding, programs and policy changes to **reduce greenhouse gas emissions (GHG), improve mobility, and** reduce bureaucratic burdens.
- Increase funding for active and sustainable transportation** and support equitable access to **zero-emission vehicles** and infrastructure.
- 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 policies related to **complete streets**, especially where state highways serve as main streets.

**Starred items are also part of the 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, pedestrian and bike projects, transit-oriented development, specialized transportation, and general transit projects (which are important for people with disabilities).
 - **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 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.
 - Support a permanent cap for Caltrans indirect cost rates on locally-funded state highway projects.
 - Support opportunities to expedite transportation project delivery, such as 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 and other efforts to expedite project delivery and resolve cash flow challenges faced, including small and non-governmental 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 any disaster 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. 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.
 - Encourage new developments to incentivize active transportation and transit use and to include public access easements within and across large housing and commercial projects.
 - Support state goals to reduce homelessness, including the use of excess state or other public lands for short-term emergency homeless shelter. ~~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 encourage the enhancement of measurable targets to better reflect the needs expressed by communities. Support the clarification of existing laws to permit the expenditure of SHOPP funds for operational projects on state highways.
 - Require the inclusion of complete streets within SHOPP projects, unless an exemption is approved, consistent with Caltrans policies and "design information bulletins" related to complete streets, Vision Zero for traffic fatalities, and separated bikeways, and especially in areas where communities have identified needs and where state highways serve as main streets, such as Highway 1/Mission St, Highway 9 through San Lorenzo Valley, and Highways 129 and 152 in Watsonville.
 - 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 and colleges 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.



DRAFT

Santa Cruz County Regional Transportation Commission 2024 FEDERAL Legislative Program

- **Priority Projects:** Seek and preserve funding for priority transportation projects and programs in Santa Cruz County, including:
 - Projects on Highway 1
 - Santa Cruz Branch Rail Line preservation
 - Transit operations and capital projects
 - Bicycle and pedestrian facilities, including the Monterey Bay Sanctuary Scenic Trail Network (MBSST/Rail Trail)
 - Local street and roadway preservation and storm damage repairs
 - 511 Traveler Information
 - Coastal resiliency and climate adaptation projects, including Scotts Creek Bridge replacement and other north coast creeks and the rail corridor
 - Highway 9/SLV Corridor Complete Streets
- **Pedestrian & Bicyclist Safety**
 - Support incentives and regulations to reverse trend of heavier and taller motor vehicles, which can cause more severe injuries and deaths to pedestrians and bicyclists as well as environmental impacts; and support adding pedestrian detection systems in new vehicles.
- **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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**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
TDA REVENUE REPORT
FY 2023/2024**

MONTH	FY22 - 23 ACTUAL REVENUE	FY23 - 24 ESTIMATE REVENUE	FY23 - 24 ACTUAL REVENUE	DIFFERENCE AS % OF DIFFERENCE PROJECTION	DIFFERENCE AS % OF PROJECTION	CUMULATIVE % OF ACTUAL TO PROJECTION
JULY	1,159,164	1,167,000	1,144,442.52	-22,557	-1.93%	98.07%
AUGUST	954,929	961,385	1,112,472	151,087	15.72%	106.04%
SEPTEMBER	1,013,414	1,020,265	977,616	-42,649	-4.18%	102.73%
OCTOBER	1,084,000	1,091,328	1,032,101	-59,227	-5.43%	100.63%
NOVEMBER	1,113,301	1,120,827	1,254,248	133,421	11.90%	102.99%
DECEMBER	948,121	954,531	890,226	-64,305	-6.74%	101.52%
JANUARY	880,692	1,004,055				
FEBRUARY	1,179,127	1,095,050				
MARCH	868,052	875,469				
APRIL	828,604	906,757				
MAY	1,005,280	1,082,410				
JUNE	920,595	973,582				
TOTAL	11,955,278	12,252,659	6,411,105	95,769	0.78%	52%

Note:

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**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
TDA REVENUE REPORT
FY 2023/2024**

MONTH	FY22 - 23 ACTUAL REVENUE	FY23 - 24 ESTIMATE REVENUE	FY23 - 24 ACTUAL REVENUE	DIFFERENCE DIFFERENCE	DIFFERENCE AS % OF PROJECTION	CUMULATIVE % OF ACTUAL TO PROJECTION
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AUGUST	954,929	961,385	1,112,472	151,087	15.72%	106.04%
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OCTOBER	1,084,000	1,091,328	1,032,101	-59,227	-5.43%	100.63%
NOVEMBER	1,113,301	1,120,827	1,254,248	133,421	11.90%	102.99%
DECEMBER	948,121	954,531	890,226	-64,305	-6.74%	101.52%
JANUARY	880,692	1,004,055	857,956	-146,099	-14.55%	99.31%
FEBRUARY	1,179,127	1,095,050				
MARCH	868,052	875,469				
APRIL	828,604	906,757				
MAY	1,005,280	1,082,410				
JUNE	920,595	973,582				
TOTAL	11,955,278	12,252,659	7,269,061	-50,330	-0.41%	59%

Note:

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SCCRTC
TRANSPORTATION TAX REGIONAL TRANSPORTATION FUND (TTRTF) - MEASURE D
SUMMARY OF REVENUE ALLOCATION BY MONTH
FY2024 ENDING JUNE 30, 2024

	KEY/OBJECT	RATE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	TOTAL	FY2024 ADJUSTED TOTAL	FY2023 ADJUSTED TOTAL	% Increase (+)/Decrease (-) FY2023 to FY2024	\$ Increase (+)/Decrease (-) FY2023 to FY2024
GROSS	729000/40186		2,455,327.27	2,495,812.48	2,249,249.87	2,372,646.71	2,692,867.94	2,069,235.41	14,335,139.68	14,335,139.68	14,436,783.50		
BOE FEES			-	(54,420.00)	-	-	(54,420.00)	-	(108,840.00)	(108,840.00)	(130,320.00)		
NET			2,455,327.27	2,441,392.48	2,249,249.87	2,372,646.71	2,638,447.94	2,069,235.41	14,226,299.68	14,226,299.68	14,306,463.50	-0.56%	(80,163.82)
ADMINISTRATION & IMPLEMENTATION - 729100/75381													
ADMINISTRATION - SALARIES & BENEFITS		1%	24,553.27	24,413.92	22,492.50	23,726.47	26,384.48	20,692.35	142,263.00	142,263.00	143,064.64		
O/H ADMIN			26,100.13	25,952.00	23,909.53	25,221.23	28,046.70	21,995.97	151,225.57	151,225.57	183,866.67		
SALARIES & O/H IMPELEM& OVERSIGHT			13,056.21	13,056.21	13,056.21	13,056.21	13,056.21	13,056.21	78,337.27	78,337.27	78,337.50		
SERVICES & SUPPLIES			4,041.67	4,041.67	4,041.67	4,041.67	4,041.67	4,041.67	24,250.00	24,250.00	24,250.00		
Subtotal			67,751.28	67,463.80	63,499.90	66,045.58	71,529.06	59,786.20	396,075.83	396,075.83	429,518.80		
TO DISTRIBUTE TO INVESTMENT CATEGORIES			2,387,575.99	2,373,928.68	2,185,749.97	2,306,601.13	2,566,918.88	2,009,449.21	13,830,223.85	13,830,223.85	13,876,944.70		
1. NEIGHBORHOOD - 729200/75382													
		30%	716,272.80	712,178.60	655,724.99	691,980.34	770,075.66	602,834.76	4,149,067.16	4,149,067.16	4,163,083.41		
SLV SR9	Fixed \$		27,777.78	27,777.78	27,777.78	27,777.78	27,777.78	27,777.78	166,666.67	166,666.67	166,666.67		
HWY 17 Wildlife	Fixed \$		13,888.89	13,888.89	13,888.89	13,888.89	13,888.89	13,888.89	83,333.33	83,333.33	83,333.33		
			41,666.67	41,666.67	41,666.67	41,666.67	41,666.67	41,666.67	250,000.00	250,000.00	250,000.00		
City of Capitola - V100207		4.7572%	32,092.48	31,897.71	29,212.09	30,936.83	34,652.00	26,695.99	185,487.10	185,487.10	189,941.27		
City of Santa Cruz - V110467		22.6813%	153,009.64	152,081.02	139,276.59	147,499.79	165,212.84	127,280.38	884,360.26	884,360.26	874,760.78		
City of Scotts Valley - V102713		4.9074%	33,105.91	32,904.99	30,134.56	31,913.77	35,746.25	27,539.00	191,344.49	191,344.49	187,896.29		
City of Watsonville - V1728		15.6465%	105,552.35	104,911.75	96,078.73	101,751.43	113,970.63	87,803.25	610,068.15	610,068.15	613,009.74		
County of Santa Cruz		52.0075%	350,845.75	348,716.46	319,356.35	338,211.85	378,827.27	291,849.47	2,027,807.16	2,027,807.16	2,047,475.32		
		100%	674,606.13	670,511.94	614,058.32	650,313.67	728,409.00	561,168.10	3,899,067.16	3,899,067.16	3,913,083.41		
2. HWY Corridors - 729300/75383													
		25%	596,894.00	593,482.17	546,437.49	576,650.28	641,729.72	502,362.30	3,457,555.96	3,457,555.96	3,469,236.17		
3. TRANSIT/PARATRANSIT - 729400/75384													
Santa Cruz Metro (SCMTD) 16%		80%	382,012.16	379,828.59	349,719.99	369,056.18	410,707.02	321,511.87	2,212,835.82	2,212,835.82	2,220,311.15		
Community Bridges - V127587 - 4%		20%	95,503.04	94,957.15	87,430.00	92,264.05	102,676.76	80,377.97	553,208.95	553,208.95	555,077.79		
4. ACTIVE TRANSPORTATION - 729500/75385													
		17%	405,887.92	403,567.87	371,577.49	392,122.19	436,376.21	341,606.36	2,351,138.05	2,351,138.05	2,359,080.60		
5. RAIL CORRIDOR - 729600/75386													
		8%	191,006.08	189,914.29	174,860.00	184,528.09	205,353.51	160,755.94	1,106,417.91	1,106,417.91	1,110,155.58		
DISTRIBUTED TO INVESTMENT CATEGORIES			100%	2,387,575.99	2,373,928.68	2,185,749.97	2,306,601.13	2,566,918.88	13,830,223.85	13,830,223.85	13,876,944.70		
TOTAL ADMIN & IMPEM AND INVESTMENT CATEGORIES			2,455,327.27	2,441,392.48	2,249,249.87	2,372,646.71	2,638,447.94	2,069,235.41	14,226,299.68	14,226,299.68	14,306,463.50		

I:\FISCAL\6.Measure D\Distribution To Investment Category\FY2024\FY2024 6 December 2023 Measure D Distribution with YTD comparison.xlsx|Summary

SCCRTC
TRANSPORTATION TAX REGIONAL TRANSPORTATION FUND (TTRTF) - MEASURE D
SUMMARY OF REVENUE ALLOCATION BY MONTH
FY2024 ENDING JUNE 30, 2024

	KEY/OBJECT	RATE								FY2024	FY2023	% Increase	\$ Increase
			JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	JANUARY	TOTAL			
GROSS	729000/40186		2,455,327.27	2,495,812.48	2,249,249.87	2,372,646.71	2,692,867.94	2,069,235.41	1,988,058.90	16,323,198.58	16,323,198.58		
BOE FEES			-	(54,420.00)	-	-	(54,420.00)	-	-	(108,840.00)	(108,840.00)		
NET			2,455,327.27	2,441,392.48	2,249,249.87	2,372,646.71	2,638,447.94	2,069,235.41	1,988,058.90	16,214,358.58	16,214,358.58	16,435,824.78	-1.35%
ADMINISTRATION & IMPLEMENTATION - 729100/75381													
ADMINISTRATION - SALARIES & BENEFITS		1%	24,553.27	24,413.92	22,492.50	23,726.47	26,384.48	20,692.35	19,880.59	162,143.59	162,143.59	164,358.25	
O/H ADMIN			26,100.13	25,952.00	23,909.53	25,221.23	28,046.70	21,995.97	21,133.07	172,358.63	172,358.63	211,233.22	
SALARIES & O/H IMPLME& OVERSIGHT			13,056.21	13,056.21	13,056.21	13,056.21	13,056.21	13,056.21	13,056.21	91,393.48	91,393.48	91,393.75	
SERVICES & SUPPLIES			4,041.67	4,041.67	4,041.67	4,041.67	4,041.67	4,041.67	4,041.67	28,291.67	28,291.67	28,291.67	
Subtotal			67,751.28	67,463.80	63,499.90	66,045.58	71,529.06	59,786.20	58,111.53	454,187.36	454,187.36	495,276.88	
TO DISTRIBUTE TO INVESTMENT CATEGORIES			2,387,575.99	2,373,928.68	2,185,749.97	2,306,601.13	2,566,918.88	2,009,449.21	1,929,947.37	15,760,171.22	15,760,171.22	15,940,547.90	
1. NEIGHBORHOOD - 729200/75382			30%	716,272.80	712,178.60	655,724.99	691,980.34	770,075.66	602,834.76	578,984.21	4,728,051.37	4,782,164.37	
SLV SR9	Fixed \$		27,777.78	27,777.78	27,777.78	27,777.78	27,777.78	27,777.78	27,777.78	194,444.44	194,444.44	194,444.44	
HWY 17 Wildlife	Fixed \$		13,888.89	13,888.89	13,888.89	13,888.89	13,888.89	13,888.89	13,888.89	97,222.22	97,222.22	97,222.22	
			41,666.67	41,666.67	41,666.67	41,666.67	41,666.67	41,666.67	41,666.67	291,666.67	291,666.67	291,666.67	
City of Capitola - V100207		4.7572%	32,092.48	31,897.71	29,212.09	30,936.83	34,652.00	26,695.99	25,561.36	211,048.46	211,048.46	217,968.99	
City of Santa Cruz - V110467		22.6813%	153,009.64	152,081.02	139,276.59	147,499.79	165,212.84	127,280.38	121,870.76	1,006,231.02	1,006,231.02	1,003,840.41	
City of Scotts Valley - V102713		4.9074%	33,105.91	32,904.99	30,134.56	31,913.77	35,746.25	27,539.00	26,368.55	217,713.04	217,713.04	215,622.26	
City of Watsonville - V1728		15.6465%	105,552.35	104,911.75	96,078.73	101,751.43	113,970.63	87,803.25	84,071.47	694,139.62	694,139.62	703,465.42	
County of Santa Cruz		52.0075%	350,845.75	348,716.46	319,356.35	338,211.85	378,827.27	291,849.47	279,445.40	2,307,252.56	2,307,252.56	2,349,600.63	
		100%	674,606.13	670,511.94	614,058.32	650,313.67	728,409.00	561,168.10	537,317.54	4,436,384.70	4,436,384.70	4,490,497.70	
2. HWY Corridors - 729300/75383			25%	596,894.00	593,482.17	546,437.49	576,650.28	641,729.72	502,362.30	482,486.84	3,940,042.80	3,985,136.97	
3. TRANSIT/PARATRANSIT - 729400/75384			20%	477,515.20	474,785.74	437,149.99	461,320.23	513,383.78	401,889.84	385,989.47	3,152,034.24	3,188,109.58	
Santa Cruz Metro (SCMTD) 16%		80%	382,012.16	379,828.59	349,719.99	369,056.18	410,707.02	321,511.87	308,791.58	2,521,627.39	2,521,627.39	2,550,487.66	
Community Bridges - V127587 - 4%		20%	95,503.04	94,957.15	87,430.00	92,264.05	102,676.76	80,377.97	77,197.89	630,406.85	630,406.85	637,621.92	
4. ACTIVE TRANSPORTATION - 729500/75385			17%	405,887.92	403,567.87	371,577.49	392,122.19	436,376.21	341,606.36	328,091.05	2,679,229.11	2,709,893.14	
5. RAIL CORRIDOR - 729600/75386			8%	191,006.08	189,914.29	174,860.00	184,528.09	205,353.51	160,755.94	154,395.79	1,260,813.70	1,275,243.83	
DISTRIBUTED TO INVESTMENT CATEGORIES			100%	2,387,575.99	2,373,928.68	2,185,749.97	2,306,601.13	2,566,918.88	2,009,449.21	1,929,947.37	15,760,171.22	15,940,547.90	
TOTAL ADMIN & IMPEM AND INVESTMENT CATEGORIES				2,455,327.27	2,441,392.48	2,249,249.87	2,372,646.71	2,638,447.94	2,069,235.41	1,988,058.90	16,214,358.58	16,435,824.78	

I:\FISCAL\6.Measure D\Distribution To Investment Category\FY2024\FY2024 7 January 2024 Measure D Distribution with YTD comparison.xlsx\Summary

Agenda: February 1, 2024

To: Santa Cruz County Regional Transportation Commission (RTC)

From: Tommy Travers and Stephanie Britt, RTC Staff

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

RECOMMENDATION

1. The Bicycle Advisory Committee (BAC) and staff recommend that the RTC approve by resolution (Attachment 1) the City of Santa Cruz (City) Article 8 Transportation Development Act Claim of \$74,949 for the Laurel Bikeway Project.
 2. The BAC, Elderly & Disabled Transportation Advisory Committee (E&DTAC), and staff recommend that the RTC approve by resolution (Attachment 1) the City's Claim of \$75,000 for the Neighborhood Traffic Calming Program and the City's request to deallocate \$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.
-

BACKGROUND

The Transportation Development Act (TDA) was enacted by the State Legislature in 1971. The TDA provides one of the major funding sources for public, specialized, bicycle and pedestrian transportation in California. Each year the RTC allocates Article 8 TDA funds for bikeway and pedestrian projects to local jurisdictions according to the RTC Rules and Regulations using a population formula. TDA funds allocated to a local jurisdiction may be rolled over from one fiscal year to the next. As stated in the RTC Rules and Regulations, a TDA Article 8 claim from local jurisdictions shall include a description of the project adequate for review by the RTC and its advisory committees; a justification for the project including a statement regarding its consistency and relationship with the Regional Transportation Plan; the estimated cost of the project including other funding sources; and a statement agreeing to maintain the funded project in the condition outlined in the submitted plans for a period of 20 years. Allocation requests for projects with pedestrian components must be reviewed by the E&DTAC and requests for bicycle facilities must be reviewed by the BAC prior to consideration by the RTC.

DISCUSSION

The City of Santa Cruz submitted a TDA Claim Form for new allocations, outlined in the attached letter (Exhibit A of Attachment 1). The first project is the Laurel Bikeway and Pedestrian Striping project. It aims to construct separated 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 project is the Neighborhood Traffic Calming Program. It is 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 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. The RTC may allow a reduced number of years of maintenance pursuant to the RTC Rules and Regulations.

Finally, the City of Santa Cruz requests the de-allocation of \$230,000 from the Bay Drive Protected Bike Lanes and Pedestrian Path project (reviewed and approved by the RTC in February 2023). At the committee meetings, City staff stated that they intend to restore the funding in an upcoming year to align with the planned construction timeline.

At its December 11, 2023 meeting, the BAC reviewed the letter and claims and recommended that the RTC approve the city's allocation request for the Laurel Bikeway and the Neighborhood Traffic Calming Program (including the reduced maintenance period), recommended that the RTC deallocate the requested funds from the Bay Drive project, and asked City staff to return to the BAC in a year and a half with results and data on the Traffic Calming Program's effectiveness.

At its December 12, 2023 meeting, the E&D TAC reviewed the letter and claim and recommended that the RTC approve the city's allocation request for the Neighborhood Traffic Calming Program (including the reduced maintenance period) and recommended that the RTC deallocate the requested funds from the Bay Drive project.

The BAC and staff recommend that the RTC approve by resolution (Attachment 1) the City of Santa Cruz Article 8 TDA Claim of \$74,949 for the Laurel Bikeway Project. The BAC, E&DTAC, and staff recommend that the RTC approve by resolution (Attachment 1) the City's Claim of \$75,000 for the Neighborhood Traffic Calming Program and the City's request to deallocate \$230,000 from the Bay Drive Protected Bike Lanes and Pedestrian Path

project.

FISCAL IMPACT

The TDA funds included in this staff report for the City of Santa Cruz are included in the approved RTC budget; therefore, there is no fiscal impact to the RTC.

SUMMARY

The City of Santa Cruz submitted a TDA Article 8 allocation request and claim form for \$74,949 for Laurel Bikeway and Pedestrian Striping and \$75,000 for Neighborhood Traffic Calming Program, and to deallocate \$230,000 from the Bay Drive Protected Bike Lanes and Pedestrian Path project. The City of Santa Cruz commits to maintaining the Traffic Calming Program elements for at least 5 years and will return to the BAC in 1.5 years with results and data on the Traffic Calming project's effectiveness.

ATTACHMENTS:

Attachment 1: Resolution

Exhibit A: City of Santa Cruz Request Letter and Allocation Claim Forms

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RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of February 1, 2024
on the motion of Commissioner
duly seconded by Commissioner

A RESOLUTION ALLOCATING \$74,949 FOR THE LAUREL BIKEWAY PROJECT AND \$75,000 FOR THE NEIGHBORHOOD TRAFFIC CALMING PROGRAM AND DEALLOCATING \$230,000 FROM THE BAY DRIVE PROTECTED BIKE LANES PROJECT FROM ARTICLE 8 TRANSPORTATION DEVELOPMENT ACT (TDA) FUNDS TO THE CITY OF SANTA CRUZ

WHEREAS, the City of Santa Cruz submitted a letter and two Article 8 TDA claims requesting a total of \$149,949 in new allocations and a deallocation of \$230,000; and

WHEREAS, the City of Santa Cruz has sufficient unallocated Article 8 TDA revenues; and

WHEREAS, the Bicycle Advisory Committee (BAC) and the Elderly and Disabled Transportation Advisory Committee reviewed the TDA project funding request(s) pertaining to their charge and recommend approval with a request to the City of Santa Cruz to return to the BAC in 1.5 years with data on the Traffic Calming Program's effectiveness; and

WHEREAS, the proposed projects are consistent with the 2045 Regional Transportation Plan and the claimant agrees to maintain the Laurel Bikeway for a period of 20 years and the Traffic Calming Program for at least 5 years;

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

1. \$74,949 in TDA Article 8 funds are allocated to the City of Santa Cruz for the Laurel Bikeway Project;
2. \$75,000 in TDA Article 8 funds are allocated to the City of Santa Cruz for the Neighborhood Traffic Calming Program; and
3. \$230,000 are deallocated from the Bay Drive Protected Bike Lanes and Pedestrian Path project.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

Kristen Brown, Chair

ATTEST:

Mitch Weiss, Secretary

Distribution: *City of Santa Cruz Public Works*
RTC Fiscal
RTC BAC staff

Exhibit A: City of Santa Cruz Allocation Claim Form



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 its left.

Nathan Nguyen
Public Works Director

Attachments: Project Claim Forms

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

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

Submit a separate form for each project.

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

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

Project Information

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

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

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

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

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

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

11. Project Productivity Goals for this fiscal year:

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

Reduction in number of collisions

Increase in cyclist and pedestrian use

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

Vehicles: 13,500 per day

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

Bike facilities: .3 miles of enhanced bike facility

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

Lump Sum Bike Projects SC-P75

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

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

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

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

Is project fully funded? Not without this funding

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

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

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

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

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

d. SCMTD: ☐ Quarterly disbursement

16. TDA Eligibility:

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

Bike/Ped (Article 8) Only

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

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

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

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

*Please describe what is included in "Other":

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

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

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

18. Improving Program Efficiency/Productivity

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

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

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

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

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

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

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

Article 8 Bicycle/Pedestrian Claims

- ☐ Evidence of environmental review for capital projects

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

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

Article 4 Transit Claims

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

Local Agency Certification:

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

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

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

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

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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: http://www.dot.ca.gov).	N/A
F. For Article 4 transit claims: Does operator meet Article 4 eligibility requirements? i. Farebox recovery ratio? and/or, ii. 50 percent expenditure rule as an older operator, defined as service starting prior to 1974?	N/A

Bike/Ped (Article 8) Only

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

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

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

*Please describe what is included in "Other":

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

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

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

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

Article 8 Bicycle/Pedestrian Claims

- ☐ Evidence of environmental review for capital projects

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

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

Article 4 Transit Claims


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

Local Agency Certification:

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

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

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

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

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AGENDA: February 1, 2024

TO: Santa Cruz County Regional Transportation Commission

FROM: Luis Pavel Mendez, Deputy Director

RE: Request for Support of Local Revenue Measures K and L on the March 2024 Presidential Primary Election Ballot

RECOMMENDATIONS

Staff recommends that the Santa Cruz County Regional Transportation Commission (RTC) support local revenue Measures K and L and urge an affirmative vote to the ballot measure questions of Measures K and L on the March 2024 Presidential Primary Election Ballot.

BACKGROUND

Public agencies such as the Santa Cruz County Regional Transportation Commission (RTC) are prohibited by state law from spending public resources in support or opposition of a tax measure that has been placed on a ballot. However, state law does allow public agencies to take a position on such ballot measures.

DISCUSSION

The County of Santa Cruz has placed a local revenue measure on the March 2024 Presidential Primary Ballot known as Measure K and the City of Santa Cruz has placed a local revenue measure on the same ballot known as Measure L. RTC staff received a request asking that the RTC consider endorsing both ballot measures.

Measure K

On December 5, 2023, the Santa Cruz County Board of Supervisors adopted Resolution No. 215-2023 to place Measure K on the ballot. The resolution states the ballot question as follows:

"To fund essential Santa Cruz County services, including wildfire response/prevention/recovery; affordable housing to support working families and frontline workers including nurses, emergency responders, and educators; mental health crisis programs for children/vulnerable

populations; substance abuse programs; improved public safety, road maintenance/pothole repair, parks/recreation; and programs to reduce homelessness, shall Santa Cruz County's transaction and use tax (sales tax) be increased in unincorporated areas by one-half cent, providing approximately \$10,000,000 annually, until ended by voters?"

Measure K would impose a ½ cent transactions and use tax (similar to a sales tax) to raise funds for a variety of purposes including transportation. It is a general purpose tax; therefore, the measure requires simple majority to pass. More information on Measure K is included as Attachment 1. Attachment 1 is composed of materials files with the Santa Cruz County Elections Department. No fiscal impact statement for Measure K has been filed.

Measure L

On November 28, 2023, the City of Santa Cruz City Council adopted Resolution No. NS-30,245 to place Measure L on the ballot. The resolution states the ballot question as follows:

"To protect and maintain essential services including homelessness response/prevention, emergency shelters, case management/connection to services; cleaning up/addressing the impacts of encampments; keeping pollution out of local rivers, creeks, and streams; supporting local food programs; preparing for wildfires; maintaining/repairing streets/potholes; and improving/ maintaining neighborhood parks, beaches, and public safety, shall the City of Santa Cruz measure to enact a one - half of one percent sales tax be adopted, raising about \$8,000,000 annually for general government use until ended by voters?"

Measure L would impose a ½ cent transactions and use tax (similar to a sales tax) to raise funds for a variety of purposes including transportation. It is a general purpose tax; therefore, the measure requires simple majority to pass. More information on Measure K is included as Attachment 2. Attachment 2 is composed of materials files with the Santa Cruz County Elections Department. No argument against Measure L nor rebuttal to such argument have been filed.

FISCAL IMPACT

There is no fiscal impact to the RTC in taking a position to support Measures K and L.

SUMMARY

The County of Santa Cruz and the City of Santa Cruz have each placed local revenue measures (Measures K and L) on the March 2024 Presidential Primary Election Ballot. If passed, the measures would impose a ½-cent transactions and use tax to raise funds for a variety of purposes, including transportation. Staff recommends that the RTC support Measures K and L and urge an affirmative vote. Information on Measures K and L is included as Attachments 1 and 2.

Attachments:

1. Information on Measure K filed with the County Elections Department
2. Information on Measure L filed with the County Elections Department

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DS

ATTACHMENT 1

Adopted 12/05/2023
Board of Supervisors
DOC-2023-974 9.a



BEFORE THE BOARD OF SUPERVISORS
OF THE COUNTY OF SANTA CRUZ, STATE OF CALIFORNIA

RESOLUTION NO. 215-2023

On the motion of Supervisor Cummings
Duly seconded by Supervisor Hernandez

The following resolution is adopted:

**RESOLUTION CALLING FOR AN ELECTION FOR THE PURPOSE OF
SUBMITTING TO THE QUALIFIED ELECTORS OF THE COUNTY OF SANTA
CRUZ A COUNTYWIDE MEASURE TO RAISE THE RETAIL TRANSACTIONS AND
USE TAX (SALES TAX) IN THE UNINCORPORATED AREA BY ONE-HALF CENT;
DIRECTING THE COUNTY ELECTIONS OFFICIAL TO CONDUCT THE
ELECTION; AND DIRECTING CONSOLIDATION OF THE ELECTION WITH THE
REGULAR ELECTION OF MARCH 5, 2024**

WHEREAS, the Board of Supervisors has determined it is in the best interest of the County and its residents to submit to the voters a proposed measure authorizing the Board to amend County Code to increase by one-half cent the Retail Transactions and Use Tax (Sales Tax) for retail transactions in the unincorporated area of the County; and

WHEREAS, the funds collected from the increase in the Sales Tax will be used to provide funding for essential County services including wildfire response, prevention, and recovery; affordable housing to support working families and frontline workers including nurses, emergency responders, and educators; mental health crisis programs for children and vulnerable populations; substance abuse programs; improved public safety, road maintenance and pothole repair, parks and recreation; and programs to reduce homelessness; and

WHEREAS, the increase to the Sales Tax will be enacted solely to raise revenue for general governmental purposes of the County and not for purposes of regulation or for raising revenue for regulatory purposes, in that all of the proceeds from the tax shall be placed in the County's general fund and be used for the usual current expenses of the County; and

WHEREAS, subdivision (b) of section 2 of Article XIII C of the California Constitution and section 53723 of the California Government Code require that before the County may impose a general tax, the tax must be submitted to the voters and approved by a majority vote of the voters; and

WHEREAS, subdivision (b) of section 2 of Article XIII C of the California Constitution mandates that an election required by that subdivision be consolidated with a regularly scheduled general election for members of the governing body of the local government, subject to specific exceptions not relevant here; and

WHEREAS, if approved by a majority of voters, the proposed increase to the Sales Tax would be accomplished by amending Chapter 4.22 of the Santa Cruz County Code; and

WHEREAS, pursuant to California Elections Code Section 10400, whenever two or more elections, including bond elections, of any legislative or congressional district, public district, city, county, or other political subdivision are called to be held on the same day, in the same territory, or in territory that is in part the same, they may be consolidated upon the order of the governing body or bodies or officer or officers calling the elections; and

WHEREAS, the resolution requesting the consolidation shall be adopted and filed at the same time as the adoption of the ordinance, resolution, or order calling the election; and

WHEREAS, pursuant to California Elections Code Section 1000 *et seq.*, various district, county, State, and other political subdivision elections shall be held on March 5, 2024, an established regular election date;

NOW THEREFORE, IT IS HEREBY RESOLVED AND ORDERED by the Board of Supervisors as follows:

1) A County election is hereby called to be held throughout the County on the regular election date of March 5, 2024, for the purpose of submitting to the qualified electors of the County of Santa Cruz the following measure:

Measure - _____

To fund essential Santa Cruz County services, including wildfire response/prevention/recovery; affordable housing to support working families and frontline workers including nurses, emergency responders, and educators; mental health crisis programs for children/vulnerable populations; substance abuse programs; improved public safety, road maintenance/pothole repair, parks/recreation; and programs to reduce homelessness, shall Santa Cruz County's transaction and use tax (sales tax) be increased in unincorporated areas by one-half cent, providing approximately \$10,000,000 annually, until ended by voters?

YES _____ NO _____

2) Said County election shall be held and conducted, the votes received and canvassed, the returns thereof made, and the result thereof ascertained and determined in accordance with the law, including but not limited to the provisions of Section 10418 of the Elections Code.

3) Said special County election hereby called shall be and hereby is consolidated with any and all elections also called to be held throughout the County on March 5, 2024, in all respects as required by and pursuant to law, including but not limited to the provisions of Section 10418 of the Elections Code.

4) In accordance with the provisions of Section 9160 of the Elections Code, the County Counsel is hereby directed to prepare an impartial analysis of this measure.

5) In accordance with the provisions of Section 9160 of the Elections Code, the County Auditor-Controller-Treasurer-Tax Collector is hereby directed to prepare a fiscal impact statement of this measure.

6) Arguments for and against this measure may be submitted in conformance with Elections Code Section 9161, *et seq.*

7) The Clerk of the Board of Supervisors shall file a copy of this Resolution with the County Clerk.

BE IT FURTHER RESOLVED AND ORDERED THAT the Santa Cruz County Elections Department is requested to print the proposed ordinance attached hereto as Attachment A in the County Voter Information Guide for the March 5, 2024, election date.


PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Cruz, State of California, this 5th day of December 2023, by the following vote:

AYES: Supervisors Koenig, Cummings, Hernandez, McPherson and Friend
NOES: None
ABSENT: None
ABSTAIN: None

DocuSigned by:

2C437165727F4FD... 12/5/2023

Zach Friend, Chairperson
Board of Supervisors

ATTEST:  12/5/2023
466B074F3141450...
Juliette Burke
Clerk of said Board

Approved as to form:

DocuSigned by:
 11/28/2023
2336E053FF38435...
Office of the County Counsel

(11/28/2023, 15114)

BE IT ORDAINED by the electorate of the County of Santa Cruz that Santa Cruz County Code Chapter 4.22 (Transactions and Use Tax) is hereby amended as follows:

SECTION I

Section 4.22.055 is hereby added to the Santa Cruz County Code, to read as follows:

4.22.055 Additional transactions tax rate.

For the privilege of selling tangible personal property at retail, an additional tax is hereby imposed upon all retailers in the unincorporated territory of the County at the rate of one-half (.5) percent of the gross receipts of any retailer from the sale of all tangible personal property sold at retail in said territory on and after the operative date of this ordinance.

SECTION II

Section 4.22.075 is hereby added to the Santa Cruz County Code, to read as follows:

4.22.075 Additional use tax rate.

An additional excise tax is hereby imposed on the storage, use or other consumption in the County of tangible personal property purchased from any retailer on and after the operative date of this ordinance for storage, use or other consumption in said territory at the rate of one-half (.5) percent of the sales price of the property. The sales price shall include delivery charges when such charges are subject to state sales or use tax regardless of the place to which delivery is made.

SECTION III

Section 4.22.160 of the Santa Cruz County Code is hereby amended, to read as follows:

4.22.160 Termination date.

The authority to levy the tax imposed under Sections 4.22.050 and 4.22.070 shall expire twelve years after the Operative Date. The authority to levy the tax imposed under Sections 4.22.055 and 4.22.075 shall continue until ended by voters.

SECTION IV

This ordinance relates to the levying and collecting of additional transactions and use taxes and shall take effect immediately if the tax imposed is approved by a simple majority of voters voting on the question at the March 5, 2024 statewide primary election and shall become operative on the first date of the first calendar quarter commencing more than 110 days after the adoption of this ordinance, the date of such adoption being as set forth below.

PASSED AND ADOPTED by a majority vote of the electorate of the County of Santa Cruz at the March 5, 2024 statewide primary election. Pursuant to Section IV, above, the ordinance became effective immediately upon such adoption.

Certificate Of Completion

Envelope Id: FBA2A09472B64319B2536412AE5AC5AC

Status: Completed

Subject: Complete with DocuSign: Resolution Calling For An Election (Sales Tax Increase)

Source Envelope:

Document Pages: 5

Signatures: 1

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Nicole Coburn

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701 Ocean Street

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Santa Cruz, CA 95060

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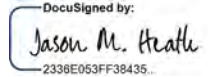
Signer Events

Jason M. Heath

Jason.Heath@santacruzcountyca.gov

Security Level: Email, Account Authentication
(None)**Signature**

DocuSigned by:



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Signed: 11/28/2023 11:27:31 AM

Electronic Record and Signature Disclosure:

Accepted: 11/28/2023 11:26:57 AM

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In Person Signer Events**Signature****Timestamp****Editor Delivery Events****Status****Timestamp****Agent Delivery Events****Status****Timestamp****Intermediary Delivery Events****Status****Timestamp****Certified Delivery Events****Status****Timestamp****Carbon Copy Events****Status****Timestamp****Witness Events****Signature****Timestamp****Notary Events****Signature****Timestamp****Envelope Summary Events****Status****Timestamps**

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Completed

Security Checked

11/28/2023 11:27:31 AM

Payment Events**Status****Timestamps****Electronic Record and Signature Disclosure**

ELECTRONIC RECORD AND SIGNATURE DISCLOSURE

From time to time, County of Santa Cruz (we, us or Company) may be required by law to provide to you certain written notices or disclosures. Described below are the terms and conditions for providing to you such notices and disclosures electronically through the DocuSign system. Please read the information below carefully and thoroughly, and if you can access this information electronically to your satisfaction and agree to this Electronic Record and Signature Disclosure (ERSD), please confirm your agreement by selecting the check-box next to 'I agree to use electronic records and signatures' before clicking 'CONTINUE' within the DocuSign system.

Getting paper copies

At any time, you may request from us a paper copy of any record provided or made available electronically to you by us. You will have the ability to download and print documents we send to you through the DocuSign system during and immediately after the signing session and, if you elect to create a DocuSign account, you may access the documents for a limited period of time (usually 30 days) after such documents are first sent to you. After such time, if you wish for us to send you paper copies of any such documents from our office to you, you will be charged a \$0.00 per-page fee. You may request delivery of such paper copies from us by following the procedure described below.

Withdrawing your consent

If you decide to receive notices and disclosures from us electronically, you may at any time change your mind and tell us that thereafter you want to receive required notices and disclosures only in paper format. How you must inform us of your decision to receive future notices and disclosure in paper format and withdraw your consent to receive notices and disclosures electronically is described below.

Consequences of changing your mind

If you elect to receive required notices and disclosures only in paper format, it will slow the speed at which we can complete certain steps in transactions with you and delivering services to you because we will need first to send the required notices or disclosures to you in paper format, and then wait until we receive back from you your acknowledgment of your receipt of such paper notices or disclosures. Further, you will no longer be able to use the DocuSign system to receive required notices and consents electronically from us or to sign electronically documents from us.

All notices and disclosures will be sent to you electronically

Unless you tell us otherwise in accordance with the procedures described herein, we will provide electronically to you through the DocuSign system all required notices, disclosures, authorizations, acknowledgements, and other documents that are required to be provided or made available to you during the course of our relationship with you. To reduce the chance of you inadvertently not receiving any notice or disclosure, we prefer to provide all of the required notices and disclosures to you by the same method and to the same address that you have given us. Thus, you can receive all the disclosures and notices electronically or in paper format through the paper mail delivery system. If you do not agree with this process, please let us know as described below. Please also see the paragraph immediately above that describes the consequences of your electing not to receive delivery of the notices and disclosures electronically from us.

How to contact County of Santa Cruz:

You may contact us to let us know of your changes as to how we may contact you electronically, to request paper copies of certain information from us, and to withdraw your prior consent to receive notices and disclosures electronically as follows:

To contact us by email send messages to: nada.algharib@santacruzcounty.us

To advise County of Santa Cruz of your new email address

To let us know of a change in your email address where we should send notices and disclosures electronically to you, you must send an email message to us at nada.algharib@santacruzcounty.us and in the body of such request you must state: your previous email address, your new email address. We do not require any other information from you to change your email address.

If you created a DocuSign account, you may update it with your new email address through your account preferences.

To request paper copies from County of Santa Cruz

To request delivery from us of paper copies of the notices and disclosures previously provided by us to you electronically, you must send us an email to nada.algharib@santacruzcounty.us and in the body of such request you must state your email address, full name, mailing address, and telephone number. We will bill you for any fees at that time, if any.

To withdraw your consent with County of Santa Cruz

To inform us that you no longer wish to receive future notices and disclosures in electronic format you may:

- i. decline to sign a document from within your signing session, and on the subsequent page, select the check-box indicating you wish to withdraw your consent, or you may;
- ii. send us an email to nada.algharib@santacruzcounty.us and in the body of such request you must state your email, full name, mailing address, and telephone number. We do not need any other information from you to withdraw consent.. The consequences of your withdrawing consent for online documents will be that transactions may take a longer time to process..

Required hardware and software

The minimum system requirements for using the DocuSign system may change over time. The current system requirements are found here: <https://support.docusign.com/guides/signer-guide-signing-system-requirements>.

Acknowledging your access and consent to receive and sign documents electronically

To confirm to us that you can access this information electronically, which will be similar to other electronic notices and disclosures that we will provide to you, please confirm that you have read this ERSD, and (i) that you are able to print on paper or electronically save this ERSD for your future reference and access; or (ii) that you are able to email this ERSD to an email address where you will be able to print on paper or save it for your future reference and access. Further, if you consent to receiving notices and disclosures exclusively in electronic format as described herein, then select the check-box next to 'I agree to use electronic records and signatures' before clicking 'CONTINUE' within the DocuSign system.

By selecting the check-box next to 'I agree to use electronic records and signatures', you confirm that:

- You can access and read this Electronic Record and Signature Disclosure; and
- You can print on paper this Electronic Record and Signature Disclosure, or save or send this Electronic Record and Disclosure to a location where you can print it, for future reference and access; and
- Until or unless you notify County of Santa Cruz as described above, you consent to receive exclusively through electronic means all notices, disclosures, authorizations, acknowledgements, and other documents that are required to be provided or made available to you by County of Santa Cruz during the course of your relationship with County of Santa Cruz.

IMPARTIAL ANALYSIS OF MEASURE K

Under the California Constitution and other related state laws, local governments may levy a general transaction and use tax if approved by at least two-thirds of all members of the Board of Supervisors and subsequently approved by a majority of qualified voters within its jurisdictional boundaries. Transaction and use taxes, also known as “sales taxes,” are taxes imposed for the privilege of selling tangible personal property at retail and for the storage, use, or other consumption of tangible personal property purchased from a retailer. Under state law, certain types of items are excluded from local sales taxes, such as many foods and groceries, prescription medicine and some medical devices, diapers, and hygiene products.

Measure K has been placed on the ballot by the Board of Supervisors (“the Board”) of Santa Cruz County (“the County”). The Board is asking voters to approve amending the County Code to increase the County’s Transactions and Use Tax (“Sales Tax”) by one-half percent on retail transactions concerning tangible personal property in the unincorporated area of the County.

Currently, the Sales Tax in the unincorporated area of the County is charged at the rate of nine (9%) percent. If Measure K is approved by a majority of voters, the new sales tax rate will be 9.5% in the unincorporated area of the County. Sales tax rates within the jurisdiction of any incorporated city will not be affected.

Any revenues raised from Measure K will be placed in the County’s General Fund and may be used for any lawful government purpose. This may include, but is not limited to, items identified in the ballot question such as enhancing wildfire, emergency, and disaster response, prevention, and recovery services; addressing the affordable housing crisis for workforce retention; maintaining and improving neighborhood parks; repairing roads and public facilities; supporting programs to reduce homelessness; and providing other essential services, such as mental health and substance abuse services, and improving public safety.

If Measure K is approved, the County estimates that it will receive between \$5 to 7.5 million in Fiscal Year 2024-25 and approximately \$10,000,000 in future fiscal years thereafter. The Board has identified Budget Priorities for Fiscal Year 2024-2025 to include \$1 million for housing and essential work force retention, \$1 million for Countywide homeless services, \$1 million to support climate resiliency and County parks, \$1 million to fund road repair and infrastructure projects, and an unspecified additional amount for other identified County services.

The change in the sales tax rate would take effect on July 1, 2024, and continue until ended by the voters.

A “yes” vote on Measure K is a vote to approve raising the sales tax by one-half percent to a new rate of 9.5 percent in the unincorporated area of the County.

A “no” vote on Measure K is a vote against raising the sales tax and a vote to keep the rate at 9 percent.

JASON M. HEATH, COUNTY COUNSEL

By: Ruby Márquez, Chief Assistant County Counsel

Argument for Measure K

Vote YES on Measure K for a safer, stronger Santa Cruz County.

We need Measure K to attract and retain frontline workers, provide emergency response services, build a resilient community for all, and continue fixing our roads and potholes throughout Santa Cruz County.

Safer, Stronger Santa Cruz County

First responders, nurses, teachers, childcare providers, emergency personnel and other essential workers struggle to find housing in our area. Measure K will provide funds to help make housing more affordable for these and other workers, ensuring they can continue serving our community.

Climate change is increasing the frequency and intensity of natural disasters, including fires and floods that have cost lives and livelihoods and damaged homes, businesses, roads and other infrastructure. Measure K will provide funds for wildfire prevention programs, flood mitigation efforts, and disaster recovery services.

Our roads need to be fixed. In addition to accelerating storm repairs, Measure K will provide funds to make local roads and other important infrastructure safer and more resilient.

Measure K will also fund important community health and safety programs, including mental health services for children and other vulnerable populations, neighborhood parks, and emergency response services.

Local Funds for Local Needs

- **Essential purchases are exempt:** Groceries, prescription medicine, diapers and feminine hygiene products are exempt from the tax.
- **Local:** By law, funds will be used for local services and stay in Santa Cruz County, and cannot be taken away by the State.
- **Tourists pay:** A large portion of sales taxes are paid by visitors but benefit residents.
- **Cities benefit too:** Cities such as Santa Cruz, Watsonville, Capitola and Scotts Valley won't pay the tax, but residents of those cities will receive essential services funded through Measure K.

Join first responders, environmental advocates, businesses and community leaders in voting YES on K for a safer, stronger Santa Cruz County!

/s/ Mark Bisbee
Retired CAL FIRE/Fire Chief

/s/ John Friel
Pajaro Valley Health Care District Board Chair

/s/ MariaElena De La Garza
Community Action Board Poverty-Fighting Nonprofit Executive Director

/s/ Jim Hart
Santa Cruz County Sheriff

/s/ Mariah Roberts
County Park Friends Executive Director

Rebuttal to Argument for Measure K

Please vote "NO" on Measure K. Government officials have proven the money will only pad the General Fund and likely not get spent accomplishing much.

Measure K funding is vague, using terms such as "resilient" "safer, stronger" and it is not clear exactly what actions local government officials would take with the extra \$10 million to make those promises happen.

Their list of fixes for our county includes so many projects that we already fund from making housing more affordable to safer infrastructure to supporting the county workforce. It's really just another way to fund the County General Fund and their unfunded pension liability, which is over \$43 million and coming due very soon.

Knowing tough financial times were coming, the CAO convinced the Supervisors to spend \$16.5 million to purchase a large South County Government Center with hundreds of thousands more on office retrofit construction. There are many examples of reckless spending in their history of decision making.

Local government officials have proven they are irresponsible with what voters gave them in 2018 with Measure G by failing to fund what was promised.

They are allowing the entire county to vote on this when it only is collected in the unincorporated areas.

What does that tell you about their accountability to voters?

Please vote "NO" on Measure K....it is vague, deceptive and we cannot trust local government officials to fulfill the empty promises they want us to believe...yet again.

Eric G. Kirby

Skyla Higgins

Alexandra Peters

Karen Dias

Jon Cole

Argument against Measure K

Please vote against this trick to once again fool voters into believing the Santa Cruz County government will actually fund the same needs that were promised in 2018 with the half-cent sales tax known as Measure G.

Back then, voters were promised the new sales tax would fund fire, local roads, and parks for 12 years, with citizen oversight.

To date, ZERO \$ has gone to fund County Fire Dept. and the \$435,000 promised to improve Aptos Village Park facilities County Parks Department staff claim that was only a "recommendation" and now, improvements not planned.

Citizen oversight as promised? NONE!

Where did that money go? Who knows?! It is not tracked.

The 2021-2022 Santa Cruz County Grand Jury investigation found the County was deceptive with Measure G promises in 2018 and warned County Supervisors.

https://www.santacruzcountyca.gov/Portals/0/County/GrandJury/GJ2022_final/2022-4_MeasureG_Report.pdf

Now the Board of Supervisors wants to deceive you again!

Measure K would vaguely "Fund wildfire response, road maintenance, parks & recreation..."

Measure K has NO Citizen Oversight promise at all.

Measure K would be forever.

Measure K will allow City residents to vote on it even though none of the money can be spent within those Cities.

Should we trust that Santa Cruz County government will actually fund Measure K promises when they deceived voters in 2018 with the same empty promises?

Measure K is another trick to grab money from your wallet, padding the General Fund for Supervisors' whims, with no guarantee fire, roads or parks will get anythingjust as before.

PLEASE, VOTE "NO" ON MEASURE K

/s/ Becky Steinbruner

/s/ Kris A. Kirby

/s/ Natalain Schwartz

/s/ Peter Coe Verbica

Rebuttal to Argument Against Measure K

Fires, storms, floods and landslides have devastated our local forests, washed out roads and threatened local homes and businesses. Climate change has wreaked havoc on our communities.

To fight back, Santa Cruz County has poured resources into emergency response, prevention and recovery programs. Millions have in fact gone into wildfire prevention and recovery, flood mitigation, emergency response, and road repairs – and much more work remains to be done. Unfortunately, climate-driven natural disasters are our new reality in Santa Cruz County.

Our opponents would have rather seen their own Aptos Village Park renovated, but we believe these climate-driven natural disasters are a higher priority. There simply isn't enough local funding.

The County has endured seven federal disasters since 2017. That's why we need Measure K.

Measure K provides essential local funding for response and prevention programs to wildfires, floods and other worsening natural disasters, as the consequences of climate change strike more and more frequently.

To keep Santa Cruz County residents safe, we must make sure we have enough local frontline first responders, who are well-trained and resourced.

Measure K means a safer, stronger Santa Cruz County:

- Attract and retain frontline healthcare workers, nurses, emergency responders and others with affordable housing and other resources
- Continue repairing streets, potholes and washed out roads
- Provide mental health services for children and vulnerable populations
- Maintain neighborhood parks

By law, all Measure K funds remain local. No funds can be taken by the State. Public disclosure ensures responsible use of funds.

Firefighters, local leaders and teachers all agree – Vote YES on K for a safer, stronger Santa Cruz County!

/s/ Andrew Goldenkranz
Santa Cruz County Democratic Central Committee Chair

/s/ Casey Beyer
Santa Cruz County Chamber of Commerce Chief Executive Officer

/s/ Nancy B. Macy
Valley Women's Club Founding Member

/s/ Elaine Johnson
Housing Santa Cruz County Executive Director

/s/ Tom Broz
Farmer/Owner of Live Earth Farm

ATTACHMENT 2

RESOLUTION NO. NS-30,245

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SANTA CRUZ ORDERING AN ELECTION, REQUESTING COUNTY ELECTIONS TO CONDUCT THE ELECTION, AND REQUESTING CONSOLIDATION WITH THE PRIMARY ELECTION ON MARCH 5, 2024, FOR THE PURPOSE OF INCLUDING A BALLOT MEASURE FOR THE CITY OF SANTA CRUZ TO IMPOSE A RETAIL TRANSACTIONS AND USE TAX

WHEREAS, pursuant to Elections Code Section 10002, the governing body of any city may by resolution request the Board of Supervisors of the County of Santa Cruz to permit the county elections official to render specified services to the city relating to the conduct of an election; and

WHEREAS, the resolution of the governing body of the city shall specify the services requested; and

WHEREAS, pursuant to Elections Code Section 10002, the city shall reimburse the county in full for the services performed upon presentation of a bill to the city; and

WHEREAS, pursuant to Elections Code Section 10400, whenever two or more elections, including bond elections, of any legislative or congressional district, public district, city, county, or other political subdivision are called to be held on the same day, in the same territory, or in territory that is in part the same, they may be consolidated upon the order of the governing body or bodies or officer or officers calling the elections; and

WHEREAS, pursuant to Elections Code Section 10400, such election for cities and special districts may be either completely or partially consolidated; and

WHEREAS, pursuant to Elections Code Section 10403, whenever an election called by a district, city or other political subdivision for the submission of any question, proposition, or office to be filled is to be consolidated with a statewide election, and the question, proposition, or office to be filled is to appear upon the same ballot as that provided for that statewide election, the district, city or other political subdivision shall, at least 88 days prior to the date of the election, file with the Board of Supervisors, and a copy with the elections official, a resolution of its governing board requesting the consolidation, and setting forth the exact form of any question, proposition, or office to be voted upon at the election, as it is to appear on the ballot acknowledging that the consolidation election will be held and conducted in the manner prescribed in Section 10418. Upon such request, the Board of Supervisors may order the consolidation; and

WHEREAS, pursuant to Elections Code Section 10418, if consolidated, the consolidated election shall be held and conducted, election boards appointed, voting precincts designated, candidates nominated, ballots printed, polls opened and closed, voter challenges determined, ballots counted and returned, returns canvassed, results declared, certificates of election issued, recounts conducted, election contests presented, and all other proceedings incidental to and connected with the election shall be regulated and done in accordance with the provisions of law

RESOLUTION NO. NS-30,245

regulating the statewide or special election, or the election held pursuant to Section 1302 or 1303, as applicable; and

WHEREAS, the resolution requesting the consolidation shall be adopted and filed at the same time as the adoption of the ordinance, resolution, or order calling the election; and

WHEREAS, various district, county, state, and other political subdivision elections may be or have been called to be held on March 5, 2024.

NOW THEREFORE, BE IT RESOLVED AND ORDERED by the City Council of the City of Santa Cruz that an election be called and consolidated with any and all elections also called to be held on March 5, 2024, insofar as said elections are to be held in the same territory that is in part the same as the territory of the City of Santa Cruz and hereby requests the Board of Supervisors of the County of Santa Cruz to order such consolidation under Elections Code Section 10401, 10403, 10406 and 10418.

BE IT FURTHER RESOLVED AND ORDERED that the City Council of the City of Santa Cruz hereby requests the Board of Supervisors to permit the Santa Cruz County Elections Department to provide any and all services necessary for conducting the election and agrees to pay for said services; and

BE IT FURTHER RESOLVED AND ORDERED that the Santa Cruz County Elections Department shall conduct the election for the following measure to be voted on at the March 5, 2024 election:

Measure to be voted on:

Ballot Question:

Measure “___” City of Santa Cruz Half-Cent Sales Tax Measure

“To protect and maintain essential services including homelessness response/prevention, emergency shelters, case management/connection to services; cleaning up/addressing the impacts of encampments; keeping pollution out of local rivers, creeks, and streams; supporting local food programs; preparing for wildfires; maintaining/repairing streets/potholes; and improving/maintaining neighborhood parks, beaches, and public safety, shall the City of Santa Cruz measure to enact a one-half of one percent sales tax be adopted, raising about \$8,000,000 annually for general government use until ended by voters?”	Yes	
	No	

The City Council of the City of Santa Cruz submits to the qualified electors said Ballot Measure Question as set forth above and designates and refers to said measure as the measure to be set forth

RESOLUTION NO. NS-30,245

on the ballots for use in said election. The full text of the measure is as set forth in Exhibit A.

In accordance with the provisions of Section 9280 of the California Elections Code, the City Attorney is hereby directed to prepare an impartial analysis of this measure.

In accordance with the provisions of Section 9212 of the California Elections Code, the Finance Director is hereby directed to prepare a fiscal impact statement of this measure.

BE IT FURTHER RESOLVED AND ORDERED that Santa Cruz County Elections Department is requested to print the attached measure text exactly as filed or indicated on the filed document in the Voter's Information Guide for the March 5, 2024 election. Cost of printing and distribution of the measure text will be paid for by the city.

BE IT FURTHER RESOLVED AND ORDERED that the City Clerk Administrator of the City of Santa Cruz is hereby ordered and directed to cause said proposed ordinance (Exhibit A) and notice of election to be published in accordance with the provisions of the California State Election Code.

PASSED AND ADOPTED this 28th day of November, 2023 by the following vote:

AYES: Councilmembers Newsome, Brown, Watkins, Brunner, Kalantari-Johnson;
Vice Mayor Golder; Mayor Keeley.

NOES: None.

ABSENT: None.

DISQUALIFIED: None.

APPROVED: _____

Fred Keeley, Mayor

ATTEST: _____

Bonnie Bush, City Clerk Administrator

RESOLUTION NO. NS-30,245
EXHIBIT A

ORDINANCE NO. 2024-_____
AN ORDINANCE OF THE CITY OF SANTA CRUZ AMENDING SECTION 3.18.056 OF
THE SANTA CRUZ MUNICIPAL CODE PERTAINING TO ADDITIONAL
TRANSACTIONS TAX RATE

BE IT ORDAINED by the City of Santa Cruz as follows:

Section 1. Chapter 3.18 – TRANSACTIONS AND USE TAX of the City of Santa Cruz Municipal Code is hereby amended to add Section 3.18.056 “ADDITIONAL TRANSACTIONS AND USE TAX” to read as follows:

“3.18.056 ADDITIONAL TRANSACTIONS TAX RATE.

For the privilege of selling tangible personal property at retail, an additional tax is hereby imposed upon all retailers in the incorporated territory of the City at the rate of one-half of one percent (0.50%) of the gross receipts of any retailer from the sale of all tangible personal property sold at retail in said territory on and after the operative date of this ordinance codified in this section.”

Section 2. Chapter 3.18 – TRANSACTIONS AND USE TAX is hereby further amended to add Section 3.18.076 “ADDITIONAL USE TAX RATE” to read as follows:

“3.18.076 ADDITIONAL USE TAX RATE.

An additional excise tax is hereby imposed on the storage, use or other consumption in the city of tangible personal property purchased from any retailer on and after the operative date of the ordinance codified in this section for storage, use or other consumption in said territory at the rate of one-half of one percent (0.50%) of the sales price of the property. The sales price shall include delivery charges when such charges are subject to state sales or use tax regardless of the place to which delivery is made.”

Section 3. EFFECTIVE DATE.

This ordinance relates to the levying and collecting of the City transactions and use taxes and shall take effect immediately if the tax imposed is approved by a simple majority of voters voting on the question at the March 5, 2024 statewide primary election and shall become operative on the first date of the first calendar quarter commencing more than 110 days after the adoption of this ordinance, the date of such adoption being as set forth below.

PASSED AND ADOPTED by a majority vote of the electorate of the City of Santa Cruz on at the March 5, 2024 statewide primary election. Pursuant to Section 3, above, the ordinance became effective immediately upon such adoption.

MEASURE L

CITY ATTORNEY'S IMPARTIAL ANALYSIS

The Santa Cruz City Council has placed Measure L on the ballot to ask the voters to approve a half cent (0.5%) sales tax within the City. The proposed tax would add 5 cents to the price of an item that costs ten dollars, or 50 cents to the price of an item that costs \$100. Because the Measure does not limit the use of tax revenue, it is a “general tax” that may be used for general city services, and not a “special tax” that restricts the use of funds to specific expenditures. Therefore, as explained in the ballot question, the City may use the funds for a variety of purposes, including but not limited to homelessness response and prevention programs, emergency homeless shelters, case management and services; cleaning up and restoring habitat damaged by homeless encampments; preventing pollution of local rivers, creeks, and streams; supporting local food programs; preparing for and preventing wildfires; maintaining and repairing streets and sidewalks; maintaining and improving neighborhood parks and beaches, and improved public safety measures and programs.

Currently, the cumulative tax on retail sales in Santa Cruz is 9.25%, of which Santa Cruz's share is 1.75%. The remainder primarily goes to the State of California, with a small percentage dedicated to county transportation funding and the Santa Cruz City-County Library System.

Technically, the existing “sales tax” is a combination of “sales and use tax” and “transactions and use tax.” With some exceptions (e.g., groceries, prescription medicine, diapers and feminine hygiene products), both are levied on the sale or use of tangible personal property sold at retail as well as upon the storage, use or other consumption of tangible personal property purchased from any retailer in the jurisdictional limits of the City. Retailers collect the tax at the time of sale and remit the funds to the State Board of Equalization, which administers the tax, a portion of which is then remitted to the City.

Measure L would authorize a 0.5% transactions and use tax, which would increase the total sales tax rate to 9.75%. If approved, this additional increment would go exclusively to the City's general fund and be available to support the full range of local municipal services.

A “Yes” vote is a vote to approve the proposed half cent (0.5%) sales tax increase. “No” vote is a vote against the tax increase. Measure L would be approved if it receives a simple majority (50% + 1) of “Yes” votes.

DATED: December 13, 2023

/s/

Anthony P. Condotti
City Attorney

City of Santa Cruz – Sales Tax Measure L

The City Council of the City of Santa Cruz has placed a measure on the ballot asking voters to approve a one-half of one percent (0.50%) transactions and use tax within the City. Should this measure be approved, it would result in the City receiving an additional estimated \$8.3 million annually in sales tax revenues. This measure is not expected to add any significant amount of new administrative costs to the City.

The tax is a general tax and proceeds would be deposited into the General Fund, and would be used to support essential services including homelessness response and prevention, public safety, wildfire mitigation, maintenance of City facilities and essential infrastructure including streets, parks and beaches. Revenues generated by the sales tax will help stabilize the City's budget and avoid reductions to core City services.

The measure would amend the City's Transaction and Use Tax Code to add to the local 9.25% sales tax rate the remaining 0.50% (one-half of one percent) beginning July 1, 2024.

Argument in Favor of Measure L – Santa Cruz City

Vote YES on L for a safer, healthier Santa Cruz.

Measure L generates local funding to help tackle some of our most urgent local problems, and can't be taken by the State:

- Connecting people experiencing homelessness with services and support
- Cleaning up and addressing the impacts of encampments
- Supporting affordable housing
- Keeping pollution out of local rivers, creeks, and streams
- Ensuring City firefighters have the training and equipment needed to fight wildfires
- Improving parks, open spaces, and beaches

Homelessness is our most urgent local problem. Thanks to collaboration among nonprofit organizations, public safety officials, local advocates, and city leaders, there's a plan in place that's delivering real results and connecting those experiencing homelessness with the mental health and supportive services they need.

Over the past year, we've seen a 29% decrease of unhoused people in the City. The City's encampment assessment team successfully and humanely moved people from high- risk flood and fire areas into emergency shelters.

Although progress has been made, there is still more work to be done. Unfortunately, one-time state and federal funding is expiring. Measure L provides local funding to maintain these essential programs:

Fighting Pollution

Our local rivers, creeks, and streams are vital to our local water supply and quality of life - and susceptible to pollution. Measure L provides local funding to help keep local waterways, beaches, and the ocean clean.

Wildfire Protection

As climate change worsens, extreme drought and wildfire cycles will repeat – and get more severe. Our city firefighters must have the equipment and training to battle fast-moving wildfires.

Tourists and shoppers visiting Santa Cruz will pay half of the total revenues of Measure L. Every penny raised stays here in Santa Cruz – nothing can be taken by the State.

Join us: vote YES on L for a safer, healthier Santa Cruz!

www.SafeHealthySantaCruz.com/Yes-on-L

Signers

- Casey Beyer, Executive Director, Santa Cruz County Chamber of Commerce
- Zennon Ulyate-Crow, Officer, UCSC College Democrats
- Eric Chitwood, Vice President, Firefighters Local 1716
- Renee Golder, School Principal, Educator
- Jim Rendler, Vice President, For the Future Housing, Inc.

Three Month Meeting Schedule

www.sccrtc.org/meetings/

RTC 2/1/2024

February 2024 - April 2024

Note: Please check website for most up-to-date information. All meetings are subject to cancellation when there are no action items to be considered.

Date	Day	Meeting Body	Time	Place
02/01/24	Thu	Regional Transportation Commission	9:00am	Watsonville
02/08/24	Thu	Budget & Administration/Personnel Committee [Cancelled]	1:30pm	RTC Office
02/12/24	Mon	Bicycle Advisory Committee [Postponed]	6:00pm	RTC Office
02/13/24	Tue	Elderly & Disabled Transportation Advisory Committee	1:30pm	RTC Office
02/15/24	Thu	Interagency Technical Advisory Committee	1:30pm	RTC Office
03/04/24	Mon	Bicycle Advisory Committee	6:00pm	TBD
03/07/24	Thu	Regional Transportation Commission	9:00am	County BOS
03/14/24	Thu	Budget & Administration/Personnel Committee	1:30pm	RTC Office
03/20/24	Wed	Safe on 17 Advisory Committee	6:00pm	San Jose CHP
03/21/24	Thu	Interagency Technical Advisory Committee	1:30pm	RTC Office
04/04/24	Thu	Regional Transportation Commission	9:00am	County BOS
04/08/24	Mon	Bicycle Advisory Committee	6:00pm	RTC Office
04/18/24	Thu	Interagency Technical Advisory Committee	1:30pm	RTC Office

- County BOS – 701 Ocean St., 5th Floor, Room 525, Santa Cruz, CA
- RTC Office – 1101 Pacific Ave., Suite 250, Santa Cruz, CA
- San Jose CA Highway Patrol (CHP) 2020 Junction Avenue, San Jose, CA
- Watsonville – 275 Main St., 4th Floor, Watsonville, CA



January 8, 2024

The Honorable Blanca Pacheco
California State Assembly
1021 O Street, Suite 6240
Sacramento, CA 95814

RE: Assembly Bill (AB) 817 LOCAL GOVERNMENT: OPEN MEETINGS – SUPPORT

Dear Assemblymember Pacheco:

On behalf of the Santa Cruz County Regional Transportation Commission, I write to express our strong support for AB 817, which would remove barriers to entry for appointed and elected office and increase representation for disadvantaged communities by allowing non-decision-making legislative bodies that do not have the ability to take final action to participate in two-way virtual teleconferencing without posting the location of remote participants.

I believe that our citizen advisory committees, and in turn our executive board, would greatly benefit from not requiring committee members either to travel to one location or to travel to public secondary locations. Challenges associated with recruitment have been attributed to participation and travel time commitments, time and location of meetings, physical limitation, conflicts with childcare, and work obligations. Our advisory committees currently have several vacancies, and, because of the aforementioned challenges, their demographics do not reflect our entire county. The widespread adoption of virtual meeting platforms has enabled individuals who could not otherwise accommodate the time, distance, or mandatory physical participation requirements to engage locally. Making virtual, at-home committee participation permanent will provide access to leadership opportunities and give communities more diverse representation and voices on critical community projects, plans, and programs.

Existing law (Stats. 1991, Ch. 669) requires local bodies to publish and publicly notice opportunities that exist to participate in and serve on local regulatory and advisory boards, commissions, and committees under the Local Appointments List, known as Maddy's Act. However, merely informing the public of the opportunity to engage is not enough: addressing barriers to entry to achieve diverse representation in leadership furthers the Legislature's declared goals of equal access and equal opportunity.

Diversification in civic participation at all levels requires careful consideration of different protected characteristics as well as socio-economic status. The in-person requirement to participate in local governance bodies presents a disproportionate challenge for those with physical or economic limitations, including seniors, persons with disability, single parents and caretakers, economically marginalized groups, and those who live in rural areas and face prohibitive driving distances. As the suburbanization of poverty continues in California, more low-income families are moving farther from our centrally-located civic centers.



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
1101 Pacific Avenue, Suite 250, Santa Cruz, CA 95060-4418 • (831) 460-3200 • info@sccrtc.org

AB 817 would help address these issues by providing a narrow exemption under the Ralph M. Brown Act for non-decision-making legislative bodies that do not take final action on any legislation, regulations, contracts, licenses, permits, or other entitlements, so that equity in opportunity to serve locally and representative diversity in leadership can be achieved.

For these reasons, we are pleased to support AB 817 and thank you for your leadership on this most important issue.

Sincerely,

Mitch Weiss
Interim Executive Director
Santa Cruz County Regional Transportation Commission

cc: John Laird, 17th Senate District
Robert Rivas, 29th Assembly District
Gail Pellerin, 28th Assembly District
Dawn Addis, 30th Assembly District
Members and staff, Assembly Local Government Committee
Ronda Paschal, Deputy Legislative Secretary, Governor's Office of Legislative Affairs



December 31, 2023

Sinarath Pheng
Chief, Office of Strategic Investment Planning
Division of Transportation Planning
California Department of Transportation
1120 N Street
Sacramento, CA 95814

RE: Central Coast Coalition Comment Letter on CSIS 2.0 Metrics Methodology

Dear Ms. Pheng,

We greatly appreciate the opportunity to review and provide comment on version 2.0 of the Caltrans Strategic Investment Strategy (CSIS). The Central Coast Coalition consists of the Metropolitan Planning Organizations and Regional Transportation Planning Agencies for San Benito, Santa Cruz, Monterey, San Luis Obispo and Santa Barbara Counties.

The Coalition supports the California State Transportation Agency's Climate Action Plan for Transportation Infrastructure (CAPTI) and the State's goals of leading climate action and providing a sustainable and equitable transportation system for all users. We are proud of our partnership with the State and the work that we have accomplished prior to CAPTI to ensure we are planning and funding for a safe, equitable and sustainable network. Central Coast counties have been at the forefront of multimodal planning and delivery, while also ensuring we are addressing critical safety and freight priorities that support the needs of the State and our constituents. We appreciate the State acknowledging that a one size solution does not fit all conditions in California when it comes to prioritizing transportation improvements in our state, especially in rural and suburban areas like the Central Coast.

The Central Coast Coalition has reviewed the Draft CSIS 2.0 document and would like to provide the following comments on the CSIS Draft 2.0 Metrics Methodology:

High Level Comments:

1. How will scores be compared between projects?
2. How do a suite of projects get evaluated for multimodal corridors?
3. Why isn't there a standardized scoring system established? Scoring scales vary between metrics.
4. How are context sensitive solutions being considered?
5. Please consider adding additional metrics such as partnerships with non-state partners (i.e. regional and local partners), local match contributions from non-state partners, local priorities identified by non-state partners, and if innovative project delivery is being implemented with non-state partners.

Comments by Quantitative Metric:

A. Safety Metric

- a. This metric does not include law enforcement, emergency response, or public health safety partners. The metric assumes that engineers are available to make counter measure determinations.
- b. How do you calculate crash reduction factors (percentage change)?

B. VMT Metric

- a. How do projects that had their environmental document approved prior to the passage of Senate Bill 743 (SB743) get considered with this metric?
- b. Projects that are on a well-used corridor can include multimodal options that help reduce VMT, but what about significant corridors in rural areas that do not benefit from multimodal options, but need widening as a safety improvement? For example, the Antelope Grade segment of Highway 46 in San Luis Obispo County would not benefit from multimodal options, and requires highway widening for safety improvements. Additionally, this project would not increase VMT.

C. Accessibility Metric

- a. Longitudinal Employer-Household Dynamics (LEHD) data (LEHD Origin-Destination Employment Statistics (LODES)) may not be a sufficient source for work destinations. Currently, it does not provide an accurate representation of workers that work from home ([LODES Q&A](#)). According to the Census 2022 American Community Survey, an estimated 13% of SLO County works from home ([5-year estimate](#)). There is also room for error by using a separate data source for work (LEHD) and non-work (HERE) destinations. It would be best to use the same data source that also accounts for work from home attributes (i.e. Replica).
- b. How does the accessibility metric consider incoming land use projects? For example, The Landing is a major employment center that is proposed close to SR 46 in Paso Robles. Will this improve the score for projects on SR 46, even if the project is not scheduled to be completed by 2045?

D. Disadvantaged Communities Metric - Access to Jobs

- a. When will the Caltrans EQI be adopted? It is still in beta version currently, and there is no date on the website.
 - o San Luis Obispo Council of Governments (SLOCOG) sent in a separate comment letter for the Caltrans EQI but has not received a response yet. The primary issue is the use of Census blocks. Blocks in rural areas tend to be larger than those in urban areas. The EQI highlights larger blocks in rural areas as one of the three EQI screening thresholds along the rural areas along U.S. 101. This is misleading because while there may be high exposure to crashes, traffic proximity, and volume; there are not a lot of homes in these rural areas.

E. Disadvantaged Communities Metric - Traffic Impacts

- a. How and where do applicants find the projected new AADT (Annual Average Daily Traffic) for trucks and non-trucks in the build scenario?

F. Passenger Mode Shift Metric

- a. Consider the rural context, as not all projects in rural areas have a need to have bike or transit components.

G. Land Use and Natural Resources Metric



- a. How do you check if a project supports non-single occupancy vehicles using the OPR Sitecheck tool?
- b. It is unlikely to expect high quality transit in the Central Coast. How will CSIS adjust the definition of high quality transit for less populated areas? For example, the San Luis Obispo Region has longer trip distances to cover via transit than larger metropolitan areas, so these transit trips are less frequent.
- c. Why are most projects scored as urban/suburban projects in a more rural county?
- d. Can the Sitecheck tool add a layer for Protected Areas that can be used to rank fully rural projects?
- H. Freight Sustainability and Efficiency Metric
 - a. Consider assigning an additional sustainability score for pilot projects, those dedicated to Sustainable Freight Action Plan typologies, which are thought to develop Zero emission conversion more quickly. The metric assumes that engineers are available to make counter measure determinations.
- I. Climate Adaptation Metric
 - a. To receive 5 points, it is required that potential climate risk is assessed for vulnerable/disadvantaged communities. Regional definitions should be accepted here.
 - b. If a project has an EIR, does that count as a climate risk assessment?
- J. Public Engagement Metric
 - a. How far back will projects be evaluated for this metric?
 - b. How does public engagement get captured for analysis? Will a checklist be required?
 - c. Initial project scopes that meet the needs of the community may not need to be changed and should be allowed the score of 5 if the public outreach supports the original scope.
 - d. This metric requires a public engagement plan and documenting public engagement through various stages of a project. How is this evaluated for smaller scale projects and projects at earlier stages?
 - e. Define "high level of resources" for public engagement.
- K. Zero Emission Vehicle Metric
 - a. Why are transit projects not included in the metric?

We appreciate working with you and the Department to ensure that the CSIS 2.0 helps the State meet CAPTI goals. Working together, we can continue to provide for mobility, safety, and an equitable transportation system for all Californians.

Thank you for the opportunity to provide input. If you have any questions, please contact Sarkes Khachek, SBCAG Director of Programming at skhachek@sbcag.org or 209.402.4445.

Sincerely,

Marjie Kirn, Executive Director
Santa Barbara Association of Governments

Pete Rodgers, Executive Director
San Luis Obispo Council of Governments



Central Coast Coalition
Moving California's Economy

A handwritten signature in blue ink that reads 'Todd Muck'.

Todd Muck, Executive Director
Transportation Agency for Monterey County

A handwritten signature in blue ink that reads 'M. Weiss'.

Mitch Weiss, Interim Executive Director
Santa Cruz Co. Regional Transportation
Commission

A handwritten signature in blue ink that reads 'Binu Abraham'.

Binu Abraham, Executive Director
Council of San Benito County Governments

A handwritten signature in blue ink that reads 'Maura Twomey'.

Maura Twomey, Executive Director
Association of Monterey Bay Area Governments

Cc:

Tony Tavares, Director, California Department of Transportation
Mike Keever, Chief Deputy Director, California Department of Transportation
Marlon Flourney, Division Chief of Transportation Planning, California Department of Transportation
Tanisha Taylor, Executive Director, California Transportation Commission
Paul Golaszewski, Chief Deputy Director, California Department of Transportation
Scott Eades, District 5 Director, California Department of Transportation
Brandy Rider, Deputy District Director, District 5, California Department of Transportation
Sarkes Khachek, SBCAG Director of Programming

TO							From			Link to Full Comments
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
11/16/2023 (carry-over)	Email	Incoming	S.Munz 1.8.2024	Shannon	Munz	SCCRTC	Nadene	Thorne	Resident	Question re: decision on ultimate or interim trail configuration for segments 10 and 11
11/27/23	Email	Incoming	n/a	Shannon	Munz	SCCRTC			California State Parks	Golden Bear Pass Request
11/28/23	Letter	Outgoing	n/a	Larry	Castellanos	Associated Right of Way Services	Brianna	Goodman	SCCRTC	RE: Additional Personnel added to project team for Contract TP2047-01 - Sahin and apHugb
11/28/23	Email	Incoming	RTC Staff 11.30.2023	Amy	Naranjo	SCCRTC	Jenet	DeCosta	Driscoll's	Murphy's Crossing (Comment for item 25)
11/28/23	Email	Incoming	G.Blakeslee 12.7.2023	Grace	Blakeslee	SCCRTC	Beth	Engelman	Roaring Fork Transportation Authority	Request for Coastal Rail Trail Tour
11/29/23	Email	Incoming	RTC Staff 11.30.2023	Sarah	Christensen	SCCRTC	Maria	Gitin Torres	Resident	Comment re: Aesthetic Elements for Watsonville - Santa Cruz Multimodal Corridor Program stretching from State Park Drive to Freedom Boulevard
11/30/23	Email	Incoming	T.Travers 11.30.2023	Tommy	Travers	SCCRTC	Mike	Johnston	Resident	Question re: Green Valley Rd. Bike route
11/30/23	Email	Incoming	RTC Staff 12.1.2023	RTC		SCCRTC	Lawrence	Freitas	Resident	I want you to support passenger rail alongside the trail
12/01/23	Email	Incoming	R.Gerbrandt 12.1.2023	Riley Gerbrandt	Amy Naranjo	SCCRTC	Barry	Scott	Rio Del Mar Improvement Association	Question about "Anticipated # of Daily Users" of the Zero Emission Passenger Rail and Trail project"
12/01/23	Email	Incoming	RTC Staff 12.4.2023	Amy	Naranjo	SCCRTC	Chris	Matthews	Resident	Murphy's Crossing (Comment for item 25)

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/ Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
12/01/23	Email	Incoming	RTC Staff 12.4.2023	Amy	Naranjo	SCCRTC	Tutti	Hacking	Resident	Re: #25 Public Comment - Trail on Murray Street Rail Bridge
12/02/23	Email	Incoming	RTC Staff 12.4.2023	RTC		SCCRTC	Trician	Comings	Resident	Support for the Ultimate Trail configuration for Segments 10 and 11 - opposition to Design Option A
12/02/23	Email	Incoming	RTC Staff 12.4.2023	RTC		SCCRTC	James	Weller	Resident	I support the ULTIMATE Trail on Segments 10 and 11
12/03/23	Email	Incoming	n/a	RTC		SCCRTC	Debbie	Bulger	Mission: Pedestrian	CC'd on Comments on Caltrans CAPM Project on Hwy 1 Santa Cruz
12/04/23	Email	Incoming	RTC Staff 12.4.2023	Amy	Naranjo	SCCRTC	Barry	Scott	Rio Del Mar Improvement Association	Seeking clarification on item #25 on Dec 7th RTC Agenda vs Item #7 on ITAC and Item #11 on E&DTAC agendas
12/04/23	Email	Incoming	RTC Staff 12.4.2023	Amy	Naranjo	SCCRTC	Mary	Offerman	Resident	ASAP: proposed funding budget... Scotts Valley committee meeting Thursday, 7 December, 2023
12/04/23	Email	Incoming	RTC Staff 12.4.2023	RTC		SCCRTC	Frank	Rimicci	Resident	Comments about social media engagement re: "Rail and trail"
12/04/23	Email	Incoming	RTC Staff 12.4.2023	Amy	Naranjo	SCCRTC	Myles	Corcoran	Resident	Support for letter by Mary Offerman - Keep working to get us our Rail and Trail as soon as possible
12/04/23	Email	Incoming	RTC Staff 12.4.2023	Amy	Naranjo	SCCRTC	Dane	Scurich	Scurich Berry Farms	Letter in support of Consolidated Grants Program re: Murphy's Crossing
12/05/23	Email	Incoming	RTC Staff 12.5.2023	Amy	Naranjo	SCCRTC	CJ	Miller	Royal Oaks Farms	Support for 2023 Consolidated Grant Program - Murphy Road
12/05/23	Email	Incoming		Shannon	Munz	SCCRTC	Will	Mayal	Resident	Please update rail service studies webpage

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
12/05/23	Email	Incoming	RTC Staff 12.18.2023	Yesenia	Parra	SCCRTC	Lisa	Chatar	Smart Procure	Request for changes to a closed public records request
12/05/23	Email	Incoming	RTC Staff 12.5.2023	Amy	Naranjo	SCCRTC	Jose	Martinez	Resident	Please do the right thing and provide NO funds to RTC's Passenger Rail project. I ask that funds be allocated to convert the Capitola Trestle into a trail.
12/05/23	Email	Incoming	RTC Staff 12.6.2023	Amy	Naranjo	SCCRTC	Matt	Farrell	Friends of the Rail and Trail	Letter in support of Agenda Item 25 Staff Recommendation
12/06/23	Email	Incoming	RTC Staff 12.6.2023	Amy	Naranjo	SCCRTC	Bryan	Largay	Land Trust of Santa Cruz County	Support for Felton/SLV Schools Complete Streets Enhancement (item 25)
12/06/23	Email	Incoming	RTC Staff 12.6.2023	Amy	Naranjo	SCCRTC	Marie-Francoise Chesselet	Terry Reisin	Resident	RTC Support for METRO (item 25)
12/06/23	Email	Incoming	RTC Staff 12.6.2023	RTC		SCCRTC	Andrea	Miller	Resident	Aptos traffic snarl - please move forward quickly with the Interim Trail
12/06/23	Email	Incoming	RTC Staff 12.15.2023	RTC		SCCRTC	Carey	Pico	Resident	New Rail-Trail Sections Defeat Train, Adds to Global Warming
12/06/23	Email	Incoming	RTC Staff 12.15.2023	RTC		SCCRTC	Carey	Pico	Resident	When a Trail Costs More than a Freeway Lane, Something's Very Wrong!
12/06/23	Email	Outgoing	n/a	ITAC	Interested Parties	SCCRTC	Rachel	Moriconi	SCCRTC	Save the Date: California Transportation Commission will hold a branch workshop in the AMBAG region for the 2025 Active Transportation Program
12/06/23	Email	Incoming	RTC Staff 12.15.2023	RTC		SCCRTC	Gina	Cole	Resident	Comments on staff's recommendation for item 25, Dec 7 2023 Agenda
12/06/23	Email	Incoming	RTC Staff 12.15.2023	RTC		SCCRTC	Michael	Pisano	Resident	Comments on item 25 and 24

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
12/06/23	Email	Incoming	RTC Staff 12.15.2023	RTC		SCCRTC	Dimitry	Struve	Resident	Escalona Complete Streets project
12/08/23	Contact us form	Incoming	RTC Staff 12.15.2023	RTC		SCCRTC	Ed	Dickie	Resident	Are there plans to updgrade West Beach Rd.?
12/08/23	Email	Incoming	RTC Staff were unable to respond by the dates in question	RTC		SCCRTC	Sean	Dineen	Resident	RE: NEW DATES: Hwy 1 Full Overnight Closure of Northbound Lanes set for Wednesday, Dec 13 and Thursday, Dec 14 - Do the 12/13-14 closures replace the previously scheduled 12/11-12 closures, or are they in addition to 12/11-12
12/08/23	Email	Incoming	RTC Staff 12.15.2023	RTC		SCCRTC	Jack	Bowers	Resident	Comments on bicycle safty at the intersection of Graham Hill Road and Ocean Steret
12/08/23	Contact us form	Incoming	RTC Staff Fwd'd to County 12.15.2023	RTC		SCCRTC	Jean	Mahoney	Resident	Comments for rail trail plans segments 10 and 11
12/08/23	Email	Incoming	pending	Yesenia	Parra	SCCRTC	Megan	Sarrail	Farmers Insurance Subrogation & Recovery Law Firm	RE: Claim for Damages - DOL 12/30/21
12/08/23	Email	Incoming	RTC Staff 12.15.2023	RTC		SCCRTC	Jan	McGirk	Resident	Keep the rails!
12/08/23	Email	Incoming	RTC Staff 12/15/2023	RTC		SCCRTC	Erin	Wood	Resident	keep the tracks, we want more public transportat...
12/09/23	Email	Incoming	RTC Staff 12.15.2024	RTC		SCCRTC	Mike	Pisano	Resident	Could you direct me to the drawing for the proposed stop light at Robertson & Soquel?
12/11/23	Email	Incoming	RTC Staff 12/15/2023	RTC		SCCRTC	Georgina	Arias	Resident	Is the ITAC meeting on 12/21 cancelled?
12/12/23	Email	Incoming	RTC Staff 12.15.2023	RTC		SCCRTC	Blake	Rains	Resident	Request for information about future projects around Spreckels Drive in Aptos

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
12/15/23	Email	Incoming	RTC Staff 12.15.2023	RTC		SCCRTC	Jane	Heyse	Resident	Metro Upgraded, yes!
12/15/23	Email	Incoming	RTC Staff 12.15.2023	Sarah	Christensen	SCCRTC	Joel	Wilson	Resident	Comments on Highway 1 project design
12/15/23	Email	Incoming	RTC Staff 12.15.2023	RTC		SCCRTC	Martha	Macambridge	Resident	Comments on the interim/ultimate trail
12/15/23	Email	Incoming	RTC Staff 12.18.2023	Riley	Gerbrandt	SCCRTC	Cami	Corvin	Resident	Questions re: rail & trail project and request for information about rail studies
12/18/23	Email	Incoming	n/a	RTC		SCCRTC	Linda	Wilshusen	Resident	CC'd on Comments to Caltrans: Re: Caltrans DEIR/DEIS Santa Cruz County State Highway 1
12/18/23	Email	Incoming	n/a	RTC		SCCRTC	Brian	Peoples	Resident	CC'd on Comments to Caltrans and California Transportation Commission Re: Proposed Santa Cruz Coastal Trail does not meet Class I Trail requirements
12/19/23	Email	Incoming	RTC Staff 12.19.2023	RTC		SCCRTC	Ben	Vernazza	Resident	Comments to RTC advisory committees: Do Proposed Trails Satisfy New RTC Safety Goals?
12/20/23	Email	Incoming	RTC Staff 12.20.2023	RTC		SCCRTC	Joan	Bosworth	Resident	Comments on 41st avenue onramp closure
12/20/23	Email	Incoming	RTC Staff 12.20.2023	Accounting		SCCRTC	Edward	Newman	Lessee	Question regarding checks received on November 24 and December 12
12/20/23	Letter	Incoming	n/a	RTC		SCCRTC	Dianne	Emigh	Resident	CC'd on comments on the Segments 10 and 11 draft environmental impact report
12/21/23	Email	Incoming	RTC Staff 12.21.2023	RTC		SCCRTC	Nancy	Zuniga	Pajaro Valley Unified School District (PVUSD)	Question regarding "Train to Christmastown"

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
12/22/23	Email	Incoming	n/a	Amanda Marino	Tommy Travers	SCCRTC	Michael	Pisano	Elderly & Disabled Transportation Advisory Committee (E&DTAC)	Comments for agenda item #9 E&DTAC meeting
12/27/23	Email	Incoming	RTC Staff 12.27.2023	Sarah	Christensen	SCCRTC	Abby	Walker	Fairfield Inn & Suites by Marriot	Highway 1 Construction: Offer of hotel rates for workers
12/28/23	Email	Incoming	n/a	Amy	Naranjo	SCCRTC	Eileen	Stephens	Caltrans Maintenance & Operations	Caltrans Permit 0523 NUE 0671
12/29/23	Email	Incoming	RTC Staff 1.2.2024	RTC		SCCRTC	Tom	Matoff	Matoff & Associates	Completed consultant request form
12/30/23	Email	Incoming	RTC Staff 1.3.2024	Shannon	Munz	SCCRTC	Sibley	Simon	Resident	Comments on messaging in "Daytime Closure of Southbound Highway 1 Onramp at 41st Avenue Set for Jan 2-4" media release
12/30/23	Email	Incoming	RTC Staff 1.3.2024	Sarah	Christensen	SCCRTC	Isabelle	Herbert	Resident	Comments on highway 1 widening in Aptos and aesthetics survey
12/31/23	Letter	Outgoing	n/a	Sinareth	Pheng	Caltrans Division of Transp. Planning	Mitch	Weiss	Central Coast Coalition	RE Central Coast Coalition Comment Letter on CSIS 2.0 Metrics Methodology
12/31/23	Email	Incoming	RTC Staff 1.3.2024	Shannon	Munz	SCCRTC	Scott	Roseman	Resident	Comments on messaging in "Daytime Closure of Southbound Highway 1 Onramp at 41st Avenue Set for Jan 2-4" media release

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
01/02/24	Contact us form	Incoming	RTC Staff 1.3.2024	RTC		SCCRTC	Clio	Bavalee	Resident	Hydrogen Bus contract is Not a Good Idea
01/03/24	Email	Incoming	RTC Staff 1.3.2024	Shannon	Munz	SCCRTC	Christine	Barrington	KSQD Radio station	Interview request RE: Rail-Trail
01/03/24	Email	Incoming	S.Munz 1.4.2024	Shannon	Munz	SCCRTC	Tyler	Maldonado	Santa Cruz Local	Question about proposed improvements to the North Coast as a part of the Draft North Coast Facilities Management Plan
01/04/24	Email	Incoming	R.Moriconi 1.5.2024	Rachel	Moriconi	SCCRTC	Ridwaana	Allen	University of North Carolina Greensboro	Survey on Wildlife Crossing Structures
01/08/24	Letter	Outgoing	n/a	Blanca	Pacheco	California State Assembly	Mitch	Weiss	SCCRTC	RE: Assembly Bill (AB) 817 Local Government: Open Meetings - Support
01/12/24	Email	Incoming	RTC Staff 1.12.2024	Mitch	Weiss	SCCRTC	Rick	Longinotti	Campaign for Sustainable Transportation	Request for meeting - ideas for newly constructed auxilliary lanes, reinstatement of speaker series, and comments on draft EIR for Aux Lane project from State Park Dr. to Freedom Blvd.
01/16/24	Email	Incoming	RTC Staff 1.17.2024	RTC		SCCRTC	Michelle	McKinney	Resident	RE: Applications being accepted for Measure D Oversight Committee districts 2 & 4 - how do I find out which district I live in?
01/18/24	Contact us form	Incoming	pending	Tommy	Travers	SCCRTC	Tonya	Dobson	Halfmoon Education	Invitation to speak - webinar "Urban Bikeway Design and Construction"
01/20/24	Contact us form	Incoming	RTC Staff 1.22.2024	Sarah	Christensen	SCCRTC	Miles	Woodward	Resident	Highway 1 Traffic Solution
01/20/24	Email	Incoming	RTC Staff 1.22.2024	Sarah	Christensen	SCCRTC	Linda	B	Resident	Do you have an opening date for the Soquel Chanticleer ramp opening or ribbon cutting?

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
01/20/24	Email	Incoming	pending	Rachel	Moriconi	SCCRTC	Douglas	Thomson	Resident	Pedestrian/Bike Path proposed route



PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared for the Santa Cruz County Regional Transportation Commission's Board Meeting on:
February 01, 2024

The projects below are listed in order of State Route, then by beginning post mile, with all projects covering multiple State Routes listed first. There are three **tables of projects displayed**: 1. *"Projects in Construction"* (Milestone range: Construction Contract Approval to Construction Contract Acceptance); 2. *"Projects in Development"* (project phases "Project Initiation Document" (PID), "Project Approval & Environmental Documents" (PA&ED), "Plans, Specifications, & Estimates" (PS&E), and "Right of Way" (RW)); 3. Highway Maintenance (HM) Program Pavement Projects. The Right of Way phase often overlaps with the Plans, Specifications, & Estimates phase. Please see a list of Caltrans resources available to the public at the end of this document. Oversight Projects are included below when Caltrans is the Lead Agency for a given phase. Generally, updates since the last publication of the project update list are in bold type.

Projects in CONSTRUCTION								
	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Timeline	Construction Capital Cost, Total Project Cost, Fund Source	Project Manager	Contractor	Comments & Updates to Commissioners
C1	Santa Cruz & San Benito Rumble Strip & Striping Safety Project 1M330	State Route: Various: 1, 9, 17, 129 PM: Various	Install centerline and edge line rumble strips; Restripe some locations with enhanced wet night thermoplastic striping material	June 2022 - July 2024	C Cap: \$3.3 million Total: \$4.8 million 010 Safety Funds	Terry Thompson	Central Striping Service, Inc.	Project is in construction.
	Auxiliary Lanes & BOS from State Park Dr to Bay/Porter 0C733	State Route: 1 PM: 10.4 – 13.3	Construct auxiliary lanes between State Park Dr & Bay/Porter interchanges. Construct Bus-on-shoulder elements. Reconstruct the Capitola Ave overcrossing.	July 2023 – September 2028	C Cap: \$82.3 million Total: \$94.1 million SCCRTC Project-Caltrans Lead for Construction	Madilyn Jacobsen	Granite Construction Company	Regular project updates are being published as News Releases through Caltrans' Public Information Office and SCCRTC's constant contact list. Both publications use identical information.



PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

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February 01, 2024

Projects in CONSTRUCTION

	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Timeline	Construction Capital Cost, Total Project Cost, Fund Source	Project Manager	Contractor	Comments & Updates to Commissioners
C3	Soquel Creek Scour Protection 1H480	State Route: 1 PM: 13.31 At Soquel Creek Bridge No 36 0013 btwn Bay Ave & 41st Ave	Bridge Preventative Maintenance - Place Scour Protection	July 2022 – February 2024	C Cap: \$1.4 million Total: \$6.6 million SHOPP- Bridge	Chad Stoehr	Granite Construction Company	Construction is in progress but has experienced some delays associated with species control. Construction completion anticipated by the end of February 2024.
C4	Aux Lanes & BOS 41 st to Soquel Ave 0C732	State Route: 1 PM: 13.4 to 14.9	Construct auxiliary Lanes, Bus-on-shoulder elements, & bicycle/pedestrian overcrossing near Chanticleer Avenue.	November 2022 - August 2024	C Cap: \$28.1 million Total: \$35.2 million SCCRTC Project-Caltrans Lead for Construction	Madilyn Jacobsen	Granite Construction Company	Regular project updates are being published as News Releases through Caltrans' Public Information Office and SCCRTC's constant contact list. Both publications use identical information.



PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

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February 01, 2024

C5	Projects in CONSTRUCTION							
	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Timeline	Construction Capital Cost, Total Project Cost, Fund Source	Project Manager	Contractor	Comments & Updates to Commissioners
	Davenport Culvert Replacement OJ200	State Route: 1 PM: 31.9 to 35.7 At various spot locations btwn the listed postmiles	Culvert replacement near Davenport and south Waddell Creek	March 2022 - August 2024	C Cap: \$8.1 million Total: \$13 million SHOPP- Drainage	Chad Stoehr	Serafix Engineering	Construction is ongoing.
	Viaducts 1K120	State Route: 9 PM: 1 & 4 At 0.5 miles north of Vernon St & at 0.75 miles south of Glengarry Rd	Construct side-hill viaduct, restore roadway and facilities, place Water Pollution Control BMPs, erosion control	December 2022 - September 2025	C Cap: \$11.6 million Total: \$20 million SHOPP- Major Damage	Doug Hessing	Gordon N. Ball, Inc.	Expect one-way traffic control and intermittent full closures with advance notice via Caltrans' News Releases .
	Hairpin Tieback 1K130	State Route: 9 PM: 19.97 Near Boulder Creek, about 1.1 miles south of SR 236/9 Junction	Construct a Soldier Pile Tieback Retaining Wall	June 2021 - March 2024	C Cap: \$3.6 million Total: \$7.6 million SHOPP- Major Damage	Doug Hessing	Gordon N. Ball, Inc.	The primary construction activities have been completed. The one-year Plant Establishment, which began in March 2023, is ongoing.



PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

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February 01, 2024

Projects in CONSTRUCTION

	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Timeline	Construction Capital Cost, Total Project Cost, Fund Source	Project Manager	Contractor	Comments & Updates to Commissioners
C8	SR-17 High Friction Surface Treatment (HFST) 1M730	State Route: 17 PM: 3.2 to 11.27 At various locations from 0.2 miles south of Scotts Valley overcrossing to 1.6 miles south of the Summit Rd separation	Safety Construction includes HFST between the left/right edges of the travel way and cold plane removal of Open Grade Asphalt Concrete (OGAC) and replacement with Hot Mix Asphalt	September 2023 – October 2024	C Cap: \$6.9 million Total: \$8.6 million 010 Safety Fund	Chad Stoehr	Graniterock Construction	The construction contract with Graniterock Construction was approved on 9/07/2023. Please watch for construction updates published through Caltrans social media outlets and official News Releases.
C9	Jarvis Slide Rock Fence 1K070	State Route: 17 PM: 8.2 Near Scotts Valley, 0.5 miles south of Sugarloaf Rd	Construct rock fence/barrier at Jarvis Slide to stabilize the slope	December 2022 – February 2024	C Cap: \$4.3 million Total: \$7.4 million SHOPP- Major Damage	Chad Stoehr	Gordon N. Ball, INC	Construction in progress. Nightly lane closures anticipated. Project completion is delayed due to issues procuring certain necessary materials. Completion is now anticipated in February 2024.



PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

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February 01, 2024

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C10	Wildlife Habitat Crossing 1G260	State Route: 17 PM: 9.4 to 9.6 From 0.6 miles south of Laurel Rd to 0.25 miles north of Laurel Rd	Construct wildlife undercrossing	September 2021 - January 2024	C Cap: \$6.2 million Total: \$12 million SHOPP- for project development Local Contributions- for project construction	Chad Stoehr	Graniterock Construction	Construction has been completed. This project is now in Close Out.
C11	Holohan Rd Intersection Improvement 0T770	State Route: 152 PM: 1.85 to 2.15	Intersection improvements including: intersection widening to incorporate sidewalks, curbs, gutters, bike lanes and enhanced lane configuration; traffic signal replacement; 4 new crosswalks; modified drainage.	August 2023 – June 2024	County of Santa Cruz encroachment permit project Caltrans contribution through Minor A funds	Madilyn Jacobsen	Precision Grade, Inc.	Project construction is expected to begin in February 2024.



PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

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February 01, 2024

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C12	Corralitos Creek ADA 1F620	State Route: 152 PM: 1.9 to R2 Near Watsonville, east of Beverly Dr to Holohan / College Rd	Construct Accessible Pathway, concrete barrier, retaining wall, curb gutter, and ADA standard sidewalk	December 2022 - January 2024	C Cap: \$1.5 million Total: \$7.5 million SHOPP- Mobility	Chad Stoehr	Bridgeway Civil Constructors, INC	Construction is complete. This project has begun the Closeout process.
C13	Heartwood Hill Embankment Restoration 1M450	State Route: 236 PM: 5.4	Restore Embankment with a Retaining Wall	February 2023 – December 2024	C Cap: \$2.5 million Total: \$4.9 million SHOPP- Major Damage	Doug Hessing	GORDON N. BALL, INC	Expect one-way traffic control during construction.

Please continue to the next page for Projects in Development



PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared for the Santa Cruz County Regional Transportation Commission's Board Meeting on:
February 01, 2024

Projects in DEVELOPMENT								
	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Target (Contract Approval to Contract Acceptance)	Construction Capital Cost, Total Project Cost, Fund Source	Project Manager	Phase (PID, PA&ED, PS&E, RW, Construction)	Comments & Updates to Commissioners
D1	Broadband Middle-Mile Network 1Q020	State Route: 1 & 17 PM: From SR-1 at Mission St to SR-17 at the Santa Clara County Line	Install broadband middle-mile fiber lines into the shoulder and/or outside lane when the shoulder is unable to fully accommodate the work. Construct a fiber hub location.	Summer 2024 – Fall 2025	California Department of Technology project & funds Caltrans assistance with implementation	Genaro Diaz	PS&E/RW	<p>Much of this project is still fluid as it is based on directive and funds from the Office of the Governor.</p> <p>This project is planned to install conduit & fiber lines in the roadway shoulder or outer lanes along Highway 17. Once Construction begins, please keep aware of any Caltrans News Releases describing related lane closures during the installation process.</p>
D2	Pajaro Flood Management Bridges 1Q980	State Routes: 129 & 152 PMs: 1.841 & 2.028	Raise levees along the Pajaro River and Salsipuedes Creek and raise & replace the SR-152 (36-0001) and SR-129 (36-0034) bridges over Salsipuedes Creek.	Winter 2027-28 – Winter 2029-30	Federal Funds Oversight Project: Pajaro Regional Flood Management Agency	Madilyn Jacobsen	PID	The local agency is developing a Draft Project Initiation Document (PID) with a final document anticipated to be complete in Fall/Winter 2024.



PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

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February 01, 2024

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D3	Drainage Improvements 1K640	State Route: 1 PM: MON SR-1 PM 101.53 to SCR County Line / SCR PM 0 to R7.7 From 0.5 miles south of the Santa Cruz / Monterey County Line to 0.2 miles north of Larkin Valley Rd	Culvert repairs, improved lighting, new traffic monitoring systems, and construct maintenance vehicle pullouts.	Fall 2024 – Spring 2025	C Cap: \$5.9 million Total: \$12 million SHOPP- Drainage	Madilyn Jacobsen	PS&E/RW	The project completed the environmental phase (PA&ED) at the end of January 2023, and has begun its Plans, Specifications, & Estimates (PS&E) phase in February 2023. Project team held the 95% Constructability Review meeting on October 2, 2023. The 100% Plan set has been submitted to the Office Engineer for final review before the project is considered Ready to List.
D4	Inside Shoulder Widening 1P180	State Route: 1 PM: R5 to 8.2	Widen existing paved inside shoulder to improve vehicle drift recovery	Winter 2024-25 – Summer 2025	C Cap: \$4.5 million Total: \$8 million 010 Safety Funds	Chad Stoehr	RS&E/RW	The project has moved to the design and right of way phases (PS&E & RW). 60% design has been received, 60% constructability review took place in early November 2023.



PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

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February 01, 2024

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D5	Freedom to State Aux Lanes 0C734	State Route: 1 PM: 8.1 to 10.7	Construct auxiliary lanes between State Park Dr and Freedom Blvd at ramps. Construct bus-on-shoulder facilities, bridge replacements, and the Class 1 Rail Trail	Winter 2025-26 – Spring 2028	C Cap: \$165 million Total: \$221 million SCCRTC Project-Caltrans Lead for PA&ED	Madilyn Jacobsen	PA&ED	Circulation on the Draft Environmental Document concluded in June 2023 with the Final Environmental Document signed in January 2024.
D6	Roadside Safety 1J960	State Route: 1 PM: 8.20 to 26 From 0.5 miles north of Larkin Valley Rd to Laguna Rd (North)	Drainage system restoration; remove thrie Beam Barrier & Install Concrete Barrier (PM 10.38/12.9; 13.65/14.84); Roadside Safety Improvements paving at multiple ramps; Install Lighting at Interchanges and Install Count Stations	Winter 2026-27 – Summer 2027	C Cap: \$9.9 million Total: \$19.3 million SHOPP- Drainage	Chad Stoehr	PS&E	This project completed the PA&ED phase in February 2023 and is in the PS&E (Design) Phase. *A section of this project that overlaps with the Highway 1 Auxiliary Lane projects (0C734) is expected to be combined at construction.
D7	SR 1/9 Junction Lighting Project 1Q250	State Route: 1 PM: 17.46 to 17.66	Construct continuous lighting approaching the junction of SR 1 with SR 9 to improve intersection illuminance and uniformity and to enhance motorist and pedestrian safety.	Spring 2026 – Spring 2027	C Cap: \$1.6 million Total: \$3.5 million 010 Safety Funds	Chad Stoehr	PS&E/RW	This project completed the PA&ED phase in June 2023 and is beginning the PS&E (Design) Phase.



PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

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February 01, 2024

Projects in DEVELOPMENT								
	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Target (Contract Approval to Contract Acceptance)	Construction Capital Cost, Total Project Cost, Fund Source	Project Manager	Phase (PID, PA&ED, PS&E, RW, Construction)	Comments & Updates to Commissioners
D8	Santa Cruz CAPM 1M110	State Route: 1 PM: 17.5 to 20.2 In & near the City of Santa Cruz from 0.06 miles south of SR-1/9 Junction to 0.09 miles north of the Mission St intersection	Grinding/ paving 2.7 miles of pavement, upgrading up to 89 curb ramps, guard rail upgrade, sign panel upgrade, loop detector replacement; enhanced crosswalks; pedestrian refuge islands; 2 new bus stop locations.	Fall 2026 – Fall 2027	C Cap: \$9.9 million Total: \$16.8 million SHOPP- Pavement IIJA Supplement	Madilyn Jacobsen	PA&ED	Environmental Clearance is anticipated in Spring 2024. The project team held a hybrid public meeting on December 7, 2023 to receive input on both the environmental document and on the project overall. Review, consideration, and drafting of responses to comments received is ongoing.
D9	Scott Creek Coastal Resiliency Project 1M720	State Route: 1 PM: 31.3 to 32	Replace the existing Scott Creek Bridge with an 800-foot bridge that addresses the needs of the proposed restoration of the Scott Creek Lagoon.	Fall 2034 – Winter 2037-38	C Cap: \$110,000,000 Total: \$136,660,000 SHOPP- Bridge Health Potentially other funding sources	Meg Henry	PA&ED	This project recently kicked-off its Project Approval & Environmental Document (PA&ED) phase. This project is a multi-agency collaboration project.



PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

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February 01, 2024

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D10	Waddell Creek Bridge Replacement 1R420	State Route: 1 PM: 36.3	To accommodate sea level rise, replace Waddell Creek Bridge with a higher structure.	Targeted Construction Year: 2030-31	To be developed during the PID phase SHOPP- Bridge Health	Aaron Wolfram	PID	This bridge replacement project recently began preparing its Project Initiation Report. The projects' manager and Design team will work closely with Caltrans Planning and SCCRTC staff to maintain alignment with the RTC's Coastal Resilience study.
D11	SR-9 South CAPM 1K890	State Route: 9 PM: 0.046 to 7.5 From 0.5 miles south of Irwin Way to 150 feet south of El Solyd Heights Dr	Pavement Preservation, Drainage, TMS, ADA, Sign Panel replacement and Stormwater Mitigation elements in Santa Cruz County on Route 9.	Spring 2027 – Summer 2029	C Cap: \$14.7 million Total: \$25 million SHOPP- Pavement Local Contribution pending coop agreement	Doug Hessing	PA&ED	Long lead project on schedule. Survey teams are processing their data. Environmental studies are ongoing. Caltrans and RTC are continuing discussions for adding scope to the project that would be funded by RTC's Measure D earmark funds or STIP funds to meet local priorities listed in corridor planning documents.



PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

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February 01, 2024

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	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Target (Contract Approval to Contract Acceptance)	Construction Capital Cost, Total Project Cost, Fund Source	Project Manager	Phase (PID, PA&ED, PS&E, RW, Construction)	Comments & Updates to Commissioners
D12	Felton Safety Improvements 1M400	State Route: 9 PM: 6.3 to 7.2 From Kirby St To the San Lorenzo Valley High School signaled intersection	Construct Accessible Pedestrian Path	Spring 2025 – Summer 2027	C Cap: \$5.8 million Total: \$17.6 million 010 Safety Funds	Doug Hessing	PS&E/RW	The project has reached the "60% Design" milestone and is now working towards the "95% Design" milestone, anticipated in Spring 2024.
D13	Upper Drainage & Erosion Control Improvements 1G950	State Route: 9 PM: 8.5 to 25.5 In Boulder Creek from Holiday Ln, just south of Ben Lomond, to 4.7 miles north of the SR 236/9 Junction	Upgrade drainage and erosion control	Summer 2024 – Spring 2027	C Cap: \$7.2 million Total: \$14.4 million SHOPP-Sustainability / Climate Change	Chad Stoehr	PS&E/RW	The project continues in the Design and Right of Way phase. Project schedule has been delayed due to re-design, Right of Way, and permitting issues. The project is anticipated to reach the milestone, "Ready to List", in late December 2023.



PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

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February 01, 2024

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D14	San Lorenzo River Bridge & Kings Creek Bridge Replacement 1H470	State Route: 9 PM: 13.6 & 15.5 Near Boulder Creek, at the San Lorenzo River Bridge and at Kings Creek Bridge	Replace two bridges on State Route 9	Summer 2024 – Summer 2027	C Cap: \$14.7 million Total: \$25.9 million SHOPP- Bridge	Doug Hessing	PS&E/RW	The project is in the Right of Way phase. Work includes utility relocation coordination, associated easement requirements, and tree trimming, removals, & mitigations as related and necessary for the larger bridge structures. This project has been delayed due to right-of-way and utility relocation complications. Efforts are underway to move the project forward. The delay time estimate is dependent on work needed from utility agencies and not yet fully established.



PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

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February 01, 2024

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D15	SR-9 North CAPM 1K900	State Route: 9 PM: 18.89 to 27.09 From 0.4 miles south of Saratoga Toll Rd to the Santa Cruz/San Mateo County Line	Pavement preservation strategies including but not limited to dig-outs, profile grinding, overlay, placing shoulder backing and dike. Reconstruct guardrail, rehabilitate or replace 6 culvert and replace 67 sign panels	Summer 2026 – Summer 2028	C Cap: \$7.5 million Total: \$12.8 million SHOPP-Pavement	Doug Hessing	PA&ED	PA&ED phase continues. Survey and environmental studies are ongoing.
D16	SR-17 Drainage Improvements 1K670	State Route: 17 PM: 0 to 12.5 At various locations within the project limits	Stormwater mitigation by replacing and restoring culverts and drainage systems	Summer 2027 – Summer 2028	C Cap: \$4.6 million Total: \$9.5 million SHOPP-Sustainability / Climate Change	Madilyn Jacobsen	PA&ED	Circulation of the Draft Environmental Document ended on November 13, 2023. The environmental phase is anticipated to be completed in January 2024. Final design work will begin in March 2024.



PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

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February 01, 2024

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D17	SR-17 Pavement Maintenance Treatment 1R450	State Route: 17 PM: 0.15 to 0.55	Install Non-Rubberized Open Grade Friction Coarse pavement for enhanced vehicle to roadway grip	Fall 2026 – Fall 2027	C Cap: \$895,000 Total: \$1.8 million Minor A Program	Chad Stoehr	PA&ED	This project recently kicked off its Project Approval & Environmental Document (PA&ED) phase.
D18	SR-17 Replace Culverts 1R980	State Route: 17 PM: 7.31 & 11.96	Replace 2 drainage systems currently in poor condition.	Fall 2027 – Spring 2028	C Cap: \$1.25 million Minor A Program	Aaron Wolfram	PA&ED	The Project is on schedule for approved Project Report and Environmental Document in March 2026.
D19	Replace Damaged Bridge Girder 1P280	State Route: 17 PM: 17.02 SR-17 northbound at the interchange bridge of SR-1 over SR-17.	Replace damaged bridge girder	Spring 2024 – Summer 2024	C Cap: \$1.25 million Total: \$3.8 million Minor A Program- Bridge Health	Chad Stoehr	PS&E/RW	Construction work may affect one or more lanes of traffic on both Hwy. 17 and on Hwy 1. This project has achieved the milestone "Ready to List" on September 22, 2023 and is anticipated to have a construction contract approved by March 2024.



PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

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February 01, 2024

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D20	SR-129 CAPM 1J830	State Route: 129 PM: 0.0 to 0.56 In and neat Watsonville from the SR 1/129 junction to Salsipuedes Creek Bridge	Pavement Preservation, Lighting, Sign Panel Replacement and TMS Elements improvements	Winter 2025-26 – Fall 2026-27	C Cap: \$8.4 million Total: \$17.1 million SHOPP-Pavement	Madilyn Jacobsen	PS&E/RW	Design work is being finalized. Construction is scheduled to begin in Fiscal Year 2025-26
D21	Highway 129 Pavement Preservation Project 1R340	State Route: 129 PM: 0.56 to 9.998 (County line)	Pavement preservation (CAPM)- grind and replace pavement, refresh striping. Replace degraded culverts.	Targeted Construction Year: 2027-28	To be developed during the PID phase SHOPP-Pavement	Aaron Wolfram	PID	This pavement preservation project recently began preparing its Project Initiation Report.



PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

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February 01, 2024

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	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Target (Contract Approval to Contract Acceptance)	Construction Capital Cost, Total Project Cost, Fund Source	Project Manager	Phase (PID, PA&ED, PS&E, RW, Construction)	Comments & Updates to Commissioners
D22	SR-152 Rehabilitation Project 1P110	State Route: 152 PM: T0.31 to 4.14 In and near Watsonville, from the SR-1/152 junction to 0.5 miles east of Carlton Rd	Preserve pavement, rehabilitate or replace Salsipuedes Creek Bridge, replace culverts, rehabilitate traffic signals, upgrade curb ramps, reconstruct guardrail, replace sign panels, and complete streets elements including road diet, bike lanes, and curb extensions in various locations	Long-lead: 2031 – 2033	C Cap: \$28.3 million Total: \$44.7 million SHOPP-Complete Streets; Pavement	Madilyn Jacobsen	PID Complete-Candidate for Programming	The Project Initiation Document is complete for this project. This project is anticipated to be programmed into the 2024 SHOPP in Spring 2024 at which point the Project Approval & Environmental Document (PA&ED) phase will begin.
D23	Downtown Watsonville Pedestrian Safety Project 1Q150	State Route: 152 PM: T2.45 to T2.929 In Watsonville, between Freedom Blvd & Beck St	Construct curb extensions & high visibility crosswalks to enhance pedestrian safety	Winter 2026-27 – Summer 2029	C Cap: \$4.6 million Total: \$10.1 million 010 Safety Fund	Madilyn Jacobsen	PA&ED	The Project Initiation Report (PIR) was signed in March 2023. The PID was amended into the 2022 SHOPP cycle in May 2023. Preliminary design and environmental work have begun.



PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared for the Santa Cruz County Regional Transportation Commission's Board Meeting on:
February 01, 2024

Please continue to the next page for Highway Maintenance (HM) Program pavement projects.



PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared for the Santa Cruz County Regional Transportation Commission's Board Meeting on:
February 01, 2024

Highway Maintenance (HM) Program Pavement Projects

HM Program is purely maintenance based and generally does not provide an opportunity for enhancing the State Highway System. This section is for informational purposes only. HM pavement projects are developed the first year and generally go to construction by the end of the second year. Construction activities are shorter-lived than typical Caltrans projects but announced via the same systems of News Releases.

	Project EA ID	State Route / Post Mile (PM)	Fiscal Year Listed (Design Year)	Construction Timeframe	Pavement Strategy to be Used	Communications
HM1	1Q480	State Route: 1 PM: R5 to 10.2 From 1 mile north of Buena Vista Dr's overcrossing of Hwy. 1 to just south of the northern rail overcrossing of Hwy. 1 in Aptos, CA	2023-24	Spring/Summer 2024	0.10' RBWC-G	Please see News Releases and Lane Closure Reporting System for any construction activities that may impact travelers.
HM2	1P730	State Route: 9 PM: 7.5 to 10.2 From just south of El Solyo Heights Dr to just north of Middle Dr	2023-24	Spring/Summer 2024	0.10' Cold Plane and RHMA-G	Please see News Releases and Lane Closure Reporting System for any construction activities that may impact travelers.



PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

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ACRONYMS USED IN THIS REPORT:

ADA	Americans with Disabilities Act
CC	Coastal Commission
CCA	Construction Contract Acceptance
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation Air Quality
CMIA	Corridor Mobility Improvement Account
CTC	California Transportation Commission
ED	Environmental Document
EIR	Environmental Impact Report
HFST	High Friction Surface Treatment
PM	Postmile
RTL	Ready to List

SB1	Senate Bill 1, the Road Repair and Accountability Act of 2017
SCL	Santa Clara (County)
SCR	Santa Cruz (City or County)
SHOPP	State Highway Operation and Protection Program
SR	State Route
STIP	State Transportation Improvement Program
TMS	Traffic Management System

Project Phases

PID	Project Initiation Document
PA&ED	Project Approval and Environmental Document
PS&E	Plans, Specifications, and Estimates
RW	Right of Way
CON	Construction, as a phase title



PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared for the Santa Cruz County Regional Transportation Commission's Board Meeting on:
February 01, 2024

-Resources-

Communication:

For General Caltrans' Inquiries, or to be added to the Santa Cruz County News Release Distribution List:

Kevin Drabinski, Public Information Officer
Kevin.Drabinski@dot.ca.gov

For Region Specific Questions:

Paul Guirguis, Regional Planning Liaison – Santa Cruz County
Paul.Guirguis@dot.ca.gov

For Project Specific Questions or Partnering Opportunities:

Please reach out to the Project Manager listed, or to the Regional Planner above.

Requests:

To notify Caltrans of specific concerns regarding current roadway or facility conditions, please submit a customer service request through the following online portal: <https://csr.dot.ca.gov/>

Examples of Customer Service Requests:

Any of the following on the State's highway system:

- Streetlight issues
- Plant over-growth
- Damaged roadway
- Fallen trees on the roadway
- Other maintenance issues

For less specific concerns, please reach out to the Public Information Officer to be directed to the appropriate respondent



PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared for the Santa Cruz County Regional Transportation Commission's Board Meeting on:
February 01, 2024

Online Resources:

Caltrans CCTV Camera Map: <https://cwwp2.dot.ca.gov/vm/iframemap.htm>

- Allows the public to see current conditions along the State Highway System

Caltrans Active Transportation Plans & Webmaps: <https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/active-transportation-and-complete-streets/caltrans-active-transportation-plans/>

- We are District 5
- Shows existing conditions of bicycle and pedestrian facilities along the State Highway System
- Includes prioritized segments and locations of bicycle and pedestrian needs

The Caltrans District 5 Office of Local Assistance: <https://dot.ca.gov/programs/local-assistance/>

- Includes links to many Federal and State funding opportunities
- Can help guide interested folks through the above-mentioned program requirements

The Official Caltrans District 5 Webpage: <https://dot.ca.gov/caltrans-near-me/district-5>

Mobile App/Caltrans Website: "Caltrans QuickMap"

- Available for free in the Apple App Store and Google Play Store
- Provides realtime conditions for the State Highway System
- Desktop Format: <https://quickmap.dot.ca.gov/>

Caltrans Lane Closures Reporting System: <https://lcswebreports.dot.ca.gov/>

- Provides a 7-day look-ahead for planned lane closures
- Does not include unanticipated emergency closures (see Quickmaps for in-the-moment roadway conditions)



PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared for the Santa Cruz County Regional Transportation Commission's Board Meeting on:
February 01, 2024



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@caltrans_d5

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AGENDA: February 1, 2024

TO: Regional Transportation Commission

FROM: Riley Gerbrandt, P.E.

RE: Zero Emission Passenger Rail and Trail Project Preliminary Purpose and Need

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC) hold a public hearing, receive a presentation, and provide input on the Preliminary Purpose and Need for the Zero Emission Passenger Rail and Trail Project.

BACKGROUND

In 2012, the RTC acquired the Santa Cruz Branch Rail Line (SCBRL), which provides a unique opportunity for Santa Cruz County to have a dedicated transportation facility connecting the county's two largest cities, Watsonville and Santa Cruz, and the communities in between. Subsequently, several planning studies evaluated public transportation investment options for Santa Cruz County, including Monterey Bay Sanctuary Scenic Trail Network Master Plan, Rail Transit Feasibility Study, Unified Corridor Investment Study, and Transit Corridor Alternatives Analysis. These culminated in a preferred scenario comprising high-capacity zero emission passenger rail with a multi-use bicycle and pedestrian trail (Coastal Rail Trail) along the SCBRL. Seventeen miles of Coastal Rail Trail projects have been constructed or are under development as separate projects.

In 2022, the RTC solicited proposals from qualified and experienced professional consultants to develop the project concept and subsequently the environmental documentation for the proposed passenger rail transit and coastal rail trail project. The scope includes zero emission passenger rail along the SCBRL between Pajaro and Santa Cruz, and the remaining segments of the Coastal Rail Trail including between Rio del Mar and Pajaro (Segments 13 through 20), and the Capitola Trestle (Segment 11 Phase 2). The RTC awarded a Professional Engineering Services Agreement (TP2153) to HDR Engineering, Inc. to complete the Project Concept Report for the Zero Emission Passenger Rail and Trail (ZEPRT) project (Project) in 2023.

DISCUSSION

The first milestone for the Project includes seeking input on the Project Preliminary Purpose and Need Statement. The Preliminary Purpose and Need Statement identifies and documents the needs and constraints, which drive the development of transportation improvements in the Project study area, as well as the Project purpose, which guides the development of the conceptual alternatives analysis and ultimately the project concept options that are further evaluated in subsequent Project tasks.

On January 11, the Project Development Team, consisting of the consultant team and staff from the Cities of Watsonville, Capitola, and Santa Cruz, County of Santa Cruz, Transportation Agency for Monterey County, Santa Cruz Metropolitan Transit District and RTC, recommended the [Preliminary Purpose and Need Statement](#) (Attachment 1) for community input.

Community engagement will be conducted in the coming weeks to solicit input on the Preliminary Purpose and Need Statement. Input on the Preliminary Purpose and Need Statement can be provided at this Commission meeting, at the virtual and in-person open houses, and via email at zeprt@sccrtc.org. Two in-person open houses are planned:

Monday, February 12, 2024 from 6:00 to 7:30 PM
Location: Ramsay Park Family Center
Address: 1301 Main St., Watsonville, CA 95076

Tuesday, February 13, 2024 from 6:00 to 7:30 PM
Location: Live Oak Grange
Address: 1900 17th Ave., Santa Cruz, CA 95062

A virtual, web-based open house will be available at www.zeprt.com from February 5 through March 4, 2024.

FISCAL IMPACT

There are no new fiscal impacts associated with holding a public hearing, receiving a presentation, and providing input on the Project Preliminary Purpose and Need Statement.

NEXT STEPS

Community input on the Project Purpose and Need Statement will guide the development of the project concept as the first milestone for the project. The project team will develop the initial draft alignment and seek community

input scheduled for the summer of 2024 as milestone 2, followed by the refined alignments, station locations, and facilities in the fall of 2024 as milestone 3. The Project Concept Report is milestone 4 and is expected to be completed in early 2025.

SUMMARY

A public hearing was held and a presentation was provided to the Commission and the public of the Zero Emission Passenger Rail and Trail Project Preliminary Purpose and Need Statement recommended by the Project Development Team. Input on the Project Preliminary Purpose and Need Statement can be provided at the Commission meeting, at the upcoming in-person open houses, the virtual open house at www.zeprt.com, or via email to zeprt@sccrtc.org.

ATTACHMENTS

1. Preliminary Purpose and Need Statement

S:\RTC\TC2024\02\Regular\ZERT Prelim P&N\Staff Report_ZEPRT P&N.docx

**Santa Cruz County Regional Transportation Commission
Zero-Emission Passenger Rail & Trail Project
Preliminary Purpose and Need Statement**

Background

The Santa Cruz Branch Rail Line (SCBRL) is a continuous transportation corridor that spans approximately 32 miles of Santa Cruz County from the community of Pajaro in northern Monterey County to Davenport on the north coast. The study area includes 22 miles of the SCBRL Right-of-Way (ROW) from Pajaro to Natural Bridges Drive on the west side of Santa Cruz, and runs parallel to the often-congested Highway 1 while connecting to regional and state rail lines in Pajaro in Monterey County.

In 2012, the Santa Cruz County Regional Transportation Commission (RTC) acquired the rail line, which has been a transportation corridor since the mid-1870s, bringing it into public ownership. RTC has an administration, coordination and licensing agreement with a short line rail operator that provides freight service along the SCBRL.

In 2015, RTC completed the Rail Transit Feasibility Study, which included a broad technical analysis of several public transportation service scenarios (developed based on input from the public), ridership projections, capital and operating cost estimates, review of vehicle technologies, and evaluation of funding options. Service scenarios were evaluated against multiple goals and objectives identified by the community, and compared to other rail transit systems in the nation. The report also discussed integration with other rail corridor uses, connectivity to bus and other rail services, and identified feasible options for further analysis, environmental clearance, engineering, and construction.

In 2021, the Transit Corridor Alternatives Analysis & Rail Network Integration Study (TCAA/RNIS) evaluated the feasibility of rail transit service on the SCBRL. The TCAA/RNIS established the planning-level data-driven basis for the project's Purpose and Need supported by feedback from collaboration with multiple agencies, elected officials, and public input. The TCAA/RNIS analyzed various transit alternatives leading to the identification of a locally-preferred alternative being Electric Passenger Rail that provides the greatest benefit to Santa Cruz County residents, businesses and visitors in terms of the triple bottom line goals of improving economy, equity, and the environment. The Purpose and Need statement identified below was developed using the information derived from the TCAA/RNIS.

The Monterey Bay Sanctuary Scenic Trail Network (MBSST) is a proposed 50-mile bicycle and pedestrian pathway along the coast of Santa Cruz County, from the San Mateo County line in the north to the Monterey County line at Pajaro. The MBSST merges plans for a bicycle/pedestrian trail along the rail line – including coastal alignments and neighborhood spurs – into a connected network that will overlap and converge to provide safe and convenient travel choices. The Trail Network system's "spine" is intended to be the continuous Coastal Rail Trail, a bicycle and pedestrian trail largely within the 32-mile SCBRL ROW, adjacent to train tracks. The Trail Network will connect to other modes of transportation, like bus and rail. Some of the segments of the Coastal Rail Trail have been completed, while others are either under construction, in environmental review, or in planning.

January 12, 2024 16:00

Project Needs

The current state of Santa Cruz County's transportation infrastructure is strained and unable to effectively serve the community. The existing transportation network is an impediment to a stronger local economy, improved environmental and public health, improved equity and a better quality of life.

- **Diverse Transportation Needs not Fully Met and Slow Transit Travel Times.** Commuters, youth, seniors, low-income individuals, people with disabilities, businesses, and visitors have a diverse set of transportation needs which are not being fully met by the current transportation system. Many local residents cannot drive, or do not have the income needed to own a vehicle, and are dependent on transit service which at present is infrequent with slow service times.
- **Deficiencies in Roadway Travel and Insufficient Alternative Travel Options.** Local roads and highways are increasingly congested while the County population continues to grow which results in ever increasing roadway travel times, increasing economic losses due to time spent in traffic, and increased on-road vehicle emissions. Due to roadway congestion, on-road transit service times are lengthy, which makes transit less attractive to those with personal vehicles. The SCBRL corridor provides a critical link as an alternative to congested roadways between Watsonville and Santa Cruz.
- **VMT Reduction Mandates.** State mandates require reductions in how much people drive and provision of expanded transit is needed to support reductions in VMT.
- **Greenhouse Gas (GHG) Emission Reduction Mandates.** The California Sustainable Communities and Climate Protection Act of 2008 (SB 375) requires the establishment of regional greenhouse gas emission targets, California Senate Bill 32 (2016) requires the reduction of greenhouse gas emissions by 40% below 1990 levels by 2030, and California Assembly Bill 1479 (2022) requires reaching carbon neutrality by 2045. The transportation sector is one of the largest contributors to GHG emissions accounting for approximately 40% of emissions statewide.
- **Bicycle and Pedestrian Linkages Missing and Safety Concerns.** Bicycle and pedestrian facilities do not provide continuous linkage between communities in Santa Cruz County. For example, the current system of bicycle and pedestrian facilities in Santa Cruz County has gaps between Rio Del Mar and Pajaro. The SCBRL corridor provides a unique opportunity for continuous bicycle and pedestrian connectivity and user experience. Active transportation facilities are needed to support not only community connection but also community health. On-road bicycle and pedestrian facilities include safety risks due to traffic proximity.

Project Purpose

The project's fundamental purpose is to support and improve equitable multimodal transportation options in Santa Cruz County. Constituent elements of the project purpose include the following:

- **Provide increased access to convenient, accessible, and reliable public travel options.**
- **Improve transit connections to community activity centers supporting the local economy and providing better access between housing and jobs.**

January 12, 2024 16:00

- **Integrate with plans for future land use.**
- **Reduce transit travel times and improve transit system reliability.**
- **Enhance bicycle and pedestrian connectivity and safety.**
- **Promote alternative transportation modes to increase overall transportation system capacity and reliability, improve health and reduce mortality.**
- **Provide a critical link between the cities of Watsonville and Santa Cruz and communities in between as an alternative to congested roadways.**
- **Reduce vehicle miles traveled and associated GHG emissions.**

AGENDA: February 1, 2024

TO: Regional Transportation Commission (RTC)

FROM: Brianna Goodman, Transportation Planner

RE: Climate Adaptation Vulnerability Assessment and Priorities Report (CAVA) Milestone 1: Prioritization Framework

RECOMMENDATIONS

Staff recommends the Commission provide input on and approve the Prioritization Framework ([Attachment 1](#)) for the Climate Adaptation Vulnerability Assessment and Priorities Report (CAVA).

BACKGROUND

The Department of Community Development & Infrastructure (CDI) and the Office of Response, Recovery and Resiliency (OR3) are partnering with the Regional Transportation Commission on a Climate Adaptation Vulnerability Assessment and Prioritization Report. The Project Team seeks input from the commission on the project framework, including:

- Which hazards should be evaluated
- Which transportation asset types should be considered
- What metrics should be used to assess and prioritize transportation assets for future actions to enhance climate resilience

The CAVA project will map climate hazards in Santa Cruz County and prioritize discrete transportation assets on County-maintained infrastructure within unincorporated Santa Cruz County and the entirety of the SCCRTC-maintained Santa Cruz Branch Rail Line (SCBRL) for future actions to enhance resilience based on a set of prioritization metrics. These metrics will assess both how sensitive the assets may be to climate hazards and how critical they are to the functioning of the overall transportation network and the communities they serve. The goal of this prioritization is to identify the order in which discrete transportation assets should undergo further detailed climate assessments, since resource constraints will prevent all assets from being assessed simultaneously. A comprehensive and prioritized list of discrete transportation assets will better position Santa Cruz County to receive state and federal climate resiliency funding for the next steps of identifying actions needed for climate resiliency and implementation of resilience measures.

DISCUSSION

The Project Framework for the CAVA study was developed through engagement with stakeholders and members of the public to obtain their input and feedback. The Project Team has been seeking input on what hazards, assets, and metrics should be included in the Project Framework to determine asset prioritization.

The climate hazards under consideration for the analysis include:

- Coastal flooding – including storm surge and sea level rise (SLR)
- River and other inland flooding - due to precipitation
- Coastal erosion – including cliff retreat and SLR erosion
- Wildfire direct impacts
- Debris flows – due to precipitation at wildfire burn scars
- Slope failure and landslides – due to precipitation
- Extreme wind

In terms of assets, the focus is on the unincorporated, County-maintained roads and the Santa Cruz Branch Rail Line (SCBRL). The specific asset classes under consideration for analysis in this study are:

Unincorporated County	SCBRL
Roadways including embankments	Railway including embankments
Road culverts	Rail culverts
Road bridges	Rail bridges

This list of transportation assets generally corresponds to where most of the damage has occurred during past climate hazard events. In addition, there is significant data available about these assets in a GIS format. As stated in the Project Framework ([Attachment 1](#)), the presence of bicycle facilities along County roadways and the presence of existing or planned trails along the Branch Rail Line are included as metrics in the prioritization. However, the consultant has determined that existing pedestrian facilities cannot be considered because the data is not available in a GIS format. A list of additional possible transportation asset types considered by the project team can be found in [Attachment 3](#).

The recommended metrics to determine how to prioritize transportation assets consider both the likelihood of hazards occurring in different locations

and the consequences of these hazards when they do occur. Potential hazard metrics include:

- Length of asset exposed to climate hazard – flooding, slope failure, wildfire, coastal erosion, debris flow
- Timing of impact (sooner versus later)
- Timeframe of regular maintenance replacement of asset
- Likelihood of climate hazard occurring
- Past exposure to climate hazard impacts

Potential consequence metrics include:

- Estimated cost of hazard damage over the next several decades
- Estimated cost of hazard disruption to travelers over the next several decades (due to travel delays, etc.)
- Average annual daily traffic (AADT) or other usage data
- Location within or providing access for disadvantaged communities
- Location on one-way in or out roadway
- Typical detour time and length
- Whether a critical facility is located along asset (or whether asset is required to access a critical facility, e.g. evacuation center)
- Presence of a bike facility along asset
- Presence of a pedestrian facility along asset
- Presence of a transit route along asset
- Whether a rail segment is located between Pajaro and the wye in Santa Cruz where future passenger rail is proposed, or north of the wye where only recreational rail is proposed
- Various susceptibility metrics, such as slope characteristics, asset condition ratings, etc.

More detail on the structure of the project framework can be found in [Attachment 1](#). A list additional possible metrics considered by the project team can be found in [Attachment 3](#).

Milestone 1 Outreach

The Framework provided in [Attachment 1](#) reflects the concerns and lived experiences of the community. Since the CAVA Outreach Plan was approved by the RTC in October 2023, the project team has been going out to the community to gain understanding of how past climate hazard events such as wildfires and extreme storms have impacted our community, and to solicit feedback on draft framework concepts. Outreach efforts included:

- RTC Bicycle, Interagency, and Elderly & Disabled Transportation Advisory Committees (summarized [Attachment 3](#))
- Community equity advocacy groups, including South County Triage and South County Climate Equity (summarized [Attachment 3](#))
- Tabling at public locations in the community throughout the county, with focus areas in San Lorenzo Valley, Live Oak, and Freedom
- North County and South County stakeholder focus groups (summarized [Attachment 3](#))
- North County and South County public workshops (summarized [Attachment 2](#))
- An English and Spanish online survey with 505 responses (summarized [Attachment 2](#))

Within the data provided by the survey and public workshops, there are several patterns of interest worth noting. For more detail, see the survey results charts in [Attachment 2](#).

- While a majority of respondents (57.9%) indicated they have no concerns regarding their ability to respond during a climate hazard emergency, more respondents from residents of neighborhoods that have experienced climate hazards most recently (SLV, Watsonville) expressed some level of concern.
- Extreme wind events, slope failure, and wildfire are the climate hazard experiences which survey respondents experienced the most. Extreme heat and debris flow were experienced the least.
- While the most common duration for an impact to their travel from these events was “A few days” (36%), respondents indicated that 23% of impacts to travel that they experienced were still ongoing at the time of the survey.
- Traffic volumes on the route, one way in or one way out routes, and typical detour time and length were selected as important consequence metrics the most often. Presence of transit route, routes being critical to a disadvantaged community, and routes including bike lanes and/or sidewalks were selected the least often.
- Notably, though wildfire was the third most common climate hazard experience respondents chose to discuss (122 responses, 20% of responses to the question), nearly double that indicated it was one of their top three most concerning climate hazards (226 responses, 25% of responses to the question). For all other responses the frequency of experiencing the hazard and level of concern about the hazard were generally proportional (see Figure 8 in [Attachment 2](#)).

Staff recommends the Commission provide input on and approve the Project Framework for the Climate Adaptation Vulnerability Assessment and Priorities Report (Attachment 1).

FISCAL IMPACT

There are no new fiscal impacts associated with RTC approving the CAVA Project Framework.

NEXT STEPS

Once the framework for the CAVA project is approved, the consultant team will spend winter and spring 2024 creating and running the climate hazard models to determine the timeframe and severity of potential impacts and creating prioritized lists of County and SCBRL assets in accordance with the framework. The hazard mapping and draft priorities will be brought to stakeholders and the public in early summer for input. Input and approval of the Milestone 2 priority list of transportation assets will be solicited from the RTC in late summer 2024.

SUMMARY

The Department of Community Development & Infrastructure (CDI) and the Office of Response, Recovery and Resiliency (OR3) are partnering with RTC on a Climate Adaptation Vulnerability Assessment and Prioritization Report to determine the order in which County and SCBRL transportation assets should be further analyzed and enhanced for climate resilience. The Project Team seeks input on and approval of the project framework including:

- Which hazards should be evaluated?
- Which transportation asset types should be considered?
- What metrics should be used to assess and prioritize transportation assets for future actions to enhance climate resilience?

Attachments:

1. CAVA Project Framework Memorandum
2. Milestone 1 Workshop and Survey Response Analysis
3. Focus groups and TACs Discussions Summary

SCCRTC CAVA Project Framework

Executive Summary

Introduction

A Climate Adaptation Vulnerability Assessment and Priorities Report (CAVA) is being developed for roads, rail lines, bridges, culverts, and other transportation assets owned by Santa Cruz County and the Santa Cruz County Regional Transportation Commission. The CAVA will assess how climate-related hazards are projected to affect the transportation system and will prioritize assets to identify the order in which they will undergo further actions to enhance resilience.

Driving Factors for the Framework:

- Created to align with best practices and grant funding criteria
- Informed by data availability
- Modified to align with community priorities

The project framework describes the methodology for conducting the CAVA. The goal of the CAVA report is to identify which transportation assets are likely to be most vulnerable to climate change and the priority order in which these assets need to be addressed for either operational or capital improvements to enhance their resilience. This project will not identify preferred resilience solutions, but rather the order in which that work should be completed. A

comprehensive and prioritized list of transportation assets requiring further analysis for climate adaptation better positions Santa Cruz County to pursue local, State and Federal climate resiliency funding for climate adaptation measures. It will also support integration into other local planning efforts such as the County's Hazard Mitigation Plan (HMP) and Capital Improvements Plan (CIP).

The project framework was developed based on several driving factors. It was created to align with industry best practices and grant funding criteria for resilience-related transportation projects. It was also informed by data and information availability. Furthermore, it was modified to align with community feedback and priorities.

Hazard and Assets

The CAVA includes the following climate change-intensified natural hazards, selected based on their high potential to negatively impact transportation infrastructure in the County, their links to climate change, and the availability of sufficient data:

- Riverine and other inland flooding (driven by heavy precipitation and, in some cases, wildfire)
- Debris flows (driven by heavy precipitation and post-wildfire burn scar conditions)
- Landslides/slope failures (driven by heavy precipitation)
- Wildfire direct impacts
- High winds
- Coastal flooding (including both storm surge and tidal flooding exacerbated by sea level rise (SLR))
- Coastal erosion (including both cliff retreat and shoreline erosion exacerbated by SLR)

These hazards are expected to be exacerbated by climate change, and this study will incorporate the best available projections of how these hazards change over time into the analysis.

In terms of transportation assets, the focus of the CAVA is the County unincorporated roads and the Santa Cruz Branch Rail Line (SCBRL). The analysis includes the roadways and railways themselves, as well as bridges and culverts along them. These generally correspond to where most of the damage has occurred to transportation systems in the past. The presence of bicycle facilities along County roadways and the presence of existing or planned trails along the Branch Rail Line are also included in the analysis.

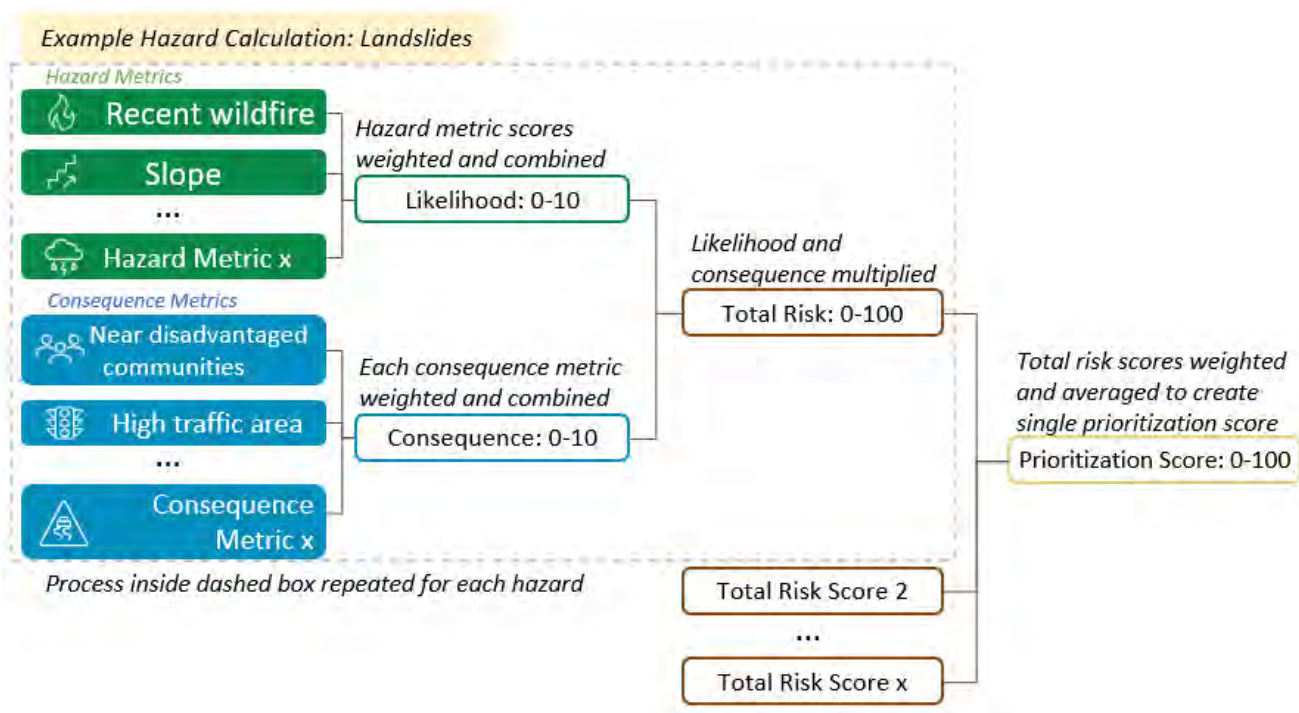
Asset Prioritization

The prioritization process will incorporate data related to hazard likelihood and consequence. For the purposes of the CAVA, hazard *likelihood* is defined as the relative probability of an asset being adversely affected by a hazard, and *consequence* defined as the degree to which an asset is being adversely affected in turn impacts the overall transportation system and its users.

Prioritization scores will be created based on a set of metrics that capture relevant data on hazard likelihood and degree of consequence. The specific metrics to be included are described in more detail in the main body of the report. The prioritization scores are intended to capture relative risk – a function of both likelihood and consequence – posed by the hazards to the different assets.

Figure ES-1 depicts how the prioritization scores are developed from the metrics for each asset for an example hazard. For each hazard, a set of hazard likelihood metrics are placed on scales from 0 to 10 and then weighted and combined into a hazard likelihood score, also ranging from 0 to 10. Similarly, a set of consequence metrics are scaled and weighted together into a consequence score ranging from 0 to 10. The hazard likelihood and consequence scores are multiplied into a hazard risk score ranging from 0 to 100. Hazard risk scores are developed for each hazard. Finally, an asset's hazard risk scores are averaged together to produce a single prioritization score.

Figure ES-1. Process for Assigning Prioritization Scores to an Asset



The results of the scoring will be presented in a series of maps and tables, as well as a written narrative synthesizing results across the different asset classes. The final output will be a clear set of priorities for project-level adaptation analysis, established based on best practices and best available data, and structured in a way that enables priority assets to compete for resilience funding.

Introduction

A Climate Adaptation Vulnerability Assessment and Priorities Report (CAVA) is being developed for unincorporated Santa Cruz County and the Santa Cruz Branch Rail Line (SCBRL). The CAVA will assess how climate-related hazards are projected to affect the transportation system and will prioritize assets for further action to enhance resilience.

Climate Adaptation Framework

The Climate Adaptation Framework for unincorporated Santa Cruz County and the SCBRL follows the Caltrans Adaptation Framework (<https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/caltrans-climate-change-adaptation-strategy-report-2020-a11y.pdf>).

Step 1 – Understand the Hazards and Impacts and Determine Vulnerability and Prioritization

This step identifies the assets exposed to various climate hazards, the timing of that impact, and the consequences of that impact on the transportation network. Assets are prioritized for more detailed assessments in Step 2. The CAVA project is developing this step of the process.

Step 2 – Identify Actions to Enhance Resiliency

This step will identify what type of improvements are needed to enhance resiliency.

Operational improvements include-

- Assessing strategies for enhancing emergency response capabilities
- Identifying enhancements to operations and maintenance activities

Capital Improvements include undertaking detailed assessments of vulnerable assets to determine the best approach to climate resiliency with consideration for the following approaches - protect, accommodate, or retreat.

Step 3 – Fund and implement Resilience Measures

Once the priority projects are identified and the best climate resilient action is determined, the measure can be implemented.

CAVA and Project Framework

The project framework describes the methodology for conducting the CAVA or Step 1 of the overarching Climate Adaptation Framework. It discusses what hazards will be evaluated and what transportation assets are being considered. The framework describes how these assets will be prioritized based on a set of metrics that assess both how sensitive they may be to damage from climate hazards and how critical they are to the function of the transportation network and the communities they serve.

The goal of the CAVA report is to identify which transportation assets are likely to be most vulnerable to climate change and the priority order in which these assets need to be addressed for either operational

or capital improvements to enhance their resilience. A comprehensive and prioritized list of discrete transportation assets better positions Santa Cruz County to pursue local, State and Federal climate resiliency funding for climate adaptation measures.

The project framework was developed based on several driving factors. It was created to align with industry best practices and grant funding criteria for resilience-related transportation projects. It was also informed by data and information availability. Furthermore, it was modified to align with community feedback and priorities.

Hazards

The hazards included in the analyses were selected based on several criteria:

- High potential to negatively impact transportation infrastructure in the County
- Linked to climate change (whether directly or indirectly)
- Sufficient analytical data, from climate models or other sources, that can be used to measure the hazard and its potential for occurrence by location

In no particular order, the hazards that best met these criteria were:

- Riverine and other inland flooding (driven by heavy precipitation and, in some cases, wildfire)
- Debris flows (driven by heavy precipitation and post-wildfire burn scar conditions)
- Landslides/slope failures (driven by heavy precipitation)
- Wildfire direct impacts
- High winds
- Coastal flooding (including both storm surge and tidal flooding exacerbated by sea level rise (SLR))
- Coastal erosion (including both cliff retreat and shoreline erosion exacerbated by SLR)

Therefore, the prioritization process focuses on the above hazards.¹ These hazards are expected to be exacerbated by climate change, and this study will incorporate the best available projections of how these hazards change over time into the analysis.

Other notable hazards include:

- Extreme heat. This may have some impacts to the assets in the study, but likely a lower impact than other hazards. Impacts may be secondary in terms of impacting tree mortality adjacent to the road network that could have impacts later on. Arguably more relevant is its health and comfort impact on transit riders and active transportation users. While extreme heat is included in the hazard mapping, it is not considered in the prioritization.
- Seismic hazards. Seismic hazards, while a serious natural hazard concern that impacts the transportation system, are not climate related and were therefore excluded from the prioritization.

¹ Note that there is some potential overlap between the different hazard types. For instance, riverine flooding can contain varying degrees of sediment concentration, with heavier concentrations often described as debris flow. Likewise, debris flows can be defined as a fast-moving form of landslide (https://www.usgs.gov/faqs/what-debris-flow#:~:text=Debris%20flows%20are%20fast%2Dmoving,50%20states%20and%20U.S.%20Territories.)).

Transportation Assets

In terms of transportation assets, the primary focus of the CAVA is the County unincorporated roads and the Santa Cruz Branch Rail Line (SCBRL).

The project framework will be applied to the following asset classes. These asset classes were selected based on (1) having relatively comprehensive representation in GIS format, and (2) having high potential direct impacts from climate hazards. The asset classes are:

- County roadway segments (from County's 'County_Maintained_Roads' GIS feature class)
- County bridges (from County's 'Bridges' GIS feature class where "STRUCTURE" equals 'Bridge')
- County large culverts (from County's 'Bridges' GIS feature class where "STRUCTURE" equals 'Culvert')
- County small culverts (from County's 'Stormwater_Culverts' GIS feature class)
- Branch Rail Line railway segments (from Regional Transportation Commission's (RTC's) 'Railroads' GIS feature class)
- Branch Rail Line bridges (from RTC's 'Bridges' GIS feature class)
- Branch Rail Line culverts (from RTC's 'Culverts' GIS feature class)

These generally correspond to where most of the damage has occurred to transportation systems in the past.

The presence of bicycle facilities along County roadway segments in addition to the presence of existing or planned trails along the Branch Rail Line are included as metrics in the prioritization, as discussed later in this chapter. Unfortunately, existing pedestrian facilities cannot be considered here as the data is not available in a GIS format.

More information on the units of analysis for the transportation assets can be found in the appendix.

Prioritization Methodology

Overall Structure

The prioritization will consist of metrics related to hazard likelihood and consequence. For the purposes of the CAVA, hazard likelihood is defined as the relative probability of an asset being adversely affected by a hazard, and consequence defined as the degree to which an asset being adversely affected impacts the overall transportation system and its users.

The following table shows the combinations of hazard groups and asset classes included in the prioritization.

Table 1. Asset-Hazard Combinations to be Assessed

	Riverine Flooding	Debris Flow	Landslides	Coastal Flooding	Coastal Erosion	Wildfire Direct Impacts	Wind
Roadway segments	X	X	X	X	X	X	X
Road bridges	X	X	X	X	X		
Road large culverts	X	X	X	X	X		
Road small culverts	X	X	X	X	X		
Railway segments	X	X	X	X	X	X	X
Rail bridges	X	X	X	X	X		
Rail culverts	X	X	X	X	X		

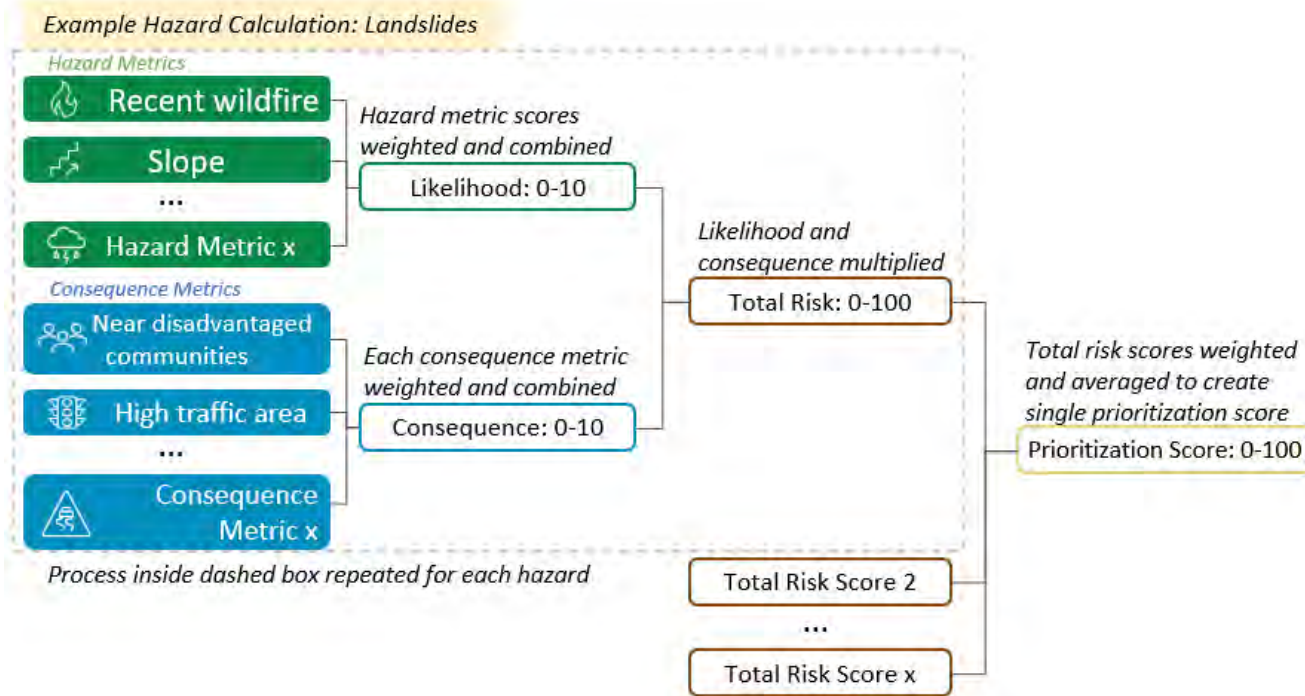
Scoring

Prioritization scores will be organized by asset class and assigned to each asset within each asset class. Each asset's prioritization score will be a composite of the hazard risk scores assigned for each hazard marked with an 'X' in for the relevant row in Table 1. The prioritization scores are intended to capture relative risk – a function of both likelihood and consequence – posed by the hazards to the different assets.

Each hazard risk score will be comprised of two components. One is a hazard likelihood score, which is a composite of an asset's hazard likelihood metrics. The other is a consequence score, which is a composite of an asset's consequence metrics. The consequence scores are consistent across the different hazards.

Each hazard risk score will be a unitless number ranging from 0 to 100, with 0 being relatively low priority and 100 being relatively high priority. Each asset's hazard risk score will be a product of its hazard likelihood score multiplied by its consequence score. Each asset's prioritization score is an average of its hazard risk scores. Figure 1 depicts this process of creating prioritization scores for an asset for an example hazard.

Figure 1. Process for Assigning Prioritization Scores to an Asset



Hazard Likelihood Scores

Each asset's hazard likelihood score will range from 0 to 10, with 0 being least vulnerable and 10 being most vulnerable. These scores will be calculated by scaling each hazard likelihood metric from 0 to 10, weighting each metric by its relative importance to overall hazard likelihood, and adding the weighted scores together.

While Table 2 describes some of the nuances of the creation of the individual metrics, developing the hazard metrics will typically be done in the following manner. The first step involves obtaining the raw data used to create the metric in a GIS format where it can be mapped and analyzed. For some data sources, particularly those relying on historical climate events such as Cal Fire Fire Hazard Severity Zones or FEMA Flood Zones, this step simply involves gathering existing GIS data. But for other data sources, such as modeled future wildfire burn projections or heavy precipitation projections, there is more data processing required to produce the raw hazard data. Once the raw data is created, it can be mapped. These hazard maps will be an intermediate product of the analysis.

After a hazard dataset is mapped, it is 'scaled' by converting it from its raw format to a number ranging from a minimum of 0 to a maximum of 10. For some categorical data, like Fire Hazard Severity Zones of 'Very High', 'High', and 'Medium', this requires converting each category into a number; 'Very High' might receive a 10 as it corresponds to the highest likelihood of wildfire burn. Then 'High' might receive an 8, 'Medium' a 6, and all other areas a 0. For numerical data, this scaling is typically done mathematically using a technique like min-max normalization.

After the hazard data is scaled, it is overlaid with the appropriate asset data in GIS.² Each asset receives a score for that metric depending on which portion of the hazard data it overlaps with. If it overlaps with a hazard dataset with a scaled score of 10, then the asset receives a 10 for that metric. If it overlaps with a hazard dataset with a scaled score of 9, it receives a 9, and so on and so forth.

Climate Projection Details

In the hazard mapping and prioritization process, climate projections will typically be shown for three timeframes: historical conditions, an averaged projection year of 2040, and an averaged projection year of 2070. Climate metrics will be calculated for these horizon years aggregated across 30-year time spans centered around each analysis year. The 30-year baseline that will be used for most of the climate projections is also a 30-year period spanning from 1985-2014. The use of 30-year time spans helps account for interannual variability and better capture long-term trends.

The metrics discussed later in this chapter will typically be aggregated across climate scenarios by showing a middling projection (50th percentile) and high-end projection (90th percentile). These percentiles will typically be calculated by aggregating across Global Climate Models (GCMs) from three emissions scenarios: Shared Socioeconomic Pathway (SSP) 2-4.5 (moderate greenhouse gas emissions), SSP 3-7.0 (high greenhouse gas emissions), and SSP 5-8.5 (very high greenhouse gas emissions). These scenarios consider not only greenhouse gas emissions but social dynamics and inequalities as well. The moderate emissions scenario is a 'middle of the road' outcome in which some mitigation and adaptation measures are taken globally, there is some level of cooperation between countries, and global population growth levels off in the second half of the century. The high emissions scenario assumes greater levels of coal use, social inequality, population growth, nationalism, and regional conflicts and security concerns with decreasing investments in technological development, leading to drastic environmental damage. The very high emissions scenario is based on continued and increasing use of fossil fuels continuing throughout the coming century reaching levels of around double the current consumption level. Based on developments in recent years, this scenario is now considered an unlikely and worst-case outcome.

Consequence Scores

Like the hazard likelihood scores, the consequence scores will also be unitless numbers ranging from 0 to 10, with 0 being lowest consequence and 10 being highest consequence. These scores will be calculated by scaling each consequence metric from 0 to 10, weighting each metric by its relative importance to overall consequence, and adding the weighted scores together.

The consequence metrics will be developed in a similar manner to the way the hazard metrics were developed. The raw data for each metric is developed, the raw data is then scaled from 0 to 10, and then that scaled data is combined with the assets to produce the score for each metric.

The selection of consequence metrics was informed by input from the project team, key stakeholders, and the public; availability of data; and metrics used in similar studies. The consequence metrics stay consistent across the hazard types. One set of consequence metrics will be used for all roadway asset classes, and another set will be used for rail asset classes. For roadways, metrics include travel volume (expressed as Average Annual Daily Traffic (AADT)), location within or nearby disadvantaged

² This is the typical case. For a few of the metrics, particularly condition information for bridges and culverts, the data was already associated with the assets, so the overlays are not needed.

communities, whether an asset has a viable detour (and if so, its detour time), whether the asset enables access to a critical facility,³ and whether the asset includes bicycle facilities. For rail, metrics include whether the asset is located on a higher priority section of the line, location within or nearby disadvantaged communities, and whether the asset includes or will soon include trails.

The weighting of the consequence metrics will be based in part on the feedback from stakeholder and community outreach. Based on that feedback, the following metrics seemed to be the most important: travel volume, whether a detour exists (i.e., whether it's a one-way in/out road), and the length of the detour. Therefore, these metrics will receive relatively high weights in the scoring.

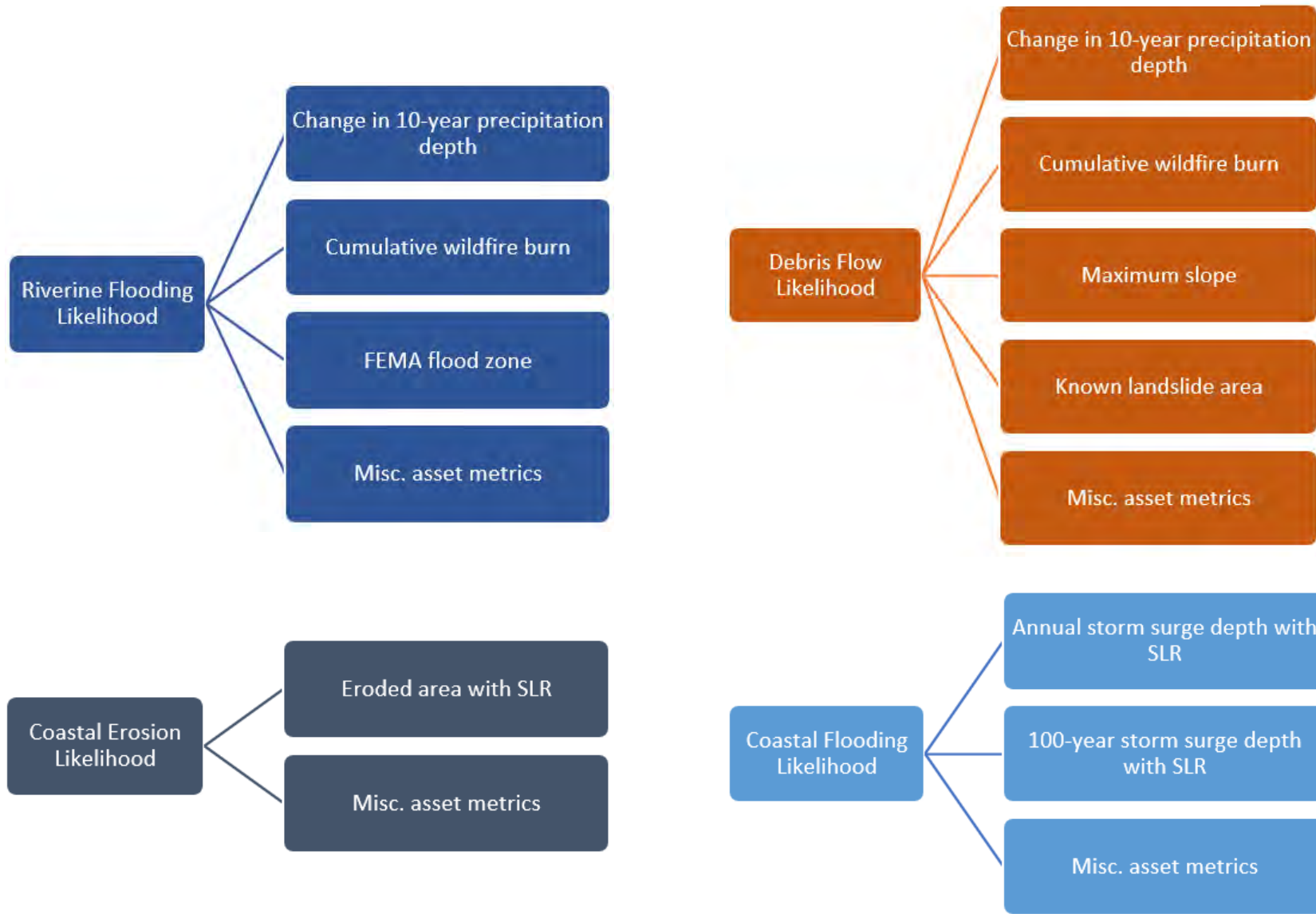
Impacts to disadvantaged communities are a key emphasis of the CAVA to help improve public health, quality of life, and economic opportunity as these communities generally have less capacity to adapt to challenges of climate change. Therefore, location within or near a disadvantaged community will also receive a high relative weight in the scoring.

Metrics by Asset and Hazard

The following figure and table show each metric to be included in the hazard likelihood and consequence scores. The table describes each metric; the rationale for its inclusion; the original data source(s) and work needed to develop the metric from those data; what asset(s) the metric applies to; what hazard group(s) the metric applies to; and the type of metric (i.e., whether the metric is a hazard likelihood or consequence metric).

³ Critical facilities are defined by the County and include hospitals, fire stations, police and sheriff stations, Emergency Operations Centers (EOCs), County-owned buildings, medical clinics, nursing homes, schools, libraries, churches, and camp/recreation facilities.

Figure 2. Hazards and hazard metrics. Metrics are applied differently based on asset class/type. Misc. asset metrics relate to asset class-specific susceptibility metrics like bridge scour susceptibility.



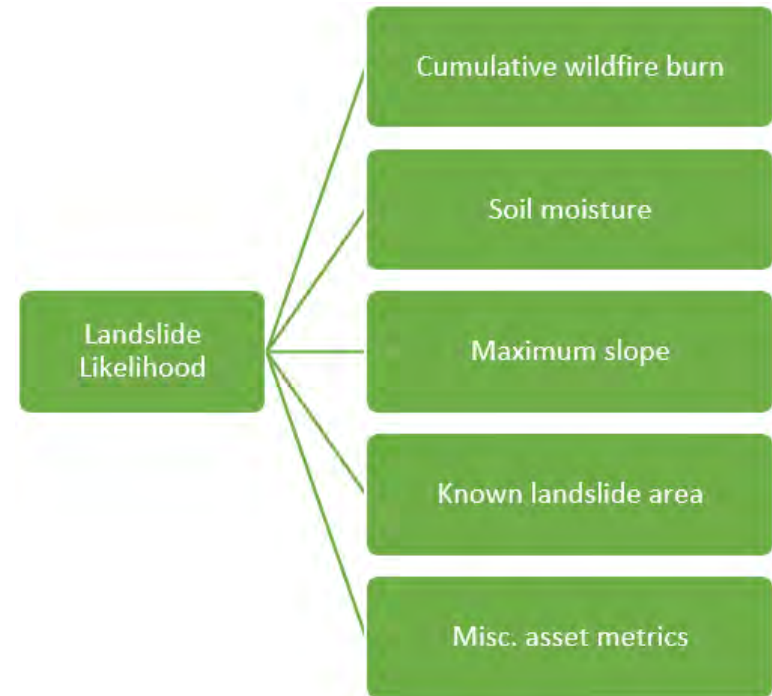
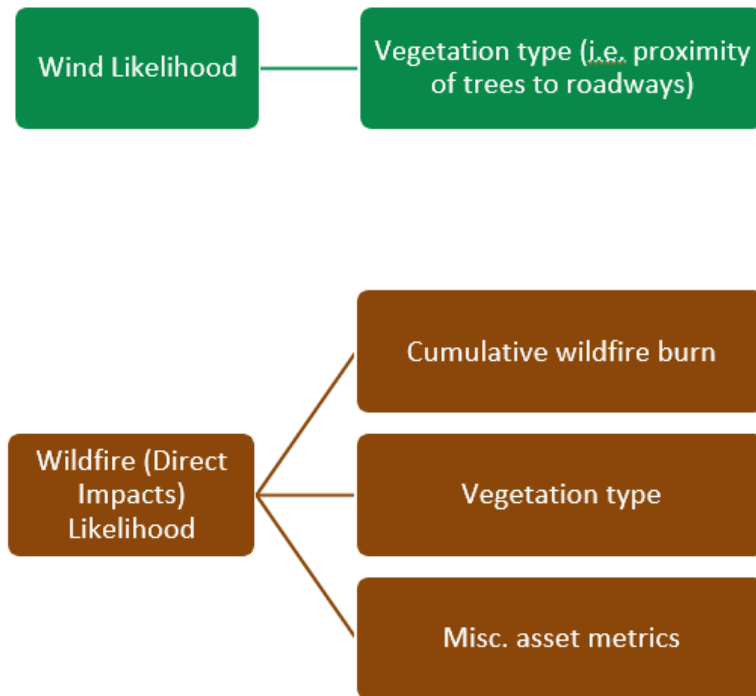


Table 2. Prioritization Metrics

Description	Rationale	Data Sources and Development	Asset(s)	Hazard Group(s)	Type
Soil moisture	Areas with higher soil moisture and groundwater levels and are thus more susceptible to erosion/slope failure	LOCA2 projections for projected future precipitation; 30-day cumulative precipitation total used as a proxy for soil moisture. Some data processing required to manage large datasets, and query and aggregate to calculate metric. Alternatively, could use LOCA2 projected future soil moisture, if data quality is deemed adequate.	All	Landslide	Hazard likelihood
Maximum slope nearby road	Areas with steeper slopes tend to be more prone to debris flows and landslides	Pacific Veg Map slope dataset. Assets will be buffered before overlaying with slope data.	All	Debris flow, Landslide	Hazard likelihood
Known Landslide Area	Areas with known landslides more prone to future landslides and debris flows	County “Cooper_Clark_Landslide_Map” and “Mapped Small Landslides and Debris Flow”. Assets will be buffered before overlaying with landslide data.	All	Debris flow, Landslide	Hazard likelihood
Vegetation type and density nearby road	Areas with less vegetation tend to be more prone to landslides	USGS Normalized Difference Vegetation Index (NDVI). Assets will be buffered before overlaying with NDVI.	Roadway segments, Rail segments	Wind, Wildfire direct	Hazard likelihood

Description	Rationale	Data Sources and Development	Asset(s)	Hazard Group(s)	Type
Known culvert issue	Culverts and roadways and railways containing culverts with known issues tend to be more susceptible to flooding and erosion hazards	For road culverts and segments: County “Stormwater_Culverts” feature class; whether issue is flagged via “STATUS” or “RECOMMENDA” field. For rail culverts: RTC ‘Rail Culverts’ feature class; whether asset has an issue flagged in “Condition2020” field and also its age, inferred from “Year” column. For both road and rail culverts, some manual categorization required.	Roadway segments, Road small culverts, Rail segments, Rail culverts	Riverine flooding, Debris flow, Landslide, Coastal flooding, Coastal erosion	Hazard likelihood
Distance from stream centerline	Linear assets closer to streams may be more exposed to flood, debris flows, and landslides	USGS National Hydrography Dataset (NHD). Distance to nearest centerline will be calculated.	Roadway segments, Rail segments	Riverine flooding, Debris flow, Landslide	Hazard likelihood
FEMA Flood Zone Rating	Assets within FEMA flood zones may be more exposed to flooding	FEMA Flood Zones. Simple overlay.	Roadway segments, Rail segments	Riverine flooding	Hazard likelihood
Annual storm surge inundation depth (2 metrics: current conditions and 2075 medium-high risk aversion SLR)	Assets with higher regular flood depths should be prioritized	USGS CoSMoS flood depth datasets. CA OPC SLR projections used for crosswalk to CoSMoS. Some data processing required to manage large datasets, and query, aggregate, and combine datasets to calculate metric.	All	Coastal flooding	Hazard likelihood

Description	Rationale	Data Sources and Development	Asset(s)	Hazard Group(s)	Type
100-year storm surge inundation depth (2 metrics: current conditions and 2075 medium-high risk aversion SLR)	Assets with higher extreme flood depths should be prioritized	USGS CoSMoS flood depth datasets. CA OPC SLR projections used for crosswalk to CoSMoS. Some data processing required to manage large datasets, and query, aggregate, and combine datasets to calculate metric.	All	Coastal flooding	Hazard likelihood
Sea Level Rise increment associated with coastal erosion	Assets exposed to coastal erosion sooner should be prioritized	USGS CoSMoS shoreline change datasets. Some GIS cleanup required to QC linework, convert to polygon, and then perform overlays.	All	Coastal erosion	Hazard likelihood
Watershed percent change in 10-year 24-hour precipitation (or potentially peak flow) compared to historical conditions (4 metrics: 2025 50th percentile scenario, 2025 90th percentile scenario, 2075 50th percentile scenario, 2075 90th percentile scenario)	Assets experiencing larger changes in heavy precipitation or flow may be more exposed to flood or debris flow damage	LOCA2 projections for precipitation. USGS StreamStats for watershed polygons and peak flows. Initial processing needed to snap assets to stream grid, query StreamStats, and ingest results. Climate model processing required to manage large datasets, and query and aggregate to calculate metric.	Road bridges, Road large culverts, Rail bridges	Riverine flooding, Debris flow	Hazard likelihood

Description	Rationale	Data Sources and Development	Asset(s)	Hazard Group(s)	Type
Watershed cumulative percent burned over 30 years (4 metrics: 2025 50th percentile scenario, 2025 90th percentile scenario, 2075 50th percentile scenario, 2075 90th percentile scenario)	Assets with more wildfires are more likely to experience heavier flood and debris flows	LOCA1 UC Merced wildfire projections (or LOCA2 Pyregence wildfire projections if available) for projected future wildfire. To help increase spatial resolution of wildfire projections, Cal Fire Fire Hazard Severity Zones will be used. USGS StreamStats for watershed polygons. Same initial processing steps as watershed change in precipitation. Climate model processing required to manage large datasets, and query and aggregate to calculate metric.	Road bridges, Road large culverts, Rail bridges	Riverine flooding, Debris flow	Hazard likelihood
Percent change in 10-year 24-hour precipitation compared to historical conditions (4 metrics: 2025 50th percentile scenario, 2025 90th percentile scenario, 2075 50th percentile scenario, 2075 90th percentile scenario)	Assets experiencing larger changes in heavy precipitation may be more exposed to flood or debris flow damage	LOCA2 projections for precipitation. Climate model processing required to manage large datasets, and query and aggregate to calculate metric.	Road segments, Road small culverts, Rail segments, Rail culverts	Riverine flooding, Debris flow	Hazard likelihood
Cumulative percent burned over 30 years (4 metrics: 2025 50th percentile scenario, 2025 90th percentile scenario, 2075 50th percentile scenario, 2075 90th percentile scenario)	Assets with more wildfires are more likely to experience heavier flooding and erosion	LOCA1 UC Merced wildfire projections (or LOCA2 Pyregence wildfire projections if available) for projected future wildfire. To help increase spatial resolution of wildfire projections, Cal Fire Fire Hazard Severity Zones used. Climate model processing required to manage large datasets, and query and aggregate to calculate metric.	Road segments, Road small culverts, Rail segments, Rail culverts for Riverine flooding and Debris flow; All for Landslides	Riverine flooding, Debris flow, Landslides	Hazard likelihood

Description	Rationale	Data Sources and Development	Asset(s)	Hazard Group(s)	Type
NBI Scour Critical Rating	Bridges with higher scour critical ratings are more susceptible to damage	NBI. Some gap filling needed for bridges that did not join to NBI.	Road bridges	Coastal flooding, Coastal erosion, Riverine flooding, Debris flows, Landslide	Hazard likelihood
NBI Bridge Substructure Condition Rating	Bridges with substructures in worse condition are more susceptible to damage	NBI. Some gap filling needed for bridges that did not join to NBI.	Road bridges	Coastal flooding, Coastal erosion, Riverine flooding, Debris flows, Landslide	Hazard likelihood
NBI Waterway Adequacy Rating	Bridges with less clearance over floodways are more exposed to flooding	NBI. Some gap filling needed for bridges that did not join to NBI.	Road bridges	Coastal flooding, Coastal erosion, Riverine flooding, Debris flows	Hazard likelihood
Culvert capacity	Culverts with less capacity are more likely to experience flooding and erosion damage	County 'Bridges' feature class. Some minor gap filling required. Calculated using diameter or length and width. Overall inland hazard likelihood metric will likely combine this with information on changes in flow as a ratio, e.g., change in flow divided by culvert capacity.	Road large culverts	Coastal flooding, Coastal erosion, Riverine flooding, Debris flows, Landslide	Hazard likelihood
Rail Bridge Evaluation Report Priority	Rail bridges with known issues are more likely to be susceptible to hazards	RTC Bridge Evaluation Report. Priority levels to be manually added to GIS file.	Rail bridges	Coastal flooding, Coastal erosion, Riverine flooding, Debris flows, Landslide	Hazard likelihood

Description	Rationale	Data Sources and Development	Asset(s)	Hazard Group(s)	Type
Average Annual Daily Traffic (AADT)	Roads used by more people should be prioritized	RTC AADT data in line format. Average AADT by functional class assumptions applied. Brief manual editing of AADT on high-volume roads for which AADT is available and that deviate heavily from functional class average.	All Roadway Assets	All	Consequence
Location within/nearby SCCRTC-defined disadvantaged communities	Assets serving disadvantaged communities should be prioritized	RTC definition of disadvantaged communities (pending). Assets overlaid with polygons. Some roadway segments located outside of polygons that serve these communities can be flagged based on discussions with the Project team.	All	All	Consequence
Whether detour is available and typical incremental detour time	Roads with no detour or long detours should be prioritized	Google Maps. Manual detours using Google Maps calculated for all roads outside of urbanized areas that appear to have incremental detour times >2 minutes (lots of very short segments or segments in urbanized blocks where detour will be less than that and not worth measuring manually). Metric will capture detour around segment of interest and account for detour time minus no-detour time for typical Wednesday at 8am. One way in/out roads without detours will receive highest priority under this metric.	All Roadway Assets	All	Consequence

Description	Rationale	Data Sources and Development	Asset(s)	Hazard Group(s)	Type
Whether critical facility is located along asset (or whether asset is required to access critical facility)	Roads providing access to a critical facility should be prioritized	County Critical Facilities ⁴ feature class. Roads with critical facilities within certain distance flagged. Brief manual review to flag roads that appear essential to serving critical facilities farther away from the road itself.	All Roadway Assets	All	Consequence
Presence of bike facility along asset	Roads with bicycle facilities should be prioritized	County Bicycle Facilities feature class. Bicycle facility features snapped to nearby road segments sharing similar names.	All Roadway Assets	All	Consequence
Presence of transmission line along asset (potential metric)	Roads serving transmission lines should be prioritized	Unknown. Roads buffered and overlaid with transmission lines to detect intersection.	All Roadway Assets	All	Consequence
Whether rail segment is located on higher priority portion of the corridor	Higher priority portion of corridor should be prioritized for this study	RTC provided. Segment between Watsonville and the wye in Santa Cruz flagged as higher priority. This will be further refined by RTC based on estimated ridership for different segments	All Rail Assets	All	Consequence
Whether rail segment coincides with rail trails (existing, in construction, or planned)	Segments that already or will include trails in addition to rail should be prioritized	Trails currently exist, are in construction, or are planned for the entire corridor, so all segments will be flagged.	All Rail Assets	All	Consequence

⁴ This dataset includes the following types of critical facilities:

Figure 3. Consequence metrics for roadways and railways.

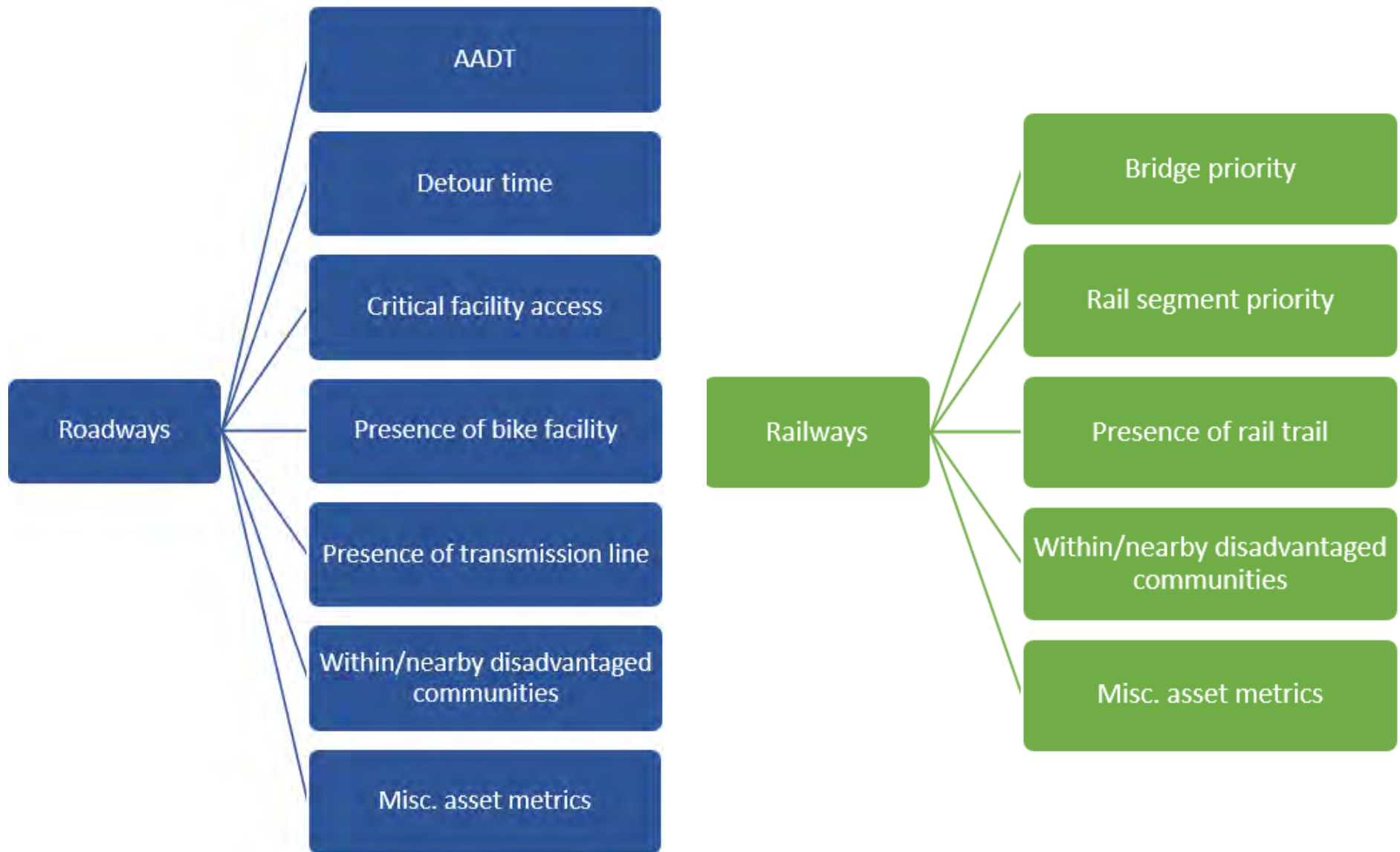


Table 3 indicates which metrics are included for each combination of hazard group and asset class. This information is captured in the preceding table as well, but Table 3 serves as a summary.

Table 3. Metric Summary by Hazard Group and Asset Class

	Coastal Flooding							Coastal Erosion						
Metric	Road Seg.	Road Bridge	Road Large Culv.	Road Small Culv.	Rail Seg.	Rail Bridge	Rail Culv.	Road Seg.	Road Bridge	Road Large Culv.	Road Small Culv.	Rail Seg.	Rail Bridge	Rail Culv.
Annual surge depth	X	X	X	X	X	X	X							
100-year surge depth	X	X	X	X	X	X	X							
SLR inc. for coastal erosion								X	X	X	X	X	X	X
NBI Scour Critical Rating		X							X					
NBI Bridge Sub. Condition Rating		X							X					
NBI Waterway Adequacy Rating		X							X					
Known culvert issue	X			X	X		X	X			X	X		X
Culvert capacity			X							X				
Rail Bridge Priority						X							X	
AADT	X	X	X	X				X	X	X	X			
Within/nearby disadvantaged communities	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Detour time	X	X	X	X				X	X	X	X			
Critical Facility Access	X	X	X	X				X	X	X	X			
Presence of bike facility	X	X	X	X				X	X	X	X			
Presence of transmission line	X	X	X	X				X	X	X	X			
Proposed passenger rail segment					X	X	X					X	X	X
Presence of rail trail					X	X	X					X	X	X

	Riverine Flooding							Debris Flow						
Metric	Road Seg.	Road Bridge	Road Large Culv.	Road Small Culv.	Rail Seg.	Rail Bridge	Rail Culv.	Road Seg.	Road Bridge	Road Large Culv.	Road Small Culv.	Rail Seg.	Rail Bridge	Rail Culv.
Watershed change in 10-year precip.		X	X			X			X	X			X	
Watershed cum. burn		X	X			X			X	X			X	
Change in 10-year precip.	X			X	X		X	X			X	X		X
Cum. burn	X			X	X		X	X			X	X		X
Max. slope								X	X	X	X	X	X	X
Known Landslide Area								X	X	X	X	X	X	X
Dist. from stream	X				X			X				X		
FEMA Flood Zone	X				X									
NBI Scour Critical Rating		X							X					
NBI Bridge Sub. Condition Rating		X							X					
NBI Waterway Adequacy Rating		X							X					
Known culvert issue	X			X	X		X	X			X	X		X
Culvert capacity			X							X				
Rail Bridge Priority						X							X	
AADT	X	X	X	X				X	X	X	X			
Within/nearby disadvantaged communities	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Detour time	X	X	X	X				X	X	X	X			
Critical Facility Access	X	X	X	X				X	X	X	X			
Presence of bike facility	X	X	X	X				X	X	X	X			
Presence of transmission line	X	X	X	X				X	X	X	X			
Proposed passenger rail segment					X	X	X					X	X	X
Presence of rail trail					X	X	X					X	X	X

	Landslide							Wildfire Direct Impacts		Wind	
Metric	Road Seg.	Road Bridge	Road Large Culv.	Road Small Culv.	Rail Seg.	Rail Bridge	Rail Culv.	Road Seg.	Rail Seg.	Road Seg.	Rail Seg.
Watershed cum. burn		X	X			X					
Cum. burn		X	X	X	X	X	X	X	X		
Soil moisture	X	X	X	X	X	X	X				
Max. slope	X	X	X	X	X	X	X				
Known Landslide Area	X	X	X	X	X	X	X				
Veg. type								X	X	X	X
Dist. from stream	X				X						
NBI Scour Critical Rating		X									
NBI Bridge Sub. Condition Rating		X									
Known culvert issue	X			X	X		X				
Culvert capacity			X								
Rail Bridge Priority						X					
AADT	X	X	X	X				X		X	
Within/nearby disadvantaged communities	X	X	X	X	X	X	X	X	X	X	X
Detour time	X	X	X	X				X		X	
Critical Facility Access	X	X	X	X				X		X	
Presence of bike facility	X	X	X	X				X		X	
Presence of transmission line	X	X	X	X				X		X	
Proposed passenger rail segment					X	X	X		X		X
Presence of rail trail					X	X	X		X		X

Combining Scores and Synthesizing Results

After hazard risk scores are calculated for each hazard-asset class combination, these scores will be combined into a prioritization score for each asset class as illustrated in Figure 4. The prioritization scores will be calculated by taking the average of an asset's hazard risk score for each hazard. Thus, the prioritization scores will also range from 0 to 100.

The results of the scoring will be presented in map and table formats. The final report will contain several paragraphs synthesizing results from the different asset classes in narrative format. This will help highlight the highest priority assets based on the framework.

Example Format

For discussion purposes, the following tables serve as an example of how the prioritization results could be formatted for different asset classes.

The first shows an example for Roadway Segments, and the second table shows an example for Rail Bridges. A consequence score is also shown, as are some of the raw metrics that make up that score. The disaggregated raw consequence metrics (e.g., AADT, detour time) are shown for context and since these metrics are often easier to interpret.

Figure 4. Prioritization score and hazard risk score. This process is repeated for each asset type.

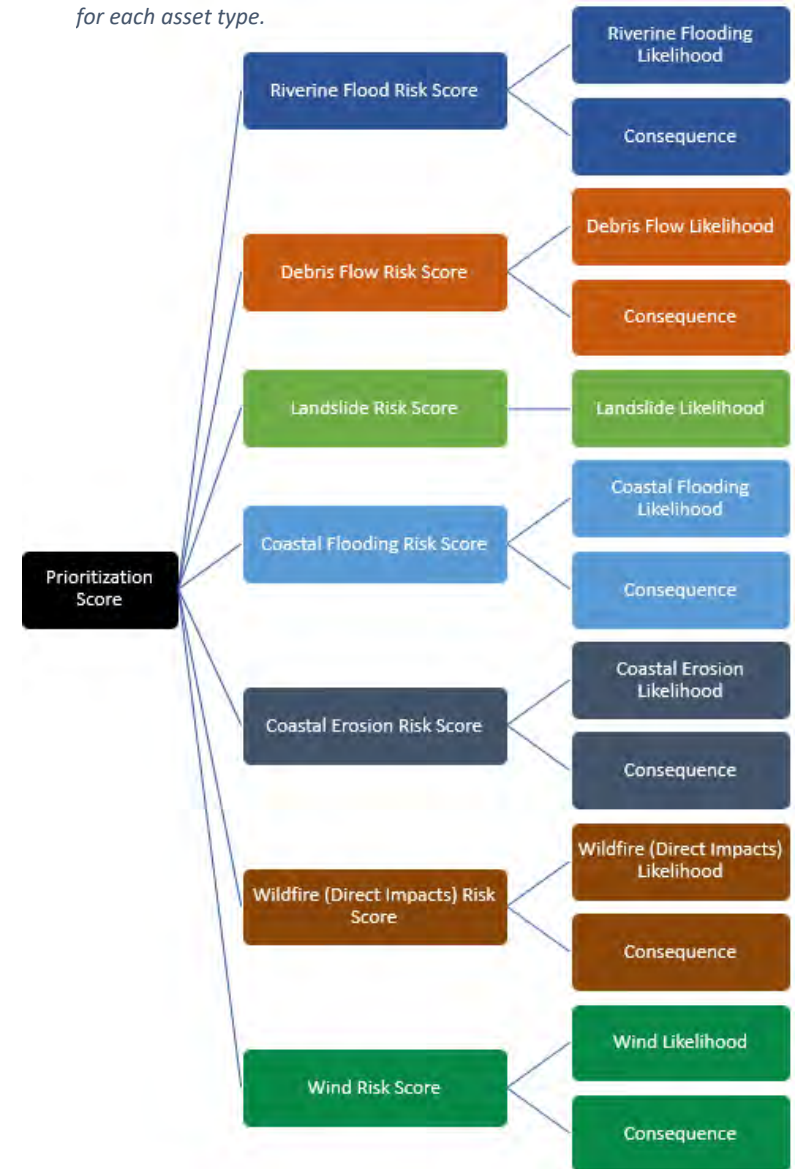


Table 4. Example Format of Prioritization Results Table – Roadway Segments

Asset ID	Street Name	Prioritization Score (0-100)	Consequence Score (0-10)	AADT	Within/nearby disadvantaged communities	Incremental Detour time	Critical Facility Access
735	L Street	72	9	12,000	Yes	One way in/out	Yes
839	C Street	50	5	9,000	No	5 mins.	Yes
135	C Street	35	5	8,500	No	4 mins.	Yes
902	J Street	28	4	8,750	No	<2 mins	No
...

Table 5. Example Format of Prioritization Results Table – Rail Segments

Asset ID	Milepost	Prioritization Score (0-100)	Consequence Score (0-10)	Within/nearby disadvantaged communities	Proposed passenger rail segment	Rail Segment Includes Trail
10945	123.5	100	10	Yes	Yes	Yes
10435	113.1	40	4	No	No	Yes
10113	124.5	36	4	No	Yes	No
10678	107.4	9	1	No	No	No
...

Appendix

Transportation Asset Units of Analysis

For the linear asset classes described in the list above – roadway and railway segments – units of analysis need to be established.

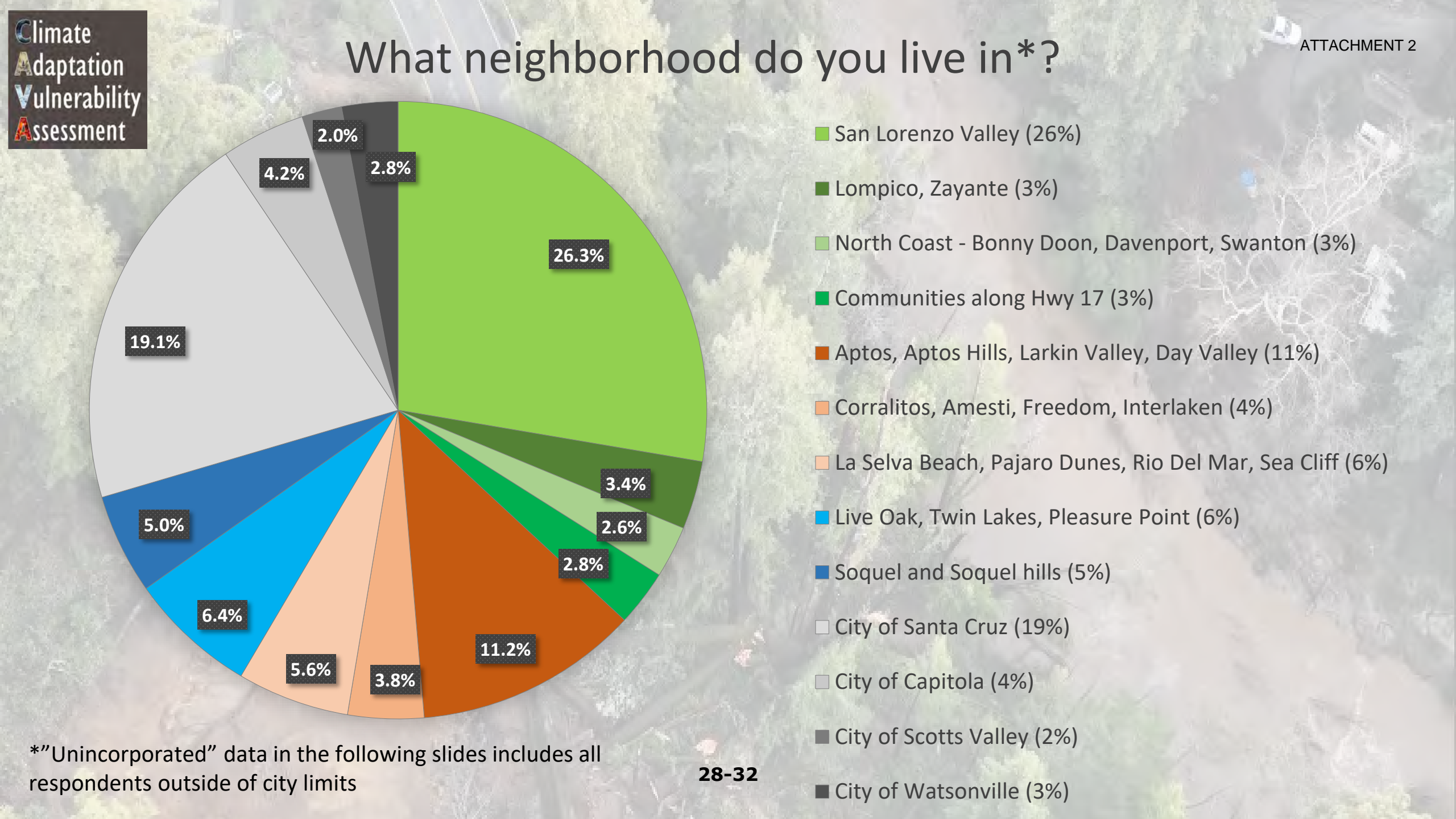
For the County roads, longer features will be broken up into intersection-to-intersection segments. Intersection-to-intersection segments are logical units of analysis for consequence metrics like detour lengths. The process of creating intersection-to-intersection segments, often referred to as planarization, will be done by splitting County roads features where lines intersected.⁵ For Branch Rail Line segments, features will also be broken up into intersection-to-intersection segments, with both rail segments and County road segments used for planarization.

Roadway and rail bridges and culverts will be associated with roadway and rail intersection-to-intersection segments, respectively. This will be done using a snapping routine that prioritizes snapping to closer features and, for roads, snapping to features that share similar street names.

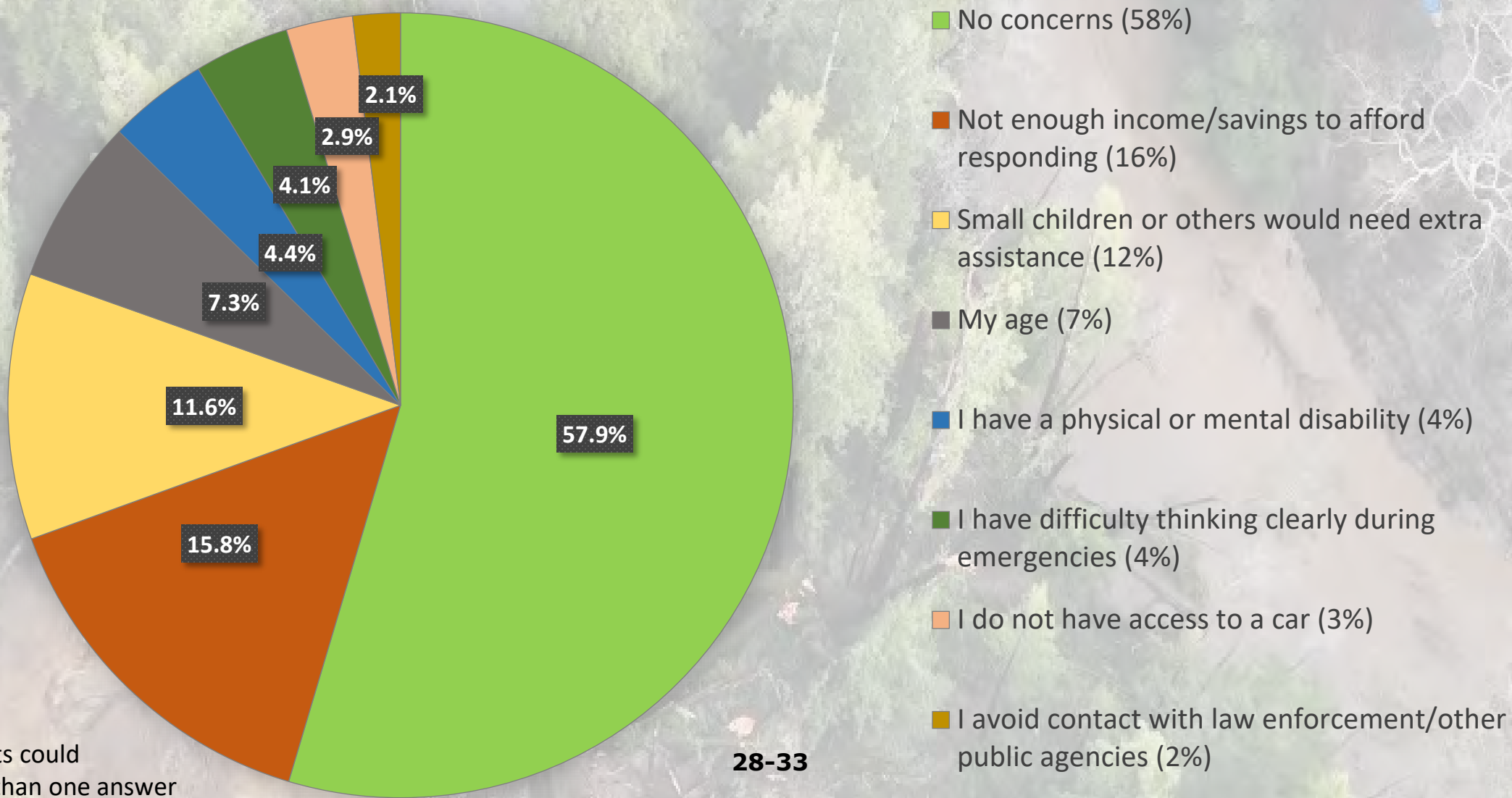
For all asset classes, including linear point features (i.e., the various bridges and culverts), a unique identifier (ID) will be added for tracking purposes. This unique ID will be in integer format and added to a field called 'CAVA_ID' for each feature class.

⁵ The planarization will not use features managed by other jurisdictions, since those features are represented in a different dataset with different (and less accurate) georeferencing.

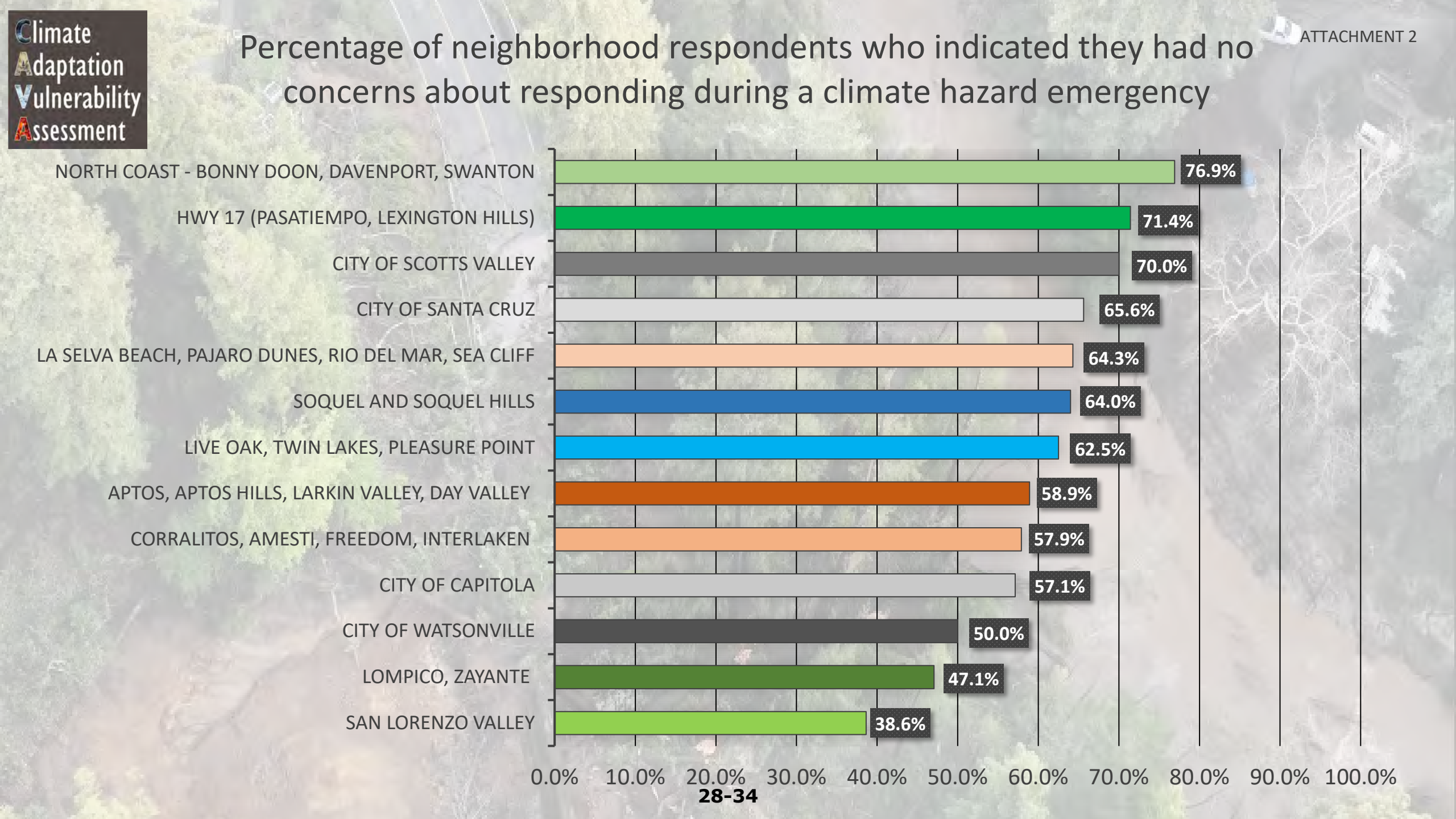
Attachment 2: CAVA Milestone 1 – Framework Development Workshop and Survey Responses Summary

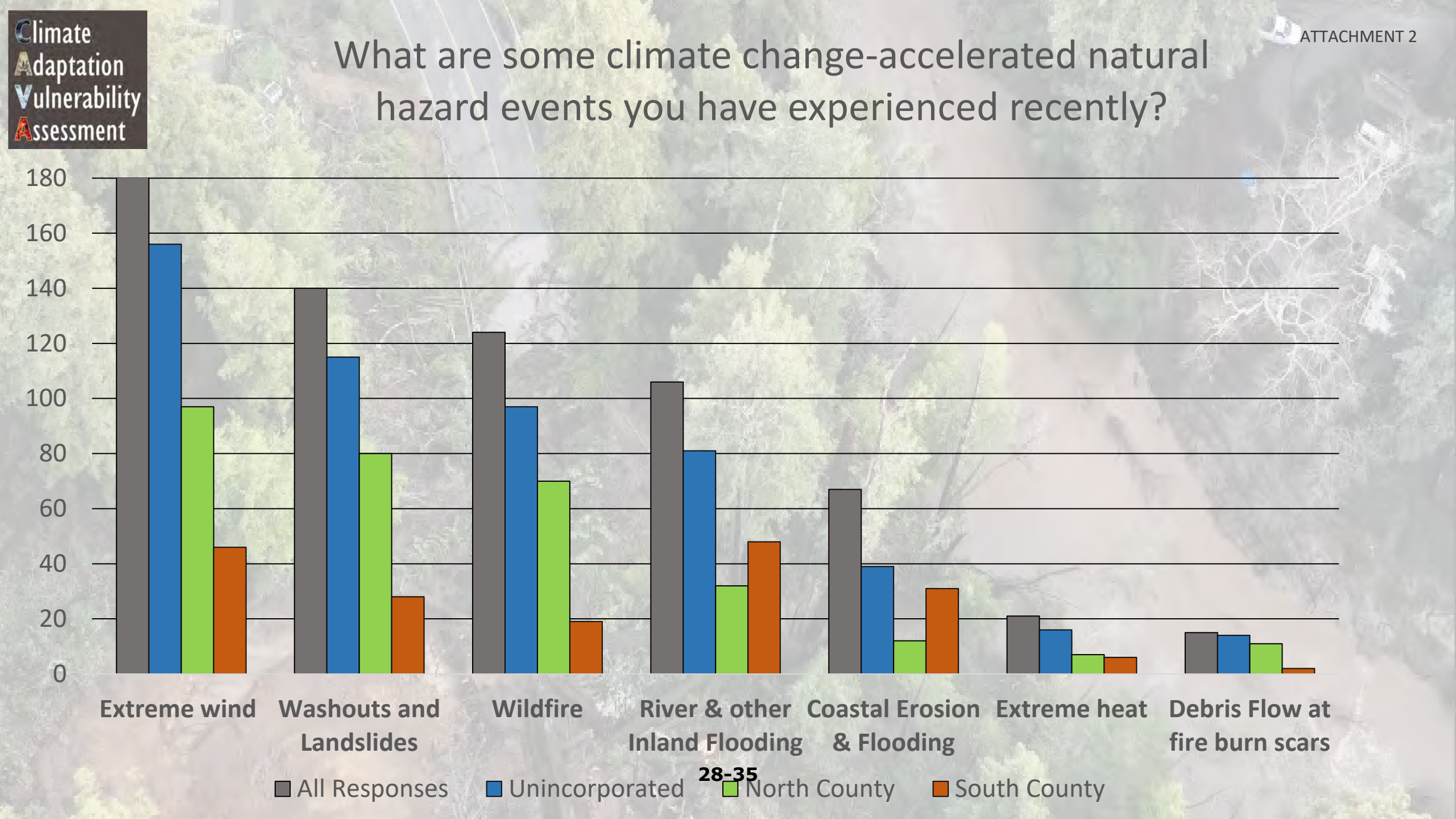


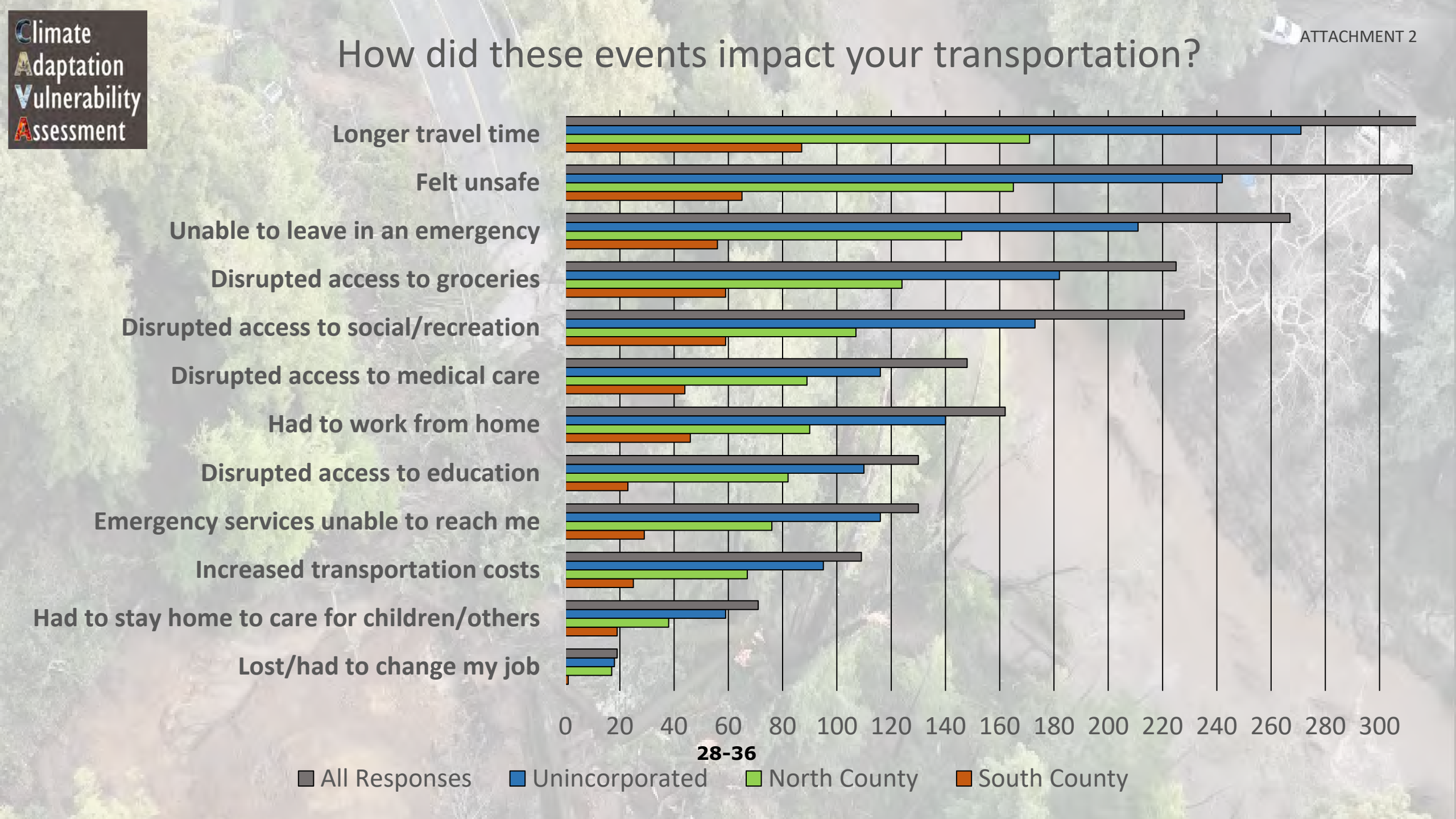
Do you have any concerns which might make it difficult for you to respond in a climate hazard emergency, such as the ability to evacuate or shelter in place?*

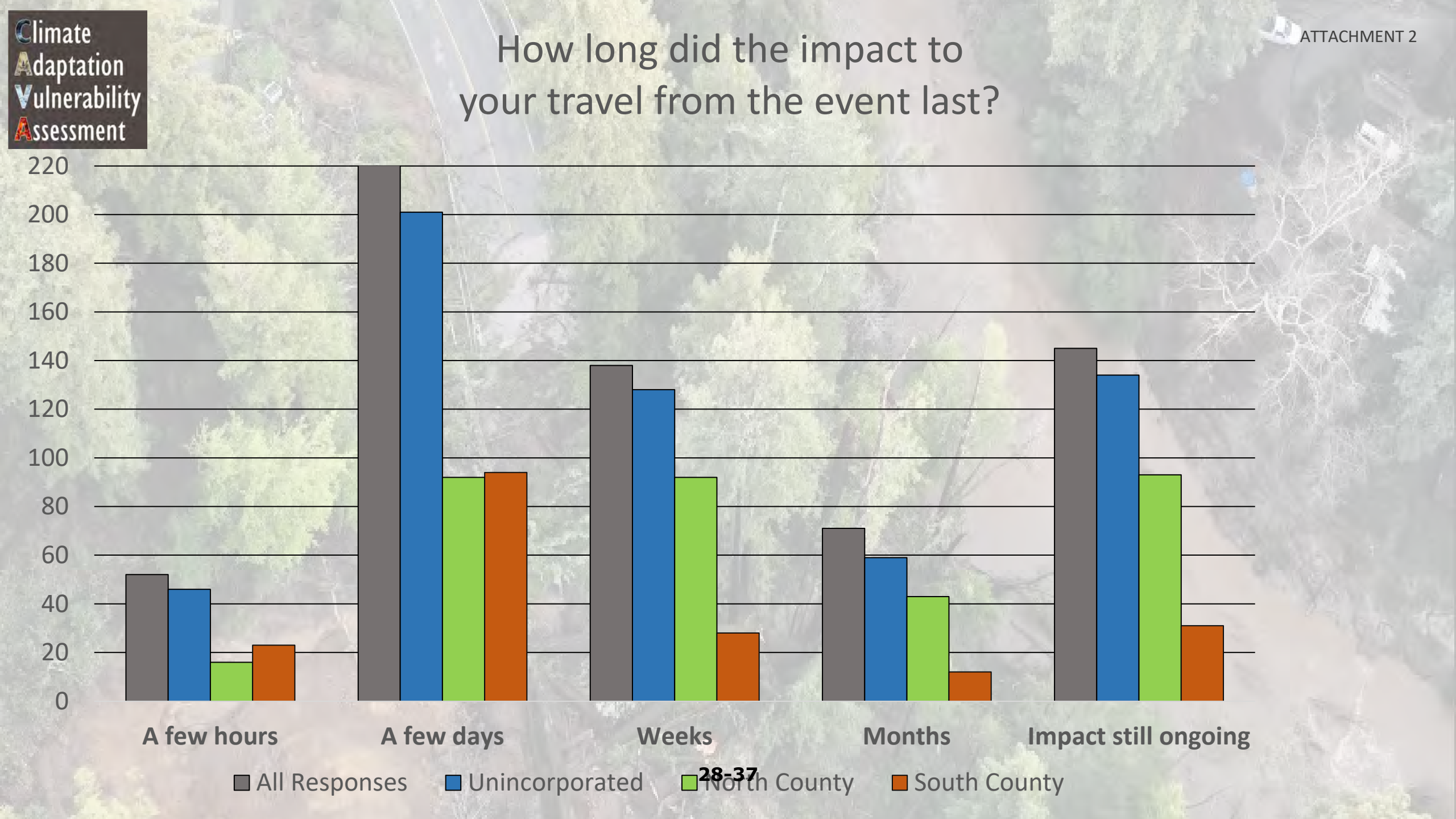


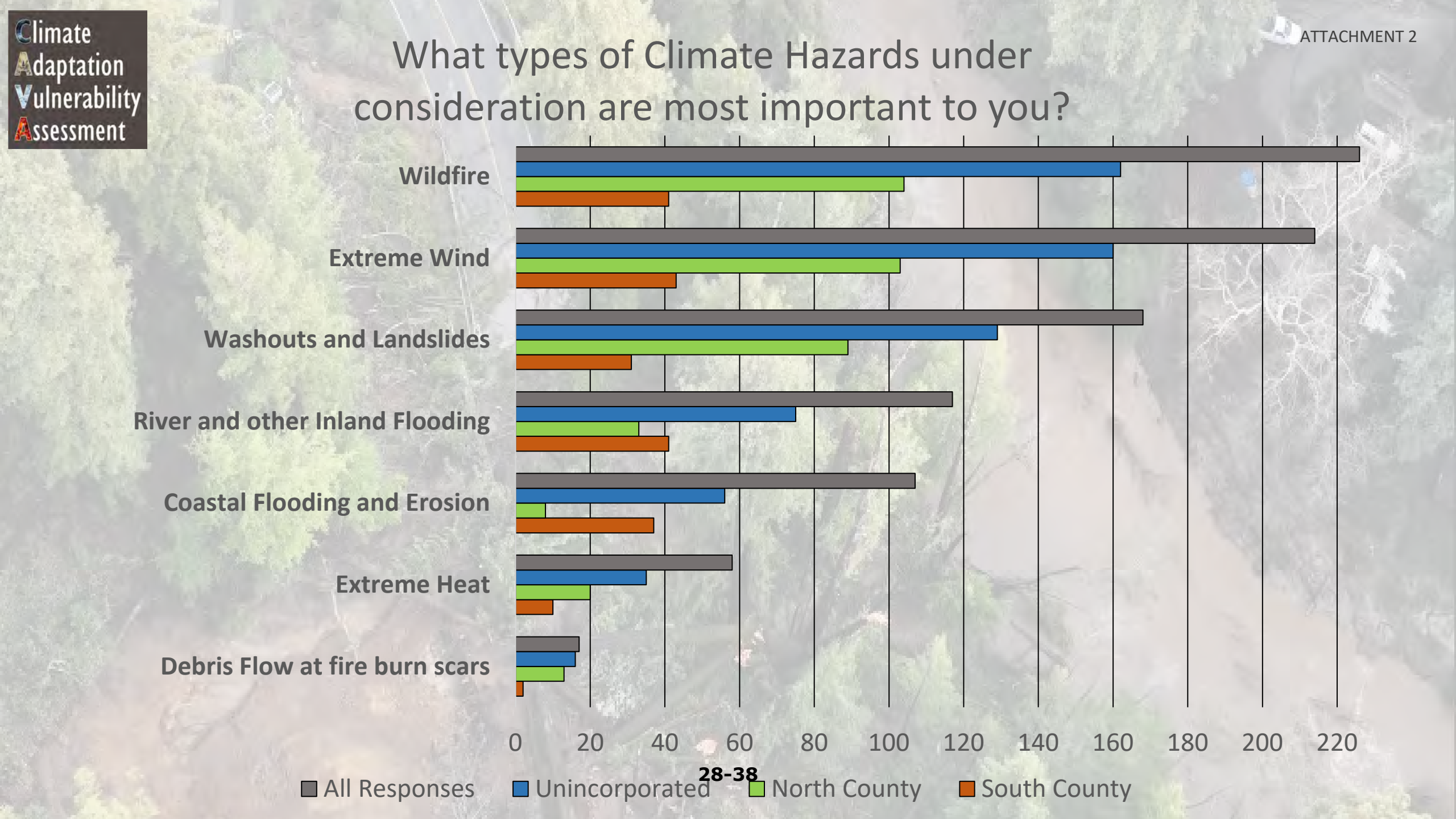
*Respondents could select more than one answer

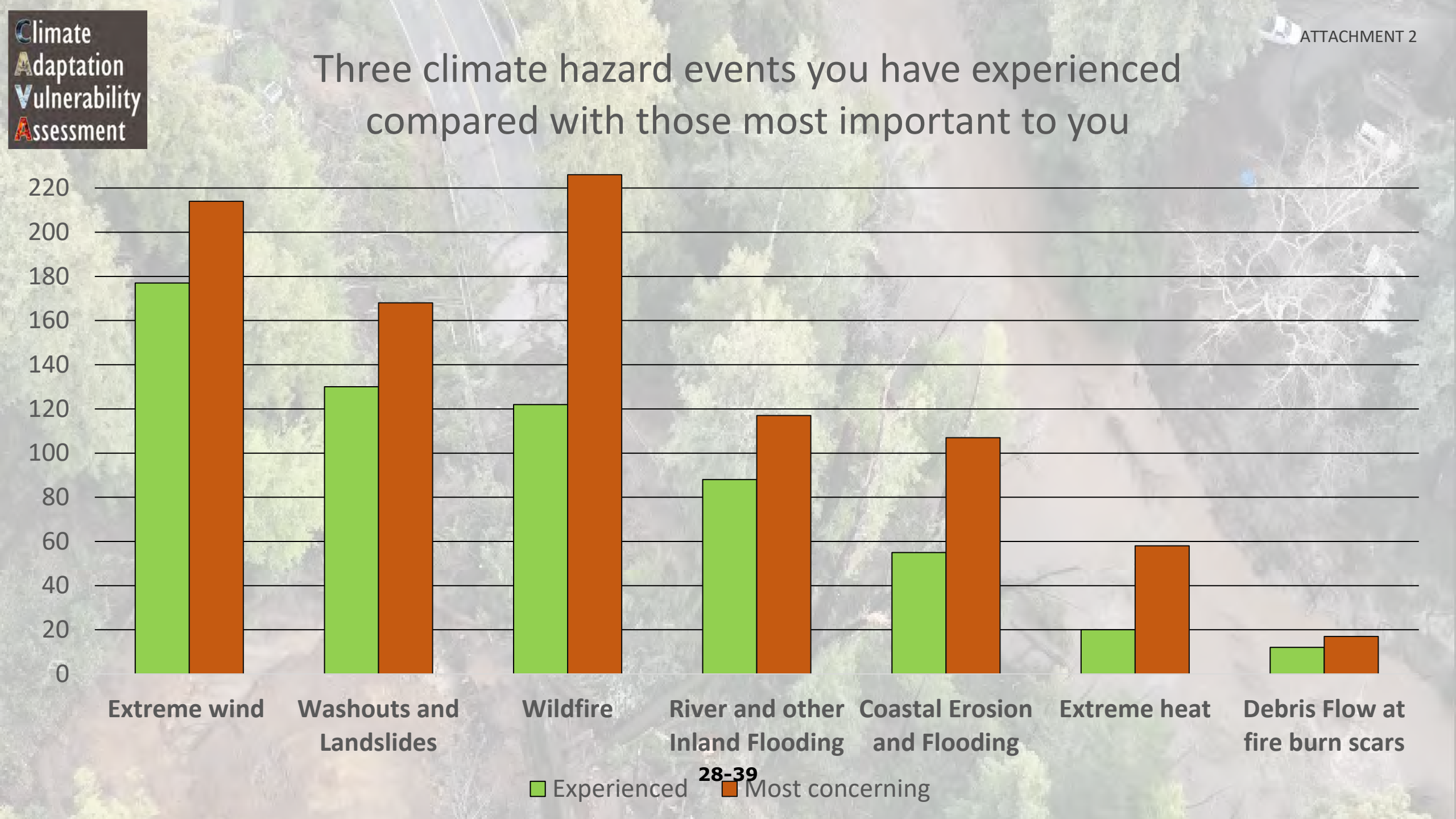






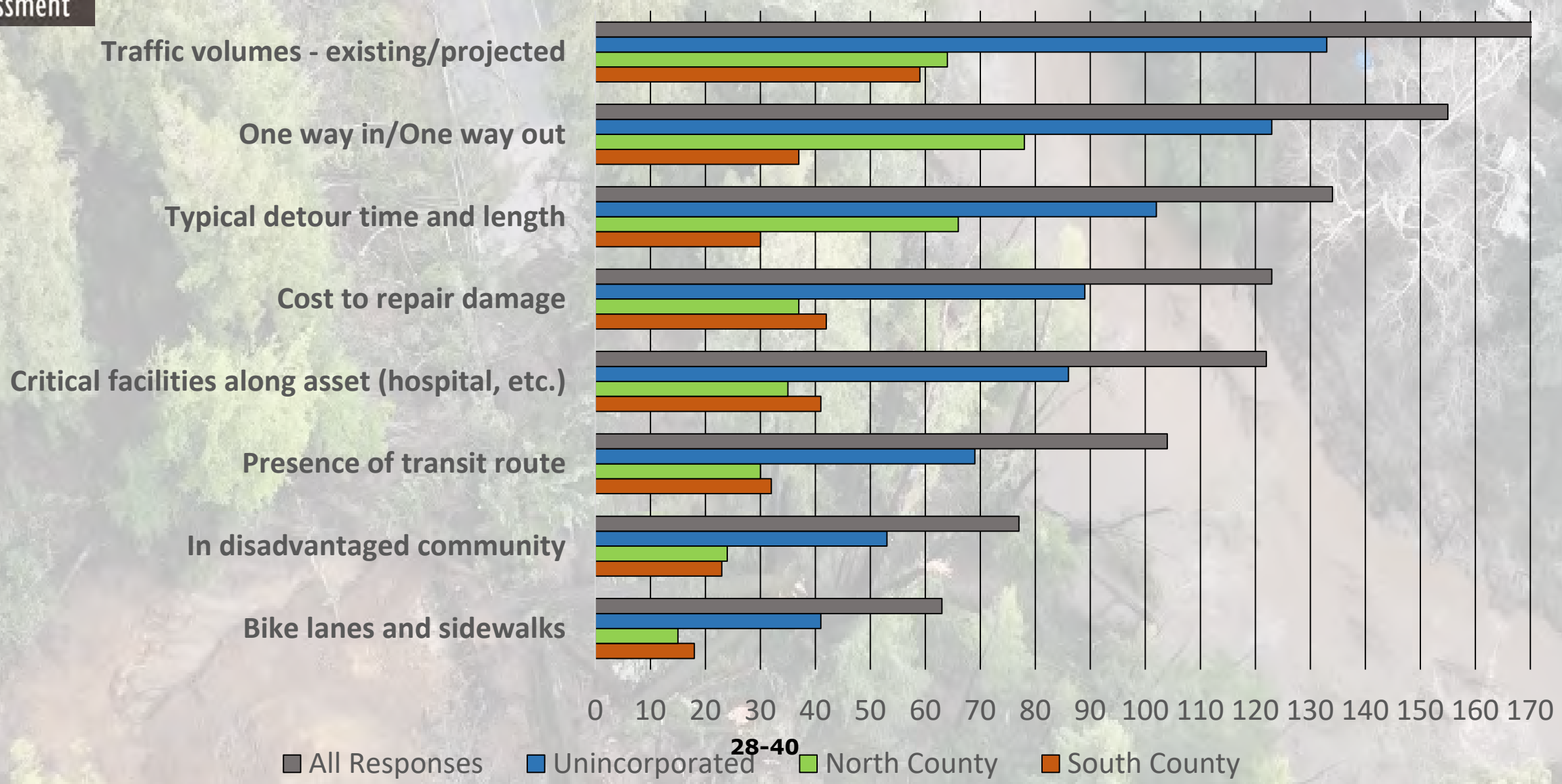






Three climate hazard events you have experienced compared with those most important to you

What Consequence Metrics are most important to you?



CAVA M1 Focus Groups and TACs Discussions Summary

Hazards to Consider

- Sinkholes, from rain or other
- Earthquakes – while also recognizing that, though they are disasters that affect transportation assets, they are not due to climate change
- Trees – Falling from drought/heat, in addition to rain or wind
- Trees blocking river and changing its course
- Drought, due to lack of precipitation not heat
- Extreme cold/Snow
- Extreme wind – while events do not often majorly impact infrastructure, they do impact travel
- In-stream hydrology impacts – hardening means river cuts deeper and goes beneath the abutments
- Hazards in combination – drought and then storm

Assets to Consider

- County transportation -adjacent assets (e.g. DPW yard)
- Other critical utilities beyond county water/sewer – mentioned College Lake Project, Caltrans underground water cisterns
- Bike/ped bridges
 - Chanticleer
 - Jose Ave
 - Arana Gulch
- Metro bus parking lots and maintenance facilities
- Drainage components other than culverts
- Curb ramps/cuts - height may need to change for high rainfall events
- Signals, lighting
- Parking – especially evacuation staging areas
- Retaining walls
- Private roads/infrastructure that would impact public infrastructure
 - County Service Area: Private roads, but supplemental taxes are sent to road fund

Prioritization Components to Consider

- Timing is a high priority – already happening or will happen very soon
- Likelihood of happening very important
- Consideration of what happens after the hazard occurs
 - How long until it is fixed
 - Bikes and peds should be allowed through reconstruction areas asap
- Preventative maintenance-type projects could happen sooner, to reduce impacts of hazards later
- Cost/viability of replacement choices
- Projects that align with state plans/funding, such as the State Rail Plan
- Power to signalization

- Add “pedestrian” to bike/transit facility and route considerations
- Emergency response/evac routes important
- Primary detour routes (e.g. Glen Arbor for Hwy 9)
- Planned land use changes
 - New housing developments
 - New low-income developments
 - Planned changes to transit routes
- Emergency access
- Propane delivery
- Nearby urgent care – none in SLV
- Detour routes
 - Zayante Creek/Quail Hollow Rd Bridge
 - Newell Creek/Glen Arbor Rd Bridge
- Locations of schools
- Communication locations – radio stations
- Timing/trajectory of global emissions
- Cluster consequences: Drought > Fire > Debris Flow
- Critical facilities
 - Wastewater
 - Drinking water
 - Fuel delivery routes
 - Backup power locations
 - Airport
 - Emergency operations center
 - Landfills
- Disadvantaged and homebound – can assistance get to them?
- Rail line as evacuation route
 - Armoring permitted for rail, not trail
 - Fire captains support rail line preservation as evac route
- Regulatory landscape = managed retreat
 - FEMA’s STAPLEE framework

AGENDA: February 1, 2024

TO: Regional Transportation Commission

FROM: Sarah Christensen P.E.

RE: Highway 1 State Park-Freedom Auxiliary Lanes, Bus on Shoulder, and Coastal Rail Trail Segment 12 Project Amendment to Professional Engineering Services Agreement TP2122

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC) approve the attached resolution ([Attachment 1](#)) authorizing the Executive Director to negotiate and execute amendment 4 to Professional Engineering Services Agreement TP2122 with Mark Thomas for additional scope at cost of \$1,299,972 for a not to exceed value of \$13,728,717 for the Highway 1 Auxiliary Lanes and Bus on Shoulder Project between State Park Drive and Freedom Boulevard interchanges, which includes Segment 12 of the Coastal Rail Trail (Project).

BACKGROUND

In 2020, the RTC entered into Cooperative Agreement with Caltrans for the Project Approval & Environmental Document component of the Highway 1 Auxiliary Lanes and Bus on Shoulders between State Park Drive and Freedom Boulevard Interchanges and Coastal Rail Trail Segment 12 project (Project).

In February of 2020 the Commission adopted the Measure D Strategic Implementation Plan which included a delivery strategy for the Highway 1 Auxiliary Lanes and Bus on Shoulders projects. The Commission approved an amendment to the Measure D Expenditure Plan to explicitly include Auxiliary Lanes and Bus on Shoulder improvements between State Park Drive and Freedom Boulevard interchanges. A map showing the project location is included as Figure 1.

In April of 2021, the RTC issued a Request for Proposals (RFP) to procure an engineering consultant to prepare the preliminary engineering and environmental documentation for the project. The RFP included a provision to retain the successful firm for final design, at the option of the RTC. Contract TP2122 was awarded to Mark Thomas & Company, Inc. with an original contract value of \$2.08M. In September of 2022 the RTC approved

amendment 1 to contract TP2122 for the final design of the project for a total contract value of \$12,079,064. In February, 2023 the RTC approved amendment 2 for grant application support for a total value of \$12,128,969. In September, 2023 the RTC approved the Cooperative Agreement for the final design and right of way phases with Caltrans, authorizing a Project Change Request to combine the Highway 1 Auxiliary Lane and Bus on Shoulder project with two Caltrans State Highway Operation and Protection Program (SHOPP) projects for Highway 1 lighting, gore paving, and a retaining wall, and amendment 3 to contract TP2122 for a total value of \$12,428,745.

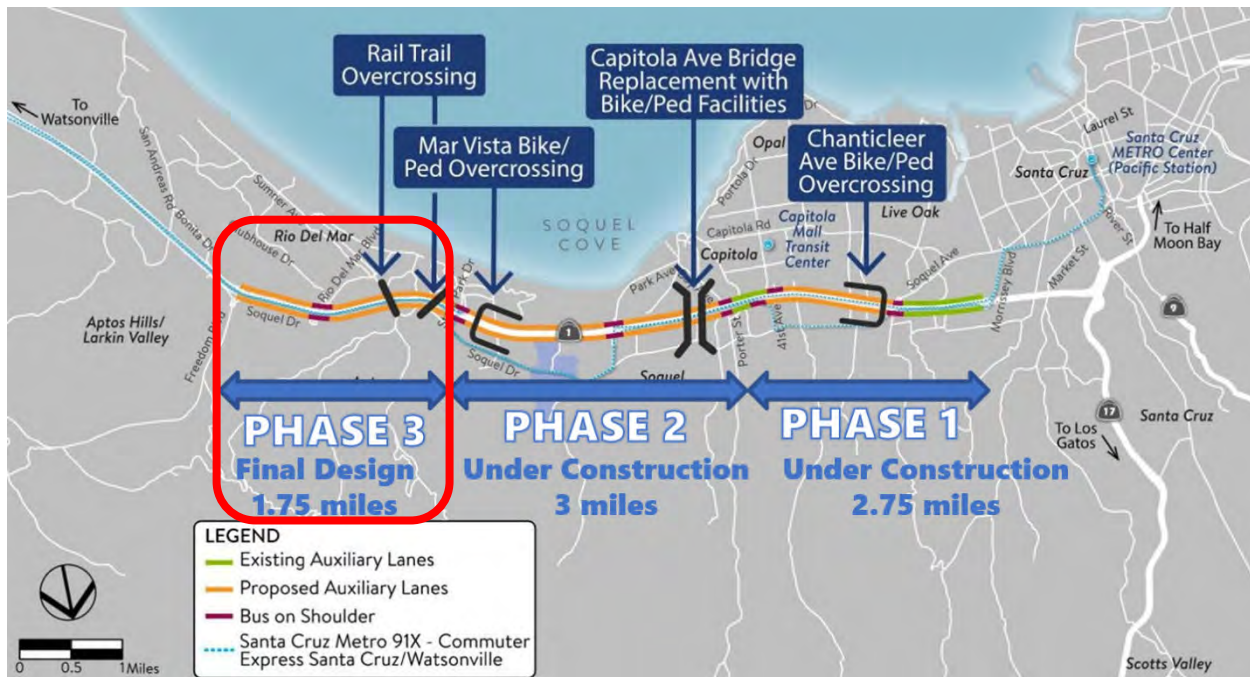


Figure 1 - The Phase 3 project includes auxiliary lanes and bus on shoulder improvements between the State Park Drive and Freedom Boulevard interchanges, widening of the Highway 1 bridge over Aptos Creek & Spreckles Drive, reconstruction of North Aptos & South Aptos Railroad Underpasses, and Segment 12 of the Coastal Rail Trail along the Santa Cruz Branch Rail Line between State Park Drive and just south of the Rio del Mar Boulevard Overhead structure.

DISCUSSION

The Project Approval and Environmental Document component of the Project was completed in January of 2024. The final design work is underway and staff is pursuing competitive grant opportunities to fully fund the project. The project is funded by Measure D Highway and Active Transportation Categories, State Transportation Improvement Program, State Highway Operation and Protection Program, Senate Bill 1 (SB1) Local Partnership Program, and the Federal Mega Program funds. Staff is pursuing SB1 competitive funds in 2024 cycle 4 to fully fund construction of the project,

which is scheduled to begin in 2026. As the project final design progresses and competitive grant opportunities guidelines are developed, the project's needs have slightly changed which requires an amendment to the professional engineering consultant contract to address these changes and additions to the scope of work for the project. Below are descriptions to the additions and changes to the project's scope of work.

Coastal Rail Trail Segment 12 Bridge – Aptos Creek & Soquel Drive

Through the final design development, utility conflicts with the bicycle and pedestrian bridge over Aptos Creek and Soquel Drive (north) were discovered where one of the columns was originally proposed. The Project Development Team is recommends changing the multi-span simple prefabricated bridge to a single clear span bridge with a total length of approximately 300 feet in order to avoid relocation of several utilities and environmental impacts associated with having the column shifted closer to the creek. Although a single span bridge has a higher construction and design cost than a prefabricated multi-span bridge, there will be significant cost savings in utility relocation and environmental mitigation.

Staff released a 2-minute video and short survey to solicit input on the community's preferred bridge type. Two single-span bridge options are being considered. The primary distinction between the two options is the bridge support type and overall visual aesthetics. Both bridge types have similar costs and maintenance obligations, and the bridge railings and width would be identical. In order to manage the schedule of the final design of the bridge, staff has set a deadline of Friday February 9, 2024 to take the survey.

One option being considered, a Tied Arch Bridge, would be supported by two 300-foot-long curved arches with the deck supported below. Its 50-foot-tall arch makes a striking visual statement and would be visible from adjacent public and private properties. The other option, a Stress Ribbon Bridge, would be supported by suspension cables within the concrete deck. Its low profile and minimalist design would offer a harmonious blend with the environment and would be less of a visual statement than the Tied Arch type.

Since the project was originally considering a simple prefabricated bridge, changing the bridge type to a single span special bridge requires the bridge to be designed by the professional engineering consultant. The design fee is identical for both the stress ribbon and tied arch bridge types.

Support for SB1 Cycle 4 Application

Staff is preparing to submit competitive grant applications for the next cycle of SB1 funds, including Solutions for Congested Corridors, Local Partnership Program, and Trade Corridors Enhancement Program in partnership with the County of Santa Cruz, Santa Cruz Metropolitan Transit District (Metro), and Caltrans with consultant support. The application scored highly in cycle 3 last year but was not recommended for funding because it would not begin construction until late in the funding cycle. Staff plans to improve the application based on feedback from California Transportation Commission staff and selection committee and resubmit in 2024 for cycle 4 funds with program years FY25/26 and FY26/27.

The cycle 4 project will include:

- Highway 1 Auxiliary Lanes and Bus on Shoulders-Freedom Blvd to State Park Drive and Coastal Rail Trail Segment 12 Project, implemented by RTC & Caltrans
- Soquel Drive Multimodal Improvements between Freedom Boulevard and State Park Drive, implemented by County of Santa Cruz
- Rapid Bus Transit Improvements proposed by Santa Cruz Metropolitan Transit District

The California Transportation Commission plans to issue the cycle 4 call for projects in mid-2024, with applications due at the end of the year. The cycle 4 application will be an update to the cycle 3 application, with changes to the cross-county bus transit component. RTC and Metro staff are working together to include infrastructure improvements recommended by the Reimagine Metro study that is wrapping up this spring, which will be different than the cycle 3 set of improvements. In order to complete the application, consultant support is needed to calculate the benefit-cost ratio and performance metrics for the revised scope of work.

Staff has worked with the professional engineering consultant to reallocate funds from other tasks that came in under budget to cover this grant application support work.

Highway 1 Bus on Shoulder Extension

Staff is working with Caltrans to propose additional signage and pavement marking improvements be added to an existing State Highway Operation and Protection Program project under development by Caltrans between the Buena Vista Drive and Freedom Boulevard interchanges. The proposal includes an extension of the bus on shoulder facility in both directions of Highway 1 by an additional 3 miles south toward Watsonville and would require an update to the Bus on Shoulder Concept of Operations report last updated in 2019. A Cooperative Agreement with Caltrans is anticipated to

fund the added improvements, which staff plans to bring to the Commission for approval once the Concept of Operations is updated, improvements are further scoped, and costs estimated.

If the improvements are successfully incorporated into the Caltrans State Highway Operation and Protection Program project, construction on these improvements could begin as soon as 2025 and be operational by 2027. The improvements would improve Metro's cross-county travel times and reliability of service between Watsonville and Santa Cruz. Combining the improvements with an existing project saves significant cost and time associated with proposing the bus on shoulder improvements as a separate, subsequent project.

Staff has worked with the professional engineering consultant to reallocate funds from other tasks that came in under budget to cover this Concept of Operations Report update and coordination work.

Amendment 4 to TP2122

Staff has worked with the professional engineering consultant to reallocate budget for completed tasks that have come in under budget. The proposed amendment 4 predominantly covers the additional design fee associated with the single-span coastal rail trail bridge Aptos Creek and Soquel Drive on the north side of Aptos Village. The scope of work and cost proposal for this work is included as Attachment 2. **Staff recommends that the Regional Transportation Commission approve the attached resolution (Attachment 1) authorizing the Executive Director to negotiate and execute amendment 4 to Professional Engineering Services Agreement TP2122 with Mark Thomas for additional scope at cost of \$1,299,972 for a not to exceed value of \$13,728,717 for the Highway 1 Auxiliary Lanes and Bus on Shoulder Project between State Park Drive and Freedom Boulevard interchanges, which includes Segment 12 of the Coastal Rail Trail.**

NEXT STEPS

Staff will continue soliciting input from the community on the preferred bridge type for the Coastal Rail Trail Segment 12 bridge over Aptos Creek and Soquel Drive and will proceed with the final design of the bridge following the completion of the survey February 9th. Staff will continue following the guideline development and pursuing cycle 4 of SB1 grant funds expected for later this year. Staff will continue working with Caltrans to combine bus on shoulder improvements with their State Highway Operation and Protection Program project and will return to the Commission at a later date for future actions including a Cooperative Agreement with Caltrans and funding commitments.

FISCAL IMPACT

There are no new fiscal impacts associated with amending contract TP2122. There are sufficient Measure D-Highway and Active Transportation category funds programmed in FY24 and FY25 to cover the additional final design work. The current FY24 budget includes sufficient funds to amend the contract and cover the additional final design costs through the end of the fiscal year.

SUMMARY

A contract amendment to professional engineering services agreement TP2122 for the Project is proposed in order to cover changes and additions to the scope of work for the project.

ATTACHMENTS

1. Resolution
2. Draft Scope and Costs Proposal for Amendment 4 to TP2122

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RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of February 1, 2024
on the motion of Commissioner
duly seconded by Commissioner

A RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO NEGOTIATE AND
EXECUTE AMENDMENT 4 TO CONTRACT TP2122 WITH MARK THOMAS FOR
CONTINUED ENGINEERING AND GRANT APPLICATION SUPPORT FOR THE FOR THE
HIGHWAY 1 AND SEGMENT 12 PROJECT

WHEREAS, Highway 1 is the most heavily traveled highway in Santa Cruz
County, is often congested and has safety concerns; and

WHEREAS, Highway 1 serves as the backbone for the movement of people and
goods through the majority of the urban area in Santa Cruz County, providing
access to schools, commercial, residential, and recreational destinations;

WHEREAS, the Measure D expenditure plan was approved by voters of Santa
Cruz County in 2016 and amended by RTC in 2020 to include auxiliary lanes and
bus on shoulder improvements between State Park Drive and Freedom Boulevard;

WHEREAS, in 2021 the RTC entered into a professional engineering services
agreement with Mark Thomas & Company and a Cooperative Agreement with
Caltrans for the Project Approval and Environmental Document component of work
for the project;

WHEREAS, in 2019 the Commission adopted a preferred scenario for the
Highway 1, Branch Line, and Soquel Drive/Freedom Boulevard corridors as part of
the Unified Corridor Investment Study, which included implementation of auxiliary
lanes and bus on shoulder projects on Highway 1;

WHEREAS, in September of 2022 the RTC approved amendment 1 to the Mark
Thomas contract for the final design of the project for a total contract value of
\$12,079,064 and in February, 2023 the RTC approved amendment 2 to add
\$49,905 for grant application support for a total value of \$12,128,969;

WHEREAS, a Cooperative Agreement with Caltrans to provide oversight for the
final design and right of way components of the project and amendment 3 to
contract TP2122 with a not to exceed value of \$299,776 for a total contract value
of \$12,428,745 was approved in September of 2023;

THEREFORE, BE IT RESOLVED BY THE SANTA CRUZ COUNTY REGIONAL

TRANSPORTATION COMMISSION THAT:

The Executive Director is authorized to negotiate and execute Amendment 4 to Professional Engineering Services Agreement TP2122 with Mark Thomas with a value not to exceed \$1,299,972 for a total contract value of \$13,728,717 for continued final design support for the Project.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

ABSENT: COMMISSIONERS

ATTEST:

Kristin Brown, Chair

Mitch Weiss, Secretary

Distribution: RTC Fiscal, RTC Project Manager

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January 24, 2024

Santa Cruz County Regional Transportation Commission
1101 Pacific Avenue, Suite 250
Santa Cruz, CA 95060
Attn: Sarah Christensen, PE

RE: 21-00117 Amendment 4 for Aptos Creek Pedestrian Bridge

Dear Sarah:

Thank you for the opportunity to continue to support the Santa Cruz County Regional Transportation Commission (RTC) for the for the State Route 1 Bus-on-Shoulder from Freedom to State Park and the Coastal Rail Trail Segment 12 project.

Mark Thomas, in partnership with MGE, Parikh and HDR/WRECO, will prepare Final PS&E for the Aptos Creek Pedestrian Bridge as a Tied-Arch or Stress Ribbon structure pending results of the public outreach process as well as, 4 additional Coastal Rail-Trail specialty retaining walls and tsunami scour assessment of the SR-1 Aptos Creek Widening.

The detailed scope of work is provided below.

SCOPE OF WORK

Task 1 – 65% Design

The structure design will be performed in accordance with AASHTO LRFD Bridge Design Specifications, 8th Edition with California Amendments and Caltrans Seismic Design Criteria, Version 2.0. The latest updated versions of the Caltrans Bridge Design Manuals will be used.

The original scope included 3 specialty retaining walls along the Coastal Rail-Trail Segment 12. 4 additional specialty retaining walls have been identified along the Coastal Rail-Trail Segment 12 that will require additional design.

HDR/WRECO will perform a Tsunami Scour Assessment of the proposed SR-1 Aptos Creek Bridge Widening in conformance with Caltrans hydraulic requirements. The results of the tsunami scour will be incorporated into the SR-1 Aptos Creek Bridge Widening design.

The 65% submittal represents a complete bid package with respect to design and details; however, the overall details remain unchecked. Special provisions will consist of marked-

up Caltrans Special Provisions, with new specials and inserts clearly marked. Nonstandard SSPs will be identified to the degree possible. A BEES listing will be included, with appropriate SSP referenced adjacent to the contract item. Unchecked details consist of complete structure plans that are designed and detailed and deemed ready for the independent check.

Deliverables

- 65% Plans
- 65% Construction Cost Estimate
- 65% Specifications
- Draft Foundation Report
- Draft Tsunami Scour Memo

Task 2 – 95% Design

Mark Thomas will respond to 65% comments and prepare the 95% design following completion of the independent design check.

Mark Thomas will prepare structural calculations for the selected bridge type (Tied-Arch or Stress Ribbon) for the Aptos Creek Pedestrian Bridge. The structure design will be performed in accordance with AASHTO LRFD Bridge Design Specifications, 8th Edition with California Amendments and Caltrans Seismic Design Criteria, Version 2.0. The latest updated versions of the Caltrans Bridge Design Manuals will be used.

The original scope for the Aptos Creek Pedestrian Bridge was for a 3-span prefabricated steel truss bridge. Both the Tied-Arch and Stress Ribbon design concepts are much more complex specialty bridge types that require significantly more design work.

Parikh will drill two additional borings (maximum 45 feet depth) for the ground anchor design for the Stress Ribbon alternative. Parikh will provide ground anchor design recommendations for the Stress Ribbon alternative.

MGE will perform an independent design check of the Aptos Creek Pedestrian Bridge if the selected type is a Stress Ribbon in conformance with Caltrans bridge design procedures. Mark Thomas will perform an independent design check of the Aptos Creek Pedestrian Bridge if the selected type is a Tied Arch in conformance with Caltrans bridge design procedures. Calculations and computer runs will be performed to check the bridge layout and structural integrity. Upon completion of the design check, discrepancies between the design and check will be reconciled.

Mark Thomas and MGE (if applicable) will participate in a constructability review prior to

submittal of the 95% PS&E, so that constructability review comments can be incorporated into the 95% documents.

The 95% submittal represents a Draft PS&E. Major design features have been reviewed; however, some plan details are submitted for the first time at this submittal. Special provisions will consist of revised Caltrans SSPs, with new specials and inserts clearly marked. A BEES listing will be included, with appropriate SSPs referenced adjacent to the contract item. Stricken text will be shown. Checked details consist of complete, independently checked structure plans that are designed and detailed. Structure special provisions, estimate, calculations and Final Foundation Reports will be prepared for each structure.

Deliverables

- 95% Plans
- 95% Construction Cost Estimate
- 95% Specifications
- Constructability Review
- Bridge Design Calculations
- Bridge Independent Check Calculations
- Final Foundation Report
- Final Tsunami Scour Memo

Task 3 – 100% Design

Mark Thomas will respond to 95% comments and prepare the 100% design.

This submittal represents final PS&E, ready for bidding, with all comments addressed from the 95% review.

Deliverables

- 100% Plans
- 100% Construction Cost Estimate
- 100% Specifications

Task 4 – Final Design

Mark Thomas will respond to 100% comments and prepare the Final Design Package.

Final corrected PS&E are submitted as the Final PS&E for Caltrans Approval.

Deliverables

- Final Plans
- Final Construction Cost Estimate
- Final Specifications

Task 5 – LAUD Additional Tasks

In preparation of the final plans, Mark Thomas staff will coordinate Public Art alternatives with RTC and County. If any Transportation Art is proposed within the state right of way, Mark Thomas staff will prepare the appropriate submittals to Caltrans for approval.

As part of the final coastal development permit process, Mark Thomas staff will also prepare the required tree removal exhibits needed to support the application. The subsequent tree field survey task will be completed by SWCA to support the application.

FEE ESTIMATE

The not-to-exceed project fee to complete the Scope of Work is \$1,299,972. A detailed cost spreadsheet showing staff hours by task is provided on the following page.

Thank you again for this opportunity. If you have any questions regarding our scope and fee, please don't hesitate to contact me at (916) 390-5131 or email at zsiviglia@markthomas.com.

Sincerely,

MARK THOMAS & COMPANY, INC.



Zach Siviglia, PE
President + CEO

COST PROPOSAL FOR PROJECT SCOPE - SCCRTC: Highway 1 State Park to Freedom (Aptos Creek - Stress Ribbon)

<div><div><div></div><div></div><div></div></div><div>MARK THOMAS</div></div>	Mark Thomas											Subconsultants				TOTAL COST
	Sr. Technical Lead	Technical Lead	Design Engineer II	Design Engineer I	Sr. Technician	LAUD Division Manager	LAUD Project Manager	Landscape Architect	Landscape Designer	Total Hours	Total MT Cost	MGE	HDR/WRECO	SWCA	Parikh	
	\$266	\$215	\$143	\$116	\$146	\$260	\$211	\$149	\$118							
1.0 65% DESIGN																
1.1 Aptos Creek Pedestrian Bridge		340	500	120	320					1280	\$204,995					\$204,995
1.2 Rail-Trail Additional Specialty Retaining Walls (4)		10	40	40	40					130	\$18,313					\$18,313
1.3 SR-1 Aptos Creek Bridge Widening Tsunami Assessment										0	\$0		30,000			\$30,000
Subtotal Phase 1	0	350	540	160	360	0	0	0	0	1410	\$223,308	\$0	\$30,000	\$0	\$0	\$253,308
2.0 95% DESIGN																
2.1 Aptos Creek Pedestrian Bridge	120	1140	660	360	560					2840	\$494,574	192,318			22,677	\$709,569
2.2 Rail-Trail Additional Specialty Retaining Walls (4)		4	40	40	20					104	\$14,108					\$14,108
Subtotal Phase 2	120	1144	700	400	580	0	0	0	0	2944	\$508,682	\$192,318	\$0	\$0	\$22,677	\$723,677
3.0 100% DESIGN																
3.1 Aptos Creek Pedestrian Bridge	40	200	160	160	200					760	\$124,147					\$124,147
3.2 Rail-Trail Additional Speacilty Retaining Walls (4)		4	20	20	10					54	\$7,484					\$7,484
Subtotal Phase 3	40	204	180	180	210	0	0	0	0	814	\$131,631	\$0	\$0	\$0	\$0	\$131,631
4.0 FINAL DESIGN																
4.1 Aptos Creek Pedestrian Bridge	20	100	100	100	100					420	\$67,240					\$67,240
4.2 Rail-Trail Additional Specialty Retaining Walls (4)		4	10	10	10					34	\$4,901					\$4,901
Subtotal Phase 4	20	104	110	110	110	0	0	0	0	454	\$72,141	\$0	\$0	\$0	\$0	\$72,141
5.0 LAUD Additonal Tasks																
5.1 Public Art Coordination with RTC and County / Transportation Art submittal to Caltrans						2	40	78	80	200	\$29,955					\$29,955
5.2 Additional Tree Survey Data Collection & Preparation of Tree Removal Exhibits						4	20	40	100	164	\$22,962			20,000		\$42,962
Subtotal Phase 5	0	0	0	0	0	6	60	118	180	364	\$52,916	\$0	\$0	\$20,000	\$0	\$72,916
TOTAL HOURS	180	1802	1530	850	1260	6	60	118	180	5986						
OTHER DIRECT COSTS											\$0	\$35,000	\$0	\$0	\$11,300	\$46,300
TOTAL COST	\$47,941	\$387,574	\$218,362	\$98,252	\$183,632	\$1,562	\$12,637	\$17,554	\$21,164		\$988,677	\$227,318	\$30,000	\$20,000	\$33,977	\$1,299,972