



**Santa Cruz County  
Regional Transportation Commission**

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**AGENDA**

**Thursday, May 02, 2024  
9:00 a.m.**

**In-Person Meeting**

Capitola City Council Chambers  
420 Capitola Avenue  
Capitola, CA 95010

**Alternative Remote Location**

628 Crown Road  
Santa Cruz, CA 95064

**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, dirijase a la última página.*

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

**COMMISSION MEMBERSHIP**

City of Capitola	Alexander Pedersen
City of Santa Cruz	Sandy Brown
City of Scotts Valley	Randy Johnson
City of Watsonville	Eduardo Montesino
County of Santa Cruz	Felipe Hernandez
County of Santa Cruz	Justin Cummings
County of Santa Cruz	Zach Friend
County of Santa Cruz	Manu Koenig
County of Santa Cruz	Bruce McPherson
Santa Cruz Metropolitan Transit District	Kristen Brown
Santa Cruz Metropolitan Transit District	Larry Pageler
Santa Cruz Metropolitan Transit District	Mike Rotkin
Caltrans (ex-officio)	Scott Eades

*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 the agenda
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))  
Campaign for Sustainable Transportation v. California Department of  
Transportation et.al.  
Case No. 24VVM000051

### **OPEN SESSION**

7. 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 draft minutes of the March 4, 2024 Bicycle Advisory Committee meeting
10. Approve draft minutes of the April 04, 2024 Regional Transportation Commission meeting
11. Approve draft minutes of the April 18, 2024 Regional Transportation Commission special meeting

**POLICY ITEMS**

12. Approve updates to the Santa Cruz County Regional Transportation Commission Conflict of Interest Code
13. Accept Legislative Updates

**PROJECTS and PLANNING ITEMS**

14. Approve authorizing the Executive Director to reject the bid and authorize staff to make changes to the bid package and readvertise the ditch and culvert maintenance 2024 project along the Santa Cruz Branch Rail Corridor
15. Approve a resolution supporting reducing speed limits in the business districts of Brookdale, Ben Lomond, and Felton and Highway 9/SLV Complete Streets Corridor Plan **(Resolution)**
16. Accept the North Coast Facilities Management Plan and receive information about the North Coast Transportation Demand Management Plan

**BUDGET AND EXPENDITURES ITEMS**

17. Accept status report on Transportation Development Act (TDA) revenues
18. Accept status report on Measure D revenues

**ADMINISTRATION ITEMS**

19. Approve authorizing the Executive Director to program FY2024 Low Carbon Transit Operations Program (LCTOP) funds and interest earned on prior Lift Line LCTOP balances, amend the budget and work program, and execute documents as may be required **(Resolution)**
20. Approve authorizing the Executive Director to amend the contract with User Friendly Computing to extend term through June 2025 and add funding **(Resolution)**

**INFORMATION/OTHER ITEMS**

21. Accept monthly meeting schedule
22. Accept correspondence log
23. Accept letters from RTC committees and staff to other agencies
  - a. April 15, 2024 Letter to Marlon Flournoy, Division Chief of Transportation Planning, RE: Central Coast Coalition Comment Letter on CSIS 2.0
24. Accept information items - *none*

**REGULAR AGENDA**

25. Commissioner Reports – oral reports
26. Director's Report – oral report  
*(Mitch Weiss, Interim Executive Director)*
27. Caltrans Report
  - a. Santa Cruz County project updates
28. Presentation from Capitola Public Works  
*(Kailash Mozumder, Project Manager)*
29. Zero Emissions Passenger Rail and Trail Project Update, Alignment Horizontal Clearances, and Right of Way Setbacks  
*(Riley Gerbrandt, Associate Engineer)*
  - a. Staff Report
30. Next meetings

The next RTC meeting is scheduled for Thursday, June 06, 2024 at 9:00 a.m. at the Watsonville City Council Chambers, located at 275 Main Street, Fourth Floor, Watsonville, CA 95076.

The next Transportation Policy Workshop (TPW) is scheduled for Thursday, May 16, 2024 at a location TBD.

**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@scrtc.org](mailto:info@scrtc.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](http://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/](https://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. Members of the public participating by Zoom are instructed to be on mute during the proceedings and to speak only when public comment is allowed, after requesting and receiving recognition from the Chair.

**PARTICIPACIÓN 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 pérdida de comunicación con quienes participan remotamente, la RTC hará lo posible por restaurar la comunicación. Pero, la junta continuara mientras se hace lo posible por restaurar la comunicación con quienes participan remotamente. A los miembros del público que participan por Zoom se les indica que permanezcan en silencio durante los procedimientos y que hablen solo cuando se permitan comentarios públicos, después de solicitar y recibir el reconocimiento del presidente.

**ACCESSIBILILTY**

*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.*

**TITLE VI NOTICE TO BENEFICIARIES**

*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](http://www.sccrtc.org). A complaint may also be filed directly with the Federal Transit Administration to the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.*

**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](http://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.*

**AGENDA:** May 2, 2024

**TO:** Regional Transportation Commission  
**FROM:** Tommy Travers, Transportation Planner  
**RE:** Item 9 – Bicycle Advisory Committee Meeting Minutes

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## **RECOMMENDATIONS**

Staff recommends that the Regional Transportation Commission receive the meeting minutes (Attachment 1) for the March 4, 2024, special meeting of the Bicycle Advisory Committee.

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The Bicycle Advisory Committee consists of 11 members representing each county supervisor, each city, the Community Traffic Safety Coalition, and the Bike To Work/School program. The committee reviews and provides technical advice on bicycle-related projects and programs to the RTC, local public works departments, and others; coordinates and provides recommendations to the RTC on the use of funds for bicycle projects; and serves as a forum for the RTC and local agencies for promoting and advocating bicycling, including safety and education.

Upcoming meetings are listed on the committee's meetings webpage, <https://sccrtc.org/meetings/bicycle-advisory-committee/agendas/>. If there are no major items to be brought before the committee, the meetings are cancelled. Agendas and meeting materials are posted on the webpage at least five (5) days prior to the meeting. Remote participation via Zoom is available for members of the public, non-voting committee members/alternates, or voting committee members unable to attend in person due to an emergency or for cause per AB2449.

The draft minutes from the most recent meeting are presented in Attachment 1. The RTC is asked to read these minutes. The committee will review and approve final minutes at its next meeting, after which they are posted to the committee webpage. The purpose of these minutes is to summarize the discussions that took place during the meeting and clearly document any actions taken.

### **Attachments:**

1. March 4, 2024, Bicycle Advisory Committee meeting minutes (draft)



Santa Cruz County Regional  
Transportation Commission's

BICYCLE ADVISORY COMMITTEE

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**MEETING  
DRAFT MINUTES  
Monday, March 4, 2024  
6:00 pm to 8:30 pm**

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

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

2. Introductions

**Members Present, in Person:**

Scott Roseman, District 1  
Aaron Robinson, District 2  
John Hunt, District 2 (Alt.)  
Sally Arnold, District 3  
Anna Kammer, District 4 (Chair)  
Theresia Rogerson, Dist. 5 (Alt.)  
Paula Bradley, City of Capitola  
Matt Farrell, City of Santa Cruz  
Richard Masoner, City of Scotts Valley  
Gina Cole, City of Watsonville (Vice Chair)  
Drew Rogers, City of Watsonville (Alt.)  
Matt Miller, Ecology Action  
Leo Jed, CTSC  
Kelly Curlett, CTSC (Alt.)

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

None

**Staff:**

Tommy Travers, Transportation Planner  
Stephanie Britt, Transportation Planning Technician  
Riley Gerbrandt, Associate Engineer

**Members Remote, Not Voting:**

Corrina McFarlane, District 1 (Alt.)  
Steven Jonsson, District 4 (Alt.)  
Rick Hyman, District 5

**Unexcused Absences:**

**Excused Absences:**

Peter Scott, District 3 (Alt.)  
Grace Voss, City of Santa Cruz (Alt.)  
Jennifer Villegas Moreno, Ecology Action (Alt.)

**Vacancies:**

City of Capitola – Alternate  
City of Scotts Valley – Alternate

**Guests:**

Regina Valentine, AMBAG  
Jae Riddle, Nomination pending  
Kathy Jaqqi, Member of the public  
Lola Quiroga, Member of the public

3. Considered any AB 2449 requests by voting members to participate remotely.

- None

4. Staff announcements

- Staff announced the upcoming Capitola Avenue overcrossing closure.

5. Oral communications



- Matt Miller announced the possible return of in-person “Bike to Work Day” in 2025
  - Theresia Rogerson announced that the Community Traffic Safety Coalition has created a subcommittee on e-bike safety.
  - Richard Masoner announced that he will no longer be a part of the committee after his term ends this month.
  - Anna Kammer announced the next Watsonville Vision Zero Task Force meeting, which will be March 5, 2024 from 10:30am to 12:00pm.
  - Rick Hyman summarized the 2021 presentation to the Committee regarding the downtown METRO transit center. Plans are now being considered by the City of Santa Cruz for a developer’s project including the portion of the paseo between Front Street and the Riverwalk.
6. Additions or deletions to consent and regular agendas
- None

**CONSENT AGENDA**

7. Approved draft minutes of the December 11, 2023, Bicycle Advisory Committee meeting.
8. Received Summary of Hazard Reports
- A Committee member suggested that issues related to e-bikes be captured in Hazard Reports, and that adding a time field to the form could be useful. Several members discussed increasing promotion of the existence of the Hazard Reports service, including via bike shops, law enforcement, newspapers, and Cruz511.
9. Recommended committee member nominations

Motion to approve the Consent Agenda (Arnold/Masoner).  
 Passed unanimously with Scott Roseman, Aaron Robinson, Sally Arnold, Anna Kammer, Theresia Rogerson, Paula Bradley, Matt Farrell, Richard Masoner, Gina Cole, Matt Miller, and Leo Jed voting in favor.

**REGULAR AGENDA**

- 9A. Updates on Committee Functions
- None
10. Association of Monterey Bay Area Governments (AMBAG) Complete Streets Policy – Regina Valentine, AMBAG

Regina Valentine presented the final AMBAG Complete Streets Policy as a follow-up to her previous visit to the committee. The public comment period is from February 1, 2024 to March 15, 2024.

Committee comments:

- Discussion of how AMBAG’s complete streets policy differs from Caltrans’s.

11. Zero Emission Passenger Rail and Trail (ZEPRT) Project Preliminary Purpose and Need Statement – review and provide input – Riley Gerbrandt, Associate Engineer

Riley Gerbrandt presented the draft Purpose and Need Statement for the ZEPRT Project which proposes a new high-capacity passenger rail service on the Santa Cruz Branch Rail Line. In his presentation he included the project schedule and next decision points of the environmental and preliminary engineering phase of the project.

Committee comments:

- Suggestions to change the Purpose and Need by making safety more prominent, discussing how bikes can be transported via rail to increase mobility, and emphasizing how the project could serve as an evacuation route.
- Suggestion to phase the construction of the project.
- Suggestion to separate the trail from the rail project.

12. Updates related to the Construction Zone Subcommittee – Committee members – Oral Report

Scott Roseman reviewed the purpose and the current membership of the Construction Zone Ad-hoc Subcommittee and provided the subcommittee's recent findings after meeting with local jurisdictions' public works departments. Paula Bradley provided information from her meetings with local jurisdictions as well. Discussion covered the fact that local jurisdictions' current policies are to use the state guidelines for traffic control; however, they have the ability to adopt their own traffic control requirements that are better than the state guidelines, as has been done in other jurisdictions.

Committee comments:

- Create a new best practices guide for traffic control that adequately accounts for bicyclist safety.
- Use San Mateo County's or the City of Palo Alto's traffic control plans as a model to create improved guidelines.
- Add requirements to major construction contracts that require submittal of adequate traffic control plans.
- Add "construction signage" to the RTC Hazard Report form.
- Request RTC or AMBAG staff research this topic further.
- Meet with RTC's Interagency Technical Advisory Committee to acquire insight on next steps.

Jae Riddle commented that the Committee could work with one of the jurisdictions to acquire sample traffic control plans for the committee to review and provide suggestions on.

13. Consider change to start time for future meetings – Tommy Travers, Transportation Planner – Oral Report

The Chair led a discussion to change the start time of future Committee meetings.

Motion to change the Committee start time to 5:30PM going forward (Farrell/Arnold).

Passed unanimously with Aaron Robinson, Sally Arnold, Anna Kammer, Theresia Rogerson, Paula Bradley, Matt Farrell, Richard Masoner, Gina Cole, Matt Miller, and Leo Jed voting in favor and Scott Roseman absent for the vote.

14. Adjourn

**NEXT MEETING:** The next Bicycle Committee meeting is scheduled for April 8, 2024, from 5:30pm to 8:00pm **in person at LOCATION TBD**. Members of the public and non-voting Committee alternates may join remotely.

Minutes respectfully prepared and submitted by:  
Jason Thompson, Transportation Planning Technician

**AGENDA:** May 2, 2024

**TO:** Regional Transportation Commission

**FROM:** Yesenia Parra, Administrative Services Officer

**RE:** Items 10 and 11 – Regional Transportation Commission Meeting Minutes

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## **RECOMMENDATIONS**

Staff recommends that the Regional Transportation Commission receive the meeting minutes (Attachment 1) for the April 4 and 18, 2024 Regional Transportation Commission meetings.

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The Santa Cruz County Regional Transportation Commission for the area within its boundaries is the Regional Transportation Planning Agency as established pursuant to Government Code Section 67940 and 67941.

Consistent with Government Code Section 67940 (b), membership of the Commission is composed of all five members of the Santa Cruz County Board of Supervisors, one member appointed by each of the cities of the county and three members appointed by the Santa Cruz Metropolitan Transit District.

The Santa Cruz County Regional Transportation Commission (RTC) meets on the first Thursday of each month at 9:00 am. RTC meetings are on a rotational schedule at the City of Watsonville, Capitola, Scotts Valley and the County of Santa Cruz. Currently there are no meetings held at the City of Santa Cruz because the City does not allow hybrid meetings from its council chambers.

Agendas and meeting materials are posted on the RTC meetings webpage, <https://sccrtc.org/meetings/regional-transportation-commission/agendas/>, at least seven (7) days prior to the meeting. Remote participation via Zoom is available for members of the public, non-voting committee members/alternates, or voting Committee members unable to attend in person due to an emergency or for cause per AB2449.

The draft minutes from the RTC meeting held on April 4 and 18, 2024, are presented in Attachments 1 and 2. The RTC is asked to review and approve these minutes. The purpose of these minutes is to summarize the discussions that took place during the meeting, and clearly document any action items that need to be completed.

### **Attachments:**

1. April 4, 2024 RTC meeting minutes
2. April 18, 2024 RTC Special Meeting minutes



Santa Cruz County  
Regional Transportation Commission

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**Draft MINUTES**

**Thursday, April 4, 2024  
9:00 a.m.**

**In-Person Meeting**

County Board of Supervisors Chambers  
701 Ocean St., Rm. 525  
Santa Cruz, CA 95060

**Remote Location**

628 Crown Road  
Santa Cruz, CA 95064

1. Roll call. The meeting was called to order at 9:01 a.m.

Members present:

City of Capitola

Alexander Pedersen

City of Santa Cruz

Sandy Brown

City of Scotts Valley

Randy Johnson

City of Watsonville

Eduardo Montesino *Remote  
AB2449 Request*

County of Santa Cruz

Felipe Hernandez *Remote-  
AB229 request*

County of Santa Cruz

Andy Schiffrin (Alt)

County of Santa Cruz

Robert Quinn (Alt)

County of Santa Cruz

Manu Koenig

County of Santa Cruz

Bruce McPherson

Santa Cruz Metropolitan Transit District

Kristen Brown

Santa Cruz Metropolitan Transit District

Vanessa Quiroz-Carter (Alt)  
*Remote Brown Act section  
54953(b)*

Santa Cruz Metropolitan Transit District  
Caltrans (ex-officio)

Mike Rotkin  
Scott Eades

Staff present:

Mitch Weiss

Shannon Munz

Grace Blakeslee

Amy Naranjo

Sarah Christensen  
Cindy Convisser  
Krista Corwin  
Johnny Esteban  
Riley Gerbrandt  
Rachael Hughes  
Max Friedman

Tracy New  
Yesenia Parra  
Jason Thompson  
Tommy Travers  
Brian Zamora  
Steven Mattas (RTC Counsel)

2. Considered AB2449 "Just Cause" requests

Commissioners Montesino and Hernandez declared just causes for remote participation. Commissioner Alternate Quiroz-Carter participated remotely through the regular Brown Act remote participation process.

3. Additions or deletions to consent and regular agenda

Administrative Services Officer Yesenia Parra communicated that a revised agenda and a handout for item 24 were posted to the website. Item 23 (Coastal Rail Trail Segments 10 and 11 Environmental Review and Update) was deferred to a later date and item 29 (Conference with Labor Negotiators) was removed from the agenda.

4. Oral Communications

Received public comment from:

Matt Farrell, Friends of the Rail and Trail

Grace Voss

Paula Bradley

Terrie Thomas

Speaker A

Brian Peoples, Trail Now

Barbara Jordan

Portia

Speaker B, District 1

Speaker C

Michael Saint, Campaign for Sustainable Transportation

David <3 Public Transit

Lani Faulkner

Jean Brocklebank

Barry Scott

Sean

David Date

Lowell Hurst

Speaker D

Susan Kaufman

## **CONSENT AGENDA**

Commissioner Sandy Brown thanked staff for vegetation control using goats and also thanked outgoing Bicycle Advisory Committee member Grace Voss and welcomed Jae Riddle to the committee.

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

## **MINUTES**

5. Accepted draft minutes of the February 15, 2024 Interagency Technical Advisory Committee meeting
6. Approved draft minutes of the March 07, 2024 Regional Transportation Commission meeting
7. Accepted draft minutes of the March 14, 2024 Budget & Administration/Personnel Committee meeting
8. Accepted draft minutes of the March 20, 2024 Safe on 17/Traffic Operations Safety Committee meeting

## **POLICY ITEMS**

*No consent items*

## **PROJECTS AND PLANNING ITEMS**

9. Approved authorizing the Executive Director to negotiate and enter into a contract with Fehr & Peers for production of a rural highways safety plan (**Resolution 26-24**)
10. Approved authorizing the Executive Director to enter into a contract with Capra Environmental Services Corp. for vegetation control utilizing goats along the Santa Cruz Branch Rail Corridor (**Resolution 27-24**)

## **BUDGET AND EXPENDITURES ITEMS**

11. Accepted status reports on Transportation Development Act (TDA) revenues
12. Accepted status reports on Measure D revenues
13. Accepted Fiscal Year (FY) 2023-24 Santa Cruz County Regional Transportation Commission and Measure D Semi-Annual Internal Financial Statements

## **ADMINISTRATION ITEMS**

14. Approved appointments to the Bicycle Advisory Committee
15. Approved authorizing the Executive Director to finalize negotiations and execute an agreement with 1101 Pacific, LLC

## **INFORMATION/OTHER ITEMS**

16. Accepted monthly meeting schedule
17. Accepted correspondence log
18. Accepted letters from RTC committees and staff to other agencies
19. Accepted information items - *none*

## **REGULAR AGENDA**

20. Commissioner Reports

Commissioner Koenig reported on his and Interim Executive Director Mitch Weiss's participation in the March 20, 2024 Central Coast Coalition Legislative Day in Sacramento.

Chair Kristen Brown provided a reminder of an upcoming 24-hour closure of Highway 1 on April 7-8 between the Bay Avenue/Porter Street and State Park Drive interchanges for planned construction activities.

21. Director's Report

Interim Executive Director Mitch Weiss reminded all on the upcoming 24-hour closure of Highway 1 on April 7-8; he reported on the project updates and bid opening for construction of Segment 5 of the Monterey Bay Sanctuary Scenic Trail; He noted that item 23 was removed from the agenda and will be considered at an upcoming special meeting on April 18, 2024; he welcomed Transportation Planners Johnny Esteban and Max Friedman; and he recognized Deputy Director Luis Mendez's for 30 years of service.

In response to a question from a Commissioner, Executive Director Weiss commented on the likelihood that the recent Board of Supervisors' vote regarding the certification of the Segment 10 and 11 Environmental Impact Report and entry into contract with Caltrans would jeopardize receipt of active transportation grant funds allocated by the California Transportation Commission.

In response to a question from a Commissioner, Senior Transportation Planner Grace Blakeslee provided more information about the cause of cost



increases for environmental mitigation in Segment 5 of the North Coast Rail Trail Project.

Commissioners discussed bids coming in both above and below the engineer's estimate for construction of the Segment 5 North Coast Rail Trail.

Received public comment from:

Brian Peoples, Trail Now  
Jean Brocklebank  
Michael Saint

22. Caltrans Report

Caltrans District 5 Director Scott Eades delivered the Caltrans project updates: measures taken and planned to address impacts and manage risks resulting from slip-out near Rocky Creek Bridge; schedule for repairs to additional slides to the South including Paul's and Regent's; \$5 billion in funding available through federal Nationally Significant Multimodal Freight & Highway Projects (INFRA) and National Infrastructure Project Assistance (Mega) programs with applications due on May 6, 2024; new federal funding available through the Active Transportation Infrastructure Investment Program with applications due on June 17, 2024; state Active Transportation Program grants due in June 2024; biannual packet of projects that Caltrans is working on in Santa Cruz County presented to the RTC to look for opportunities to collaborate & coordinate.

Commissioner Montesino departed the meeting at 10:58 a.m.

Received public comment from:

Lowell Hurst

24. Zero Emission Passenger Rail and Trail Project Update and Railroad Bridge Loading Assumptions

Associate Engineer Riley Gerbrandt delivered the staff report. Mark McLaren, Tiffany Mendoza, and Peter Graff from HDR Consulting also presented information on public engagement, infrastructure evaluation, and bridge loading design standards.

In response to a question from a commissioner, Executive Director Weiss, Mr. Gerbrandt, and Senior Transportation Engineer Sarah Christensen provided more information on the staff recommendations and the implications of a "yes" and "no" vote. Staff communicated that a yes vote

would provide staff more clarity moving forward into the concept report with respect to railroad bridge designs; cost estimates of bridge repairs and replacements anticipated one year from now; whether there would be any opportunities for value engineering savings on any of the bridges in the inventory in the future; consultations with Roaring Camp; desire to see assessments of the bridges for bicycle & pedestrian use alongside the assessments needed for freight rail use; incorporation of trail planning into railroad bridge design assumptions; and replacement of historic timber trestles.

Commissioners discussed: responsibility to scrutinize reports, methodologies, and analyses; bridge loading assumptions and capacity for rail and trail use; understanding the cost of bringing passenger rail to Santa Cruz County; historic lessons from other aspirational regional rail projects; benefit of transit only manifests if ridership does; better study would ask "what is the capability of the bridges?"; appreciation to staff for keeping the project moving forward; and slow progress on rail project results from lack of consensus on the Commission.

Commissioner Alternate Schiffrin made a motion and Commissioner Sandy Brown seconded the motion to approve the staff recommendation to:

1. Receive an update on the Zero Emission Passenger Rail and Trail Project Concept development;
2. Direct staff to design new infrastructure to support the industry standard Cooper E80 loading for freight rail; and
3. Direct staff to design repairs to the existing Branch Line infrastructure to support the anticipated passenger train demand loadings and current operational freight rail loadings that will be developed by the Project.

The motion passed unanimously with Commissioners Pedersen, S. Brown, Johnson, Hernandez, Koenig, McPherson, K. Brown, Rotkin, and Commissioner Alternates Schiffrin, Quinn, and Quiroz-Carter voting "aye."

Received public comment from:

Brian Peoples  
Judy Gittelsohn  
Speaker D  
Terrie Thomas  
Portia  
Johanna Lighthill  
Jean Brocklebank  
Lani Faulkner  
Michael Saint  
Barry Scott

Jack Brown  
David Date

25. 2050 Santa Cruz County Regional Transportation Plan – Goals and Policies

Transportation Planner Tommy Travers delivered the staff report. In response to questions from a Commissioner, Mr. Travers provided more information on the Regional Transportation Plan being an overall guidance document; transportation equity metrics; how efficiency, safety, maintenance and cost-effectiveness are accounted for in the Goals and Policies document.

Commissioners discussed the importance of a project being listed in the Regional Transportation Plan in order to seek potential future state or federal funding.

Commissioner Rotkin made a motion and Commissioner Alternate Schiffrin seconded the motion to approve the draft goals and policies for the 2050 Santa Cruz County Regional Transportation Plan.

The motion passed unanimously with Commissioners Pedersen, S. Brown, Johnson, Hernandez, Koenig, McPherson, K. Brown, Rotkin, and Commissioner Alternates Schiffrin, Quinn, and Quiroz-Carter voting “aye.”

Received public comment from:

Michael Saint, Campaign for Sustainable Transportation

26. Fiscal Year (FY) 2024-25 Proposed Budget

Director of Budget & Finance Tracy New delivered the staff report.

Commissioners discussed the fact that the Budget and Administration/Personnel Committee unanimously recommends approval of the staff recommendations.

Commissioner Rotkin made a motion and Commissioner Alternate Schiffrin seconded the motion to approve the staff recommendations to:

1. Adopt the resolution approving the proposed FY 2024-25 RTC and Measure D budgets as shown on Exhibit A of Attachment 1;
2. Accept the Transportation Development Act (TDA) revenue forecast for FY 2024-25 provided by the County Auditor;
3. Accept the Measure D revenue forecast for FY 2024-25 provided by Hinderliter de Llamas Services

4. Accept the 30-year revenue projection which incorporates the Hinderliter de Llamas forecast for FY 2024-25 and
5. Accept the 5-year revenue estimates for the Measure D recipients which incorporate the Hinderliter de Llamas forecast for FY 2024-25 and calculation of the revenue distribution for local jurisdictions with updated data
6. Adopt the resolution approving the updated effective April 1, 2024, pay rate schedule that incorporates all RTC approved Memorandum of Understanding (MOU) and non-represented pay rate increases to date as shown on Exhibit A of Attachment 6.

The motion passed unanimously with Commissioners Pedersen, S. Brown, Johnson, Hernandez, Koenig, McPherson, K. Brown, Rotkin, and Commissioner Alternates Schiffrin, Quinn, and Quiroz-Carter voting "aye."

### **CLOSED SESSION**

23. Public Employment  
(Pursuant to Government Code Section 54957)  
Title: Executive Director
24. Conference with Legal Counsel – Existing Litigation  
(Pursuant to Government Code Section 54956.9(d)(1))  
Campaign for Sustainable Transportation v. California Department of Transportation et.al.  
Case No. 24VVM000051
25. Conference with Real Property Negotiators  
(Pursuant to Government Code Section 54956.8 with respect to every item of business to be discussed in closed session)  
Property: 7994 and 7996 Soquel Drive  
Agency Negotiators: Mitch Weiss, Luis Mendez, and Sarah Christensen  
Negotiating Parties: SCCRTC and Tenants of 7994 and 7996 Soquel Drive  
Under Negotiation: Price and terms for potential relocation related to acquisition of property

Legal Counsel Steven Mattas reported that there was no reportable action for items 23 and 24. For item 25, The Commission authorized the Executive Director to enter into relocation agreements with the tenants of 7994 and 7996 Soquel drive, Aptos CA up to the amount authorized in closed session. The Executive Director and Chair are also authorized to approve expenditures up to the maximum amount identified in closed session.

27. Next meetings

The next RTC meeting is scheduled for Thursday, May 2, 2024 at 9:00 a.m., at the Capitola City Council Chambers, located at 420 Capitola Avenue, Capitola, CA.

Respectfully submitted,

Yesenia Parra, Administrative Services Officer

Attendees

(895)-***-3447	iPhone-F4GCFW50N72J
Tiffany Mendoza	Carol VanAusdal
Peter Graff, HDR	Thomas Hughes
Heywood Giablomi	Joni
Bds007	Trink Praxel
Nancy Yellin	AnneMarie Sorcenelli
Keith Bontrager	Antonio Rivas
Christopher Bradford	(831)-***-6833
Jesse	Cory
Dianne D	BK
(831)-***-6833	Josue Monroy
Lowell Hurst	Barry Scott
FORT Zoom Host	Jesse
Paco	Max Chun
Ann Baier	Heather Adamson, AMBAG
Gine Johnson	Lani Faulkner, Equity Transit
Jean Brocklebank	David <3 Public Transit
Michael Lewis	E
(916)-***-8765	Benjamin Ketcham
Bud Colligan	Jason
John	(916)-***-4954
Jaime Renteria	Rebecca Downing
Steve	T.C.
How Soon Is Now? (2)	Christina Watson, TAMC Planning
(408)-***-2392	Sean
Google Pixel 4a(5G)	Casey Beyer
Murray Fontes, City of Watsonville	Marlene Wells
Ben Vernazza	BobFi
Zooming@3031	Michael Saint
(831)-***0905	Jason Hoppin
Matt Machado, CDI	Kate Elliot
Orchid Monroy-Ochoa, Caltrans	David Date

Breeze Kinsey  
Frank Rimicci Jr.  
Brian Peoples, Trail Now  
Mark  
Rosemary Sarka  
Jack Brown  
David Carlson, County of Santa Cruz  
Michael  
Linda Wilshusen  
Johanna Lighthill  
Suki Wessling  
Nadene Thorne  
Peter Haworth  
John Banjette  
Portia Ramer  
Grace Voss  
B Jordan  
Matt Farrell  
Paula Bradley  
Tina Andreatta  
Eva Brunner  
David Alreck  
Judy Gittelsohn  
Peter Newton  
Ryan Sarnataro



Santa Cruz County  
Regional Transportation Commission

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**Special Meeting  
Draft MINUTES**

**Thursday, April 18, 2024  
9:00 a.m.**

**In-Person Meeting**

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

Alternative Remote Locations  
Sheraton Grant Sacramento Hotel Business Center  
1230 J St., Sacramento, CA 95814

Neither the Chair nor Vice-Chair were present at 9:00 a.m.; therefore, Executive Director opened the meeting and Commissioner Alternate Schiffrin made a motion and Commissioner Pageler seconded the motion to nominate Commissioner Sandy Brown to chair the meeting. The motion passed unanimously with Commissioners S. Brown, R. Johnson, Pageler, and Commissioner Alternates Schiffrin, Quinn, V. Johnson, and Lind voting "aye."

1. Roll call. The meeting was called to order at 9:00 a.m.

Members present:

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

Sandy Brown

Randy Johnson

Eduardo Montesino *Remote  
Brown Act section 54953(b)*

Felipe Hernandez *Remote  
Brown Act section 54953(b)*

Andy Schiffrin (Alt)

Robert Quinn (Alt)

Shane Mckeithen (Alt)

Virginia Johnson (Alt)

Donna Lind (Alt)

Larry Pageler

Mike Rotkin

Staff present:

Mitch Weiss

Grace Blakeslee

Sarah Christensen

Cindy Convisser

Krista Corwin

James Falkenroth

Riley Gerbrandt

Amy Naranjo

Tracy New

Yesenia Parra

Steven Mattas (RTC Counsel)

2. Considered AB2449 "Just Cause" requests - *none*
3. Additions or deletions to consent and regular agenda

This item was heard after Oral Communications. Administrative Services Officer Yesenia Parra communicated that a revised agenda and a handout for item 5 were posted to the website.

4. Oral Communications

Oral Communications were taken out of order after item 2.

Received public comment from:

Brian Peoples, Trail Now

Aurelio Gonzalez

Portia Ramer

Ben Vernazza

Lowell Hurst

Sean

Jared Boggs

### **REGULAR AGENDA**

5. Coastal Rail Trail Segments 10 and 11 Project: Affirm Support in the Ultimate Trail Configuration, Seek Additional Funding, Work to Reduce Costs and Share Costs with the Rail Operators, and Acceptance and Adoption of Final Environmental Review Documents

Senior Transportation Planner Grace Blakeslee delivered the staff report and gave a presentation. Planner Blakeslee and Interim Executive Director Mitch Weiss responded to questions regarding: cost increases, funding, Measure D capacity, prioritizing funding for segments 13-20, risks of not approving staff report recommendations, and collaboration with partner agencies.

Commissioners discussed: funding concerns, extension requests to the California Transportation Commission, commitment to move previously



approved project forward and the need to prioritize funding for south county rail trail projects in the future.

Commissioner Alternate Schiffrin made a motion and Commissioner S. Brown seconded the motion to approve the staff recommendations to:

1. Consistent with the Coastal Rail Trail Segments 5, 7, and 18, affirm support for the Coastal Rail Trail Segments 10 and 11 project in the Ultimate Trail Configuration;
2. Direct staff to work with the County of Santa Cruz on value analysis efforts to reduce costs for the Coastal Rail Trail Segments 10 and 11 project in the Ultimate Trail Configuration;
3. Direct staff to negotiate necessary arrangements with the railroad operator (St. Paul and Pacific Railroad and their contracted freight provider Big Trees & Pacific also known as Roaring Camp Railroad) for relocation of the track to accommodate the Ultimate Trail Configuration at their cost to the extent feasible;
4. Direct staff to continue to pursue additional funding sources for Coastal Rail Trail Segments 10 and 11 to fully fund the project and commit to fully funding the project with state, federal, and local funding sources;
5. Direct staff to identify the necessary steps for the California Transportation Commission to assign the Coastal Rail Trail Segments 10 and 11 Active Transportation Program grant award received by the County of Santa Cruz in the amount of \$67.6 million to the Regional Transportation Commission should it be desirable and beneficial;
6. Accept the Coastal Rail Trail Segments 10 and 11 Final Environmental Impact Report as adequate for decision making; and
7. Adopt Findings, Overriding Considerations, and the Mitigation Monitoring and Reporting Program for the Coastal Rail Trail Segments 10 and 11 Ultimate Trail Configuration and the Optional First Phase: Interim Trail, and file a Notice of Determination for the Proposed Project in its entirety to complete the Project Approval and Environmental Document phase.

Based on a request from Commissioner Montesino, Commissioner Alternate Schiffrin amended his motion to direct staff to provide an analysis at the June Commission meeting of the potential allocation of the remaining Measure D funds capacity (\$97 million) as follows: \$45 million for future development of Segments 13-20, \$45 million for maintenance, and \$7 million to assist with budget for segments currently under development. Commissioner S. Brown, who seconded the motion on the floor, accepted the amendment to the motion.

The motion passed with Commissioners S. Brown, R. Johnson, Montesino, Hernandez, Pageler, Rotkin, and Commissioner Alternates Schiffrin and Quinn voting "aye," and Commissioner Alternates V. Johnson and McKeithen voting "no."

Received public comment from:

Brian Peoples, Trail Now  
Christine McGill  
Aurelio Gonzalez  
Barry Scott  
Barb Raab  
Bennet Williamson  
Anna  
Lani Faulkner, Equity Transit  
John Roskelliey  
Tom Padula  
Barb Petrie  
Saladin Sale  
Carl Seibert  
Jeremiah Daniels  
Terrie Thomas  
Barak  
Paula Bradley  
Alison Alامية  
Tina Andreatta  
Stacey  
Portia Ramer  
Jacob Wysocki  
Speaker A  
Lowell Hurst  
Ben Vernazza  
Cami Corvin  
Michael Lewis  
Jean Brocklebank  
Michael Saint  
Jessica Evans  
Sean  
Rosemary Sarka  
David Dean  
Pauline Seales  
Karl Auerbach  
Gregory Becker  
Steve Schieffer  
Johanna Lighthill

24. Next meetings

The next RTC meeting is scheduled for Thursday, May 2, 2024 at 9:00 a.m., at the Capitola City Council Chambers, located at 420 Capitola Avenue, Capitola, CA.

Respectfully submitted,

Yesenia Parra, Administrative Services Officer

Attendees

Anne Easley  
Portia Ramer  
Tina Andreatta  
Martha Macambridge  
Carmen Bernal  
Aurelio Gonzalez  
Leda/Bill Bishoff  
Faina Segal  
Matt Farrell  
Rob Tidmore  
Unhae Langis  
Barb Jordan  
Barry Scott  
Barb Petrie  
Jeremiah Daniels  
Peter Whitford  
R Jusbek  
Barak Wouk  
Bethany Gachon-Pipes  
Paula Bradley  
Barbara Raab  
Colleen Gimertz  
William Mollina  
John Benito  
Val Cole  
Barbara Meyer  
John Roskelliey  
Carl Seibert  
Eva Brunner  
Thomas Padula  
Ros Munro  
Thomas Fredericks  
Jessica  
Ryan Meckel  
Nancy Yellin  
David <3 Public Transit  
Nathan Nguyen  
David  
Judy G

Peter Gibson  
(831)-\*\*\*-2449  
PRC001  
Matt Machado  
Cory  
Kathy  
Rosemary Sarka  
Theo Kell  
Lowell Hurst  
Melinda Orbach  
David Carlson  
Kristen  
Paul Guirguis  
Pauline Seales  
Steve Schieffer  
(408)-\*\*\*-5132  
David Dean  
Jim  
Barbara Hanson  
Laurie Waters  
Johanna Edmonds  
Jesse Williams  
Karen  
Johanna Lighthill  
Karl Auerbach  
Kristina Glavis  
Housing Santa Cruz County  
Elika Changizi  
Erik  
Peter Detlefs  
Lori Carraway  
Dianne D  
Anita Salem  
Trish Chapman  
Linda Locklin  
Karena Pea  
Rm  
Claire  
S Garner

Desiree Fox  
(408)-\*\*\*-5132  
Sean  
Grace Stetson  
Heather Adamson  
Jocelyn  
Pam  
Cami Corvin  
Judy Gittelsohn  
Ben Vernazza  
Leif Kohler  
Lola Quiroga  
Brian Peoples  
Elizabeth Madrigal  
Greg[at]laselva.us  
Gregory Becker  
George Turk  
David Morris  
Anita  
Barb Jordan  
Stacey  
Nadene Thorne  
Fkeeley  
Terry Wood  
Casey Beyer  
Chris Schneiter  
Brendan Quirk  
Martha  
Galaxy S10+  
Michael Lewis  
Jean Brocklebank  
John's iPhone  
Jared Boggs  
Jared's 13 Mini  
Rebecca Hurley  
Joni  
Pete Whitford  
Kate Elliot  
Michael Saint  
Frank Rimicci Jr.  
Magdaleno O.

**TO:** Santa Cruz County Regional Transportation Commission

**FROM:** Luis Pavel Mendez, Deputy Director

**RE:** Update to Santa Cruz County Regional Transportation  
Commission Conflict of Interest Code

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## **RECOMMENDATIONS**

Staff recommends that the Regional Transportation Commission approve the proposed revised Regional Transportation Commission Conflict of Interest Code updated as shown on Attachment 1 to add positions that would be required to file statements of economic interest.

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## **BACKGROUND**

Pursuant to the Political Reform Act of 1974 (California Government Code Sections 81000 – 91014), local government agencies are required to adopt and promulgate a Conflict of Interest Code. The Regional Transportation Commission established a Conflict of Interest Code that is contained in the Regional Transportation Commission’s Rules and Regulations as Exhibit 9. The Regional Transportation Commission periodically reviews and updates the Conflict of Interest Code as appropriate.

## **DISCUSSION**

The Regional Transportation Commission’s Conflict of Interest Code lists designated positions within the Regional Transportations Commission “that involve the making or participation in the making of decisions which may foreseeably have a material effect on any financial interest” (Government Code Section 87302(a)). The Regional Transportation Commission now has more positions that participate in the making of such decisions; therefore, it is necessary for the Regional Transportation Commission to update its Conflict of Interest Code to add those positions.

The positions designated in the Regional Transportation Commission’s Conflict of Interest Code must file statements of economic interest. It is now possible to file the statements of economic interest electronically; therefore, the Conflict of Interest Code is being updated to include the option of filing statements of economic interest electronically.

**Staff recommends that the Regional Transportation Commission approve the proposed revised Regional Transportation Commission Conflict of Interest Code updated as shown on Attachment 1 to add positions that would be required to file statements of economic interest.**

### **FISCAL IMPACT**

There is no fiscal impact to the Regional Transportation Commission as a result of updating its conflict of interest code.

### **SUMMARY**

In accordance with state law and regulations, the Regional Transportation Commission has established a Conflict of Interest Code as part of its Rules and Regulations. Staff recommends updating the Conflict of Interest Code to add positions required to submit statements of economic interests.

#### Attachments:

1. Proposed Updated Regional Transportation Commission Conflict of Interest Code

Exhibit 9

**CONFLICT OF INTEREST CODE OF THE SANTA CRUZ COUNTY REGIONAL  
TRANSPORTATION COMMISSION**

**SECTION 100. Incorporation of Model Code.**

The terms of 2 C.C.R. § 18730 and any amendments to it duly adopted by the Fair Political Practices Commission along with the attached Appendix in which officials and employees are designated and disclosure categories are set forth, are hereby incorporated by reference and constitute the Conflict of Interest Code of this Authority.

**SECTION 200. Designated Positions.**

The positions listed on Exhibit “9-A” are designated positions. Officers and employees holding those positions are deemed to make or participate in the making of decisions that may foreseeably have a material effect on a financial interest.

**SECTION 300. Disclosure Statements.**

A person holding a designated position shall be assigned to the disclosure category set forth on Exhibit “9-B” unless such persons are already required to file disclosure statements of economic interests under the provisions of Section 87200 of the California Government Code. Each person assigned a disclosure category shall file an annual statement disclosing that person’s interest in investments, real property, and income designated as reportable under the category to which the person’s position is assigned in Exhibit “9-A”.

**SECTION 400. Place and Time of Filing.**

(a) Filing Originals. All persons holding designated positions with an assigned disclosure category shall file the original statement of economic interests with this agency or electronically through the California Fair Political Practices Commission website at <https://www.fppc.ca.gov/Form700.html>.

(b) Filing Copies. This agency shall make and retain a copy and forward the originals of these statements to the County Elections Department.

(c) Initial Statements – After Code Adoption. A person holding a designated position with an assigned disclosure category shall submit an initial statement of economic interest within 30 days after the effective date of this Code.

(d) Annual and Other Statements. Persons holding designated positions with an assigned disclosure category shall file annual statements of economic interest and other required statements pursuant to Section 5 of the Conflict of Interest Code provisions contained in 2 C.C.R. § 18730.

Exhibit 9-A

**APPENDIX, CONFLICT OF INTEREST CODE**

Appendix, 2 C.C.R. § 18730  
As adopted by reference

\*DESIGNATED POSITIONS

	Disclosure Category
1. Commission Members (including Alternate Members)	1
2. Executive Director	1
3. Deputy Director	1
4. Administrative Services Officer	1
5. Director of Finance and Budgets	1
6. Transportation Engineers – Assistant through Senior	1
7. Transportation Planners I through IV	1
8. Communications Specialist	1
4.9. Accountants II through III	1

\*See Section 2, Conflicted Code (2 C.C.R. § 18730)



Exhibit 9-B

**APPENDIX, CONFLICT OF INTEREST CODE**

Appendix, 2 C.C.R. § 18730  
As adopted by reference

**DISCLOSURE CATEGORIES**

CATEGORY 1. Interests in Real Property, Sources of Income, Investments and Business Positions Held by Designated Officer or Employee. All interests in real property located within Santa Cruz County. All income (including loans and gifts) from any source which contracts with or may in the foreseeable future contract with the Commission to provide services, supplies, equipment, or other property. All investments in any business entity or trust in which the designated officer or employee is a director, officer, partner, trustee, employee, or holds any position of management, which contracts with or may foreseeably contract with the Commission to provide services, supplies, equipment, or other property.

**TO:** Regional Transportation Commission (RTC)  
**FROM:** Max Friedman and Rachel Moriconi, Transportation Planners  
**RE:** State and Federal Legislative Updates

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**RECOMMENDATIONS**

Staff recommends that the Regional Transportation Commission (RTC) receive updates on bills that RTC staff is monitoring, identify any additional bills the RTC should monitor, and approve recommended positions.

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**BACKGROUND**

The RTC monitors state and federal legislative and administrative actions that could impact transportation funding or project implementation in Santa Cruz County. Legislative priorities are identified in the RTC’s annual [Legislative Platform](#).

**DISCUSSION**

Staff has been monitoring the evolving legislative and budgetary landscape and potential impacts on transportation operations and projects in Santa Cruz County.

**State Budget Outlook**

As the State is facing a projected deficit of potentially up to \$73 billion (according to February Legislative Analyst Office projections), the Legislature approved a bill with \$17 billion in “early action” budget fixes on April 11. The Legislature’s action is based on an agreement negotiated by Gov. Gavin Newsom, Assembly Speaker Robert Rivas and Senate President Pro Tem Mike McGuire. The “early actions” included delays, cuts, and other actions to address the deficit, including minor delays to Transit and Intercity Rail Capital Program allocations. REAP 2.0 (grant funding for projects that advance California’s climate and housing goals) funding was initially proposed to be cut, but the legislature continues to hear testimony about keeping funds that were already programmed, including funds programmed by the Association of Monterey Bay Area Governments to local projects.

In May, the Governor will release a “May Revise” budget proposal for the upcoming fiscal year, then Legislature has until June 15 to approve and the

Governor until July to approve the budget.

## **Legislation**

The state's 2024 legislative session will end on August 31, 2024. The Governor has until September 30, 2024 to sign or veto bills. The State Assembly and State Senate have until May 24, 2024, to pass bills out of their "house of origin" and pass them onto their counterparts, respectively. A few of the bills that staff has been tracking this year that could impact local transportation projects or programs or special districts, like the RTC, are listed below and in Attachment 1.

### ***AB-817 (Pacheco) Open meetings: teleconferencing: subsidiary body.*** **RTC Position: Support**

This bill would provide subsidiary bodies (such as advisory committees) with more flexibility for the members of the subsidiary body to teleconference into meetings. It would impose requirements for notice, agenda, and public participation and require the RTC to vote on certain findings before the first teleconference meeting and every 12 months thereafter.

RTC has submitted a letter in support of this bill as it aligns with a focus area of its 2024 legislative program to "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, and alleviate barriers to serving on advisory committees."

### ***AB-2290 (Friedman) Transportation: Class III bikeways: bicycle facilities: Bikeway Quick-Build Project Pilot Program.***

**Recommended RTC Position: Monitor.** (The bill is expected to be amended.)

This bill includes 3 parts which would alter the State's funding approach for Class III bikeways. Caltrans defines Class III bikeways (otherwise known as sharrows) as "...shared facilities (bike routes) which serve either to: (a) Provide continuity to other bicycle facilities (usually Class II bikeways) or (b) Designate preferred routes through high demand corridors. Normally, bike routes are shared with motor vehicles".

1. Prohibits the allocation of Active Transportation Program funds for a project that creates a Class III bikeway unless the project is on a street with a design speed limit of 20 miles per hour or less or the project will reduce the design speed limit to 20 miles per hour or less.
2. Requires that the State Senate Bill 1- "Road Maintenance and Rehabilitation Program" not consider the quality of nearby alternative facilities when the department and cities and counties are considering the benefit, cost effectiveness, and practicality of incorporating complete streets elements into projects funded by the program. In other words, funds should not be discouraged from adding complete streets

improvements to a particular street just because a nearby street has strong existing bicycle or pedestrian facilities.

3. Creation of a new Bikeway Quick-Build Project Pilot Program within Caltrans' maintenance program.

RTC staff is monitoring this bill. Staff would like to work with author's office on proposed amendments. A new Caltrans bikeway quick-build program may be beneficial along several state routes that also serve as main streets in Santa Cruz County. Several agencies in the state are seeking amendments to allow more flexibility in special cases for the funding of Class III bikeways.

***AB-2869 (Friedman) Department of Transportation: trail access: infrastructure projects.***

**Recommended RTC Position: Support in concept.**

Existing law vests the Department of Transportation with full possession and control of the state highway system, including associated property. Existing law authorizes the department to do any act necessary, convenient, or proper for the construction, improvement, maintenance, or use of all highways that are under its jurisdiction, possession, or control.

This bill would require the department to mitigate the impact of infrastructure projects that interfere with or eliminate trail access to parks and recreational areas by maintaining safe access for users of existing trails or providing alternative safe access to those parks and recreational areas.

***SB-960 (Wiener) Transportation: planning: complete streets facilities: transit priority projects.***

**Recommended RTC Position: Support**

This bill would require all transportation projects funded or overseen by Caltrans to provide "comfortable, convenient, and connected complete streets facilities" unless an exemption is documented and approved.

This bill requires the targets and performance measures adopted by the commission to guide the State Highway Operation and Protection Program to include complete streets goals assets that reflect the existence of bicycle, pedestrian, and transit priority facilities on the state highway system. Prior to the April 16<sup>th</sup> amendment, this bill was more stringent in requiring that all projects in the program prioritize complete streets goals and priorities.

RTC staff recommends taking a support position on this bill as it aligns with the RTC's Legislative Program vision to "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."

***AB-2086 (Schiavo) - Transportation funding: report and public dashboard.***

**Recommended RTC Position: Monitor**

This bill would require the California Transportation Commission to adopt guidelines for Caltrans to use to determine whether transportation funding and project selection is advancing the California State Transportation Agency's (CalSTA) "Core Four" priorities of safety, equity, climate action, and economic prosperity. The Guidelines would be developed through a prescribed public process. It is unclear how these priorities would interact with other state goals and requirements.

***AB-2535 (Bonta) - Trade Corridor Enhancement Program.***

**Recommended RTC Position: Monitor**

Current law requires the California Transportation Commission under the Trade Corridor Enhancement Program, to allocate revenues from a portion of the state excise tax on diesel fuel and certain federal funds for infrastructure projects located on or along specified transportation corridors. Under existing law, eligible projects under the program include, among others, highway improvements to more efficiently accommodate the movement of freight and environmental and community mitigation, or efforts to reduce environmental impacts of freight movement. This bill would prohibit the California Transportation Commission from allocating funding under the program to a project that adds a general-purpose lane to a highway or expands highway capacity in a community that meets certain criteria relating to pollution impacts.

The bill would also require the California Transportation Commission targets for some program funds to be allocated to investments in zero-emission freight infrastructure, with a goal of 50% of program funds awarded in 2030 being awarded to investments in zero-emission freight infrastructure, as provided.

RTC staff is monitoring this bill. Several other counties that seeking funds to widen highways are opposing.

**Other Legislative Activities**

**Traffic Impact Fee Gets SCOTUS Scrutiny**

A US Supreme Court [will review](#) the constitutionality of the El Dorado County traffic impact fee. El Dorado uses a traffic model to estimate the cost of using roads for new development. At arguments, the Court's majority appeared to favor expanding the "nexus-proportionality" test under the 5th Amendment's Takings Clause. Such a result would curtail the use of fees for vehicle miles traveled, housing, and several other policies. A decision is expected by the end of June.

**Ballot Measure Would Prohibit Vehicle Miles Traveled and Other Fees**

A far reaching ballot initiative would place severe limits on how public agencies can impose fees and taxes. The so called "Taxpayer Protection and Government

Accountability Act initiative" expands the definition of tax, requires voter approval for more taxes and fees, and includes a prohibition on fees "related to" Vehicle Miles Traveled as a condition of development. In an unusual step, the Governor and Legislature filed an emergency petition to exclude it from the November ballot for improperly amending the state constitution. The measure is opposed by the California State Association of Counties, League of California Cities, and others. **Staff recommends that the RTC also oppose the measure.** (See detailed summary from California Association for Local Economic Development and the [Legislative Analyst's Office](#))

### **Courts strike Federal Greenhouse Gas Rule**

Two courts have to require states to account for greenhouse gas emissions in their planning on the grounds that it exceeds the authority Congress delegated to Federal Highway Administration. The result of an appeal is not favorable, given the US Supreme Court's general direction in limiting the long standing "Chevron" rule affording agencies deference in implementing regulations.

### **SUMMARY**

The RTC monitors and engages in discussions surrounding legislative and state budget proposals which may impact or benefit regional transportation projects and planning.

This report provides a summary of select 2024 legislative activities. Staff will continue to gather information on bills that are signed by the Governor, and if any RTC action is necessary, staff will return with recommendations.

### Attachment 1. RTC Legislation Matrix

*Includes excerpts from CalCOG, Self Help Counties Coalition updates.*

*File name: <https://rtcsc.sharepoint.com/sites/Planning/Shared Documents/Legislation/2024/Staff Report/LegUpdate-May2024.docx>*

## **Attachment 1: RTC Legislation Matrix**

### **Active California Legislation Monitored by RTC (2023-24 Regular Session)**

<b>Bill</b>	<b>Author</b>	<b>Subject</b>	<b>Description</b>
AB 6	Friedman	Transportation planning.	<p>States the intent of the Legislature to enact legislation requiring regional transportation agencies to prioritize and fund transportation projects, including those funded by a local sales tax measure, that significantly contribute towards the goals outlined in a region’s Sustainable Communities Strategy and the state’s climate goals.</p> <p>The bill also requires a nomination for a project to be funded by the Solutions for Congested Corridors Program demonstrate how the project will contribute to achieving the state’s GHG emission reduction targets.</p>
AB 7	Friedman	Transportation: funding: capacity projects.	<p>States the intent of the Legislature to enact legislation eliminating single occupancy vehicle freeway capacity projects, and allowing capacity projects only for bus rapid transit, rail, active transportation purposes, projects that significantly add safety, and projects that significantly reduce congestion, without interfering with existing maintenance and rehabilitation needs.</p>
AB 73	Horvath	Vehicles: required stops: bicycles.	<p>This bill would establish a pilot program for bikes to treat stop signs as yields. Would require a person who is 18 years of age or older riding a bicycle upon a two-lane highway when approaching a stop sign at the entrance of an intersection with another roadway with two or fewer lanes, where stop signs are erected upon all approaches, to yield the right-of-way to any vehicles that have either stopped at or entered the intersection, or that are approaching on the intersecting highway close enough to constitute an immediate hazard, and to pedestrians, as specified, and continue to yield the right-of-way to those vehicles and pedestrians until reasonably safe to proceed. The bill would require other vehicles to yield the right-of-way to a bicycle that, having yielded as prescribed, has entered the intersection. The bill would state that these provisions do not affect the liability of a driver of a motor vehicle as a result of the driver’s negligent or wrongful act or omission in the operation of a motor vehicle.</p>

Bill	Author	Subject	Description
AB 364	Bryan	Street furniture data: statewide integrated data platform.	<p>Requires Caltrans, in collaboration with the Commission, state-created transportation entities, local agencies, metropolitan planning organizations, the Office of Planning and Research, and the State Department of Public Health to develop guidelines for data sharing, documentation, public access, quality control, and promotion of open-source and accessible platforms and decision support tools related to street furniture data and submit a report describing these guidelines to the Legislature every three years.</p> <p>Requires Caltrans to designate its Interagency Transportation Equity Advisory Committee to review the initial report and advise on the development of subsequent guidelines through a public process to ensure that subsequent guidelines address accessibility, equity, and sustainability goals aligned with the department at least every three years after completing the first review.</p>
AB 752	Rubio, Blanca	State highways: worker safety.	<p>Requires Caltrans to require, when certain criteria are met, the use of barriers and other devices placed between workers and motorized traffic for all construction, utility work, maintenance, and repair activities on state highways, or alternative methods to protect workers if the Department determines that the barriers and other devices described above are not required.</p>
AB 761	Friedman	Local finance: enhanced infrastructure financing districts.	<p>This bill, for plans proposed on or after January 1, 2024, would specify that for the purpose of development and construction of passenger rail projects in the County of Los Angeles where at least 75% of the revenue from the district is used for debt service on a federal Transportation Infrastructure Finance and Innovation Act loan, the date on which the district will cease to exist shall not be more than 75 years from the date of the issuance of bonds or approval of a loan, as specified. This bill would make legislative findings and declarations as to the necessity of a special statute for specified districts enacted primarily for the purpose of development and construction of zero-emission mass transit projects.</p>
AB 817	Pacheco	Open meetings: teleconferencing: subsidiary body.	<p>This bill, until January 1, 2026, would authorize a subsidiary body, as defined, to use similar alternative teleconferencing provisions and would impose requirements for notice, agenda, and public participation, as prescribed. In order to use teleconferencing pursuant to this act, the bill would require the legislative body that established the subsidiary body by charter, ordinance, resolution, or other formal action to make specified findings by majority vote, before the subsidiary body uses teleconferencing for the first time and every 12 months thereafter.</p>



Bill	Author	Subject	Description
AB 819	Bryan	Crimes: public transportation: fare evasion.	Existing law, a 3rd or subsequent violation of fare evasion or other listed associated violations is a misdemeanor and punishable by a fine of up to \$400 or by imprisonment in a county jail for a period of not more than 90 days, or both. This bill would no longer categorize as a misdemeanor a 3rd or subsequent violation, by an adult, of evading the payment of a fare of a public transportation system, the misuse of a transfer, pass, ticket, or token with the intent to evade the payment of a fare, or the unauthorized use of a discount ticket, and would make a 3rd or subsequent violation punishable only by a fine of up to \$400.
AB 820	Reyes	State boards and commissions: seniors.	States the intent of the Legislature to enact legislation that would increase representation for older adults on state boards and commissions.
AB 825	Bryan	Vehicles: bicycles on sidewalks.	Existing law generally regulates the operation of bicycles, including prohibiting a person from leaving a bicycle lying on its side on a sidewalk or parking a bicycle on a sidewalk in any other position so that there is not an adequate path for pedestrian traffic. This bill would prohibit a local authority from prohibiting the operation of a bicycle on a sidewalk adjacent to a highway or corridor that does not include a Class I, Class II, or Class IV bikeway, as defined. The bill would require a person riding a bicycle on a sidewalk to yield the right-of-way to pedestrians and to adhere to a 10-miles-per-hour speed limit. By creating a new crime, this bill would impose a state-mandated local program.
AB 1773	Dixon	Vehicles: electric bicycles.	Existing law prohibits the use of a motorized bicycle on a bicycle path or trail, bikeway, bicycle lane, equestrian trail, or hiking or recreational trail. This bill would clarify that a recreational trail for these purposes includes a boardwalk, as defined, regardless of whether the facility also provides bicycle access. Notwithstanding specified law, the bill would impose a fine, not to exceed \$35, against a person convicted of an infraction for a violation of an ordinance prohibiting or regulating electric bicycles on recreational trails.

Bill	Author	Subject	Description
AB 1777	Ting	Autonomous Vehicles.	Current law prohibits the operation of an autonomous vehicle on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. Current law requires the manufacturer to certify in the application that, among other things, the autonomous technology satisfies specified requirements and the manufacturer has tested the autonomous vehicle on public roads and has complied with the testing standards established by the department, as specified. This bill would require a manufacturer to additionally certify that, among other things, the autonomous vehicle is capable of responding to and complying with geofencing protocols, as defined, and the manufacturer has clearly displayed a working telephone number on the autonomous vehicle that is being monitored at all times to enable communication between the manufacturer and law enforcement officers, emergency responders, and traffic control officers, as specified. If an autonomous vehicle is operating without a human operator and is found to have committed a violation of the Vehicle Code that is only punishable as an infraction, the bill would require the manufacturer to be cited for the violation.
<a href="#">AB 1904</a>	Ward	Yield Signs on Transit Buses	This bill would grant transit agencies statewide the authority to equip transit buses with a flashing LED yield right-of-way sign or static decal yield sign on the left rear of the bus, provided the transit agency's governing board approves a resolution to adopt the signage. The Association is co-sponsoring this bill with the San Diego Metropolitan Transit System.
AB 2086	Schiavo	Transportation funding: report and public dashboard.	Would require the California Transportation Commission to adopt guidelines for Caltrans to use to determine whether transportation funding and project selection is advancing CalSTA's "Core Four" priorities of safety, equity, climate action, and economic prosperity. The Guidelines would be developed through a prescribed public process.

Bill	Author	Subject	Description
AB 2290	Friedman	Transportation: Class III bikeways: bicycle facilities: Bikeway Quick-Build Project Pilot Program.	<p>1. Current law establishes 4 classifications of bikeways and defines a “Class III bikeway” as a bikeway that provides a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians and motorists. This bill would prohibit the allocation of Active Transportation Program (ATP) funds for a project that creates a Class III bikeway unless the project is on a street with a design speed limit of 20 miles per hour or less or the project will reduce the design speed limit to 20 miles per hour or less.</p> <p>2. State "Road Maintenance and Rehabilitation Program" funds should not be discouraged from adding complete streets improvements to a particular street just because a nearby street has good bike or ped facilities.</p> <p>3. Create a new Bikeway Quick-Build Project Pilot Program within Caltrans' maintenance program.</p>
AB 2535	Bonta	Trade Corridor Enhancement Program.	<p>Current law requires the California Transportation Commission, under a program commonly known as the Trade Corridor Enhancement Program, to allocate, upon appropriation by the Legislature, revenues from a specified portion of the state excise tax on diesel fuel and certain federal funds for infrastructure projects located on or along specified transportation corridors. Under existing law, eligible projects under the program include, among others, highway improvements to more efficiently accommodate the movement of freight and environmental and community mitigation or efforts to reduce environmental impacts of freight movement. This bill would prohibit the commission from allocating funding under the program to a project that adds a general purpose lane to a highway or expands highway capacity in a</p>
<a href="#">AB 2719</a>	Wilson	Commercial Vehicle Inspections.	<p>This bill would authorize a public transit agency to request that the California Highway Patrol conduct an annual inspection and certification of its fleet. The bill would exempt any public transit agency vehicle that has been certified through that inspection from the requirement to stop at a commercial vehicle weigh station for roadside inspection.</p>
<a href="#">AB 2824</a>	McCarty	Enhanced Penalties for Transit Employee Assaults.	<p>This bill would enhance penalties for individuals who commit assault or battery against a public transit operator or employee.</p>

Bill	Author	Subject	Description
AB 2869	Friedman	Department of Transportation: trail access: infrastructure projects.	Current law authorizes the Department of Transportation to do any act necessary, convenient, or proper for the construction, improvement, maintenance, or use of all highways that are under its jurisdiction, possession, or control. This bill would require the department to mitigate the impact of infrastructure projects that interfere with or eliminate trail access to parks and recreational areas by maintaining safe access for users of existing trails or providing alternative safe access to those parks and recreational areas.
AB 3005	Wallis	Motor Vehicle Fuel Tax Law: adjustment suspension.	Article XIX of the California Constitution restricts the expenditure of revenues from the Motor Vehicle Fuel Tax Law, Diesel Fuel Tax Law, and other taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. This bill would authorize the Governor to suspend an adjustment to the motor vehicle fuel tax, as described above, scheduled on or after July 1, 2025, upon making a determination that increasing the rate would impose an undue burden on low-income and middle-class families. The bill would require the Governor to notify the Legislature of an intent to suspend the rate adjustment on or before January 10 of that year, and would require the Department of Finance to submit to the Legislature a proposal by January 10 that would maintain the same level of funding for transportation purposes as would have been generated had the scheduled adjustment not been suspended.
SB 5	Nguyen, Janet	Motor Vehicle Fuel Tax Law: limitation on adjustment.	Limits the annual inflation adjustment to the motor vehicle fuel tax to a maximum of 2% for adjustments made on or after July 1, 2023.
SB 32	Jones	Motor vehicle fuel tax: greenhouse gas reduction programs: suspension.	Suspends the imposition of the motor vehicle fuel tax and the Low Carbon Fuel Standard regulations and exempts suppliers of transportation fuels from regulations for the use of market-based compliance mechanisms for one year, and requires all savings be passed on to the end consumer. (This bill was also introduced as SB 1 in the 1st Extraordinary Session)

<b>Bill</b>	<b>Author</b>	<b>Subject</b>	<b>Description</b>
SB 258	Roth	General aviation airports: funding needs assessment.	Requires the Commission to prepare a funding needs assessment for the state's general aviation airports including a forecast of the expected revenue to pay for the costs identified in the needs assessment, any shortfall in revenue to cover the costs, and recommendations on how any shortfall should be addressed, and submit the needs assessment to the Legislature on or before January 1, 2026.
SB 312	Wiener	State highways: true warm mix asphalt.	Requires Caltrans to provide extra compensation to a contractor who uses true warm mix asphalt on a road project until January 1, 2029.
SB 422	Portantino	Environmental quality: greenhouse gas emissions: permit streamlining.	States the intent of the Legislature to enact subsequent legislation to adopt permit streamlining guidance for projects that will reduce greenhouse gas emissions.
SB 695	Gonzalez	Department of Transportation: state highway system: public data portal.	This bill would require Caltrans, beginning November 1, 2024, to annually prepare and make available information and data about activities on the state highway system on a public data portal from the prior fiscal year. The bill would also require the department to prepare and make available, no later than June 30, 2024, data and information about activities on the state highway system on a public data portal covering the period from July 1, 2012, to July 1, 2023. The bill would require the California Transportation Commission to include this data and information in its annual report to the Legislature. The bill would require the department to prepare and make available data and information on a public data portal on planned, pending projects on the state highway system.
SB 768	Caballero	California Environmental Quality Act: transportation impact analysis: rural areas.	States the intent of the Legislature to enact subsequent legislation that would create a new transportation impact analysis for rural areas for purposes of CEQA.

Bill	Author	Subject	Description
SB 960	Wiener	Transportation: planning: transit priority projects: multimodal. Complete Streets	<p>This bill would require all transportation projects funded or overseen by the department [Caltrans] to provide comfortable, convenient, and connected complete streets facilities unless an exemption is documented and approved, as specified.</p> <p>This bill would require the [Caltrans] asset management plan to prioritize the implementation of comfortable, convenient, and connected facilities for pedestrians, bicyclists, and transit users on all projects in the program, where applicable.</p> <p>This bill would define “transit priority project” as a roadway design, operations, and enforcement action, treatment, or project that helps transit buses and other transit vehicles avoid traffic congestion, reduce signal delays, and move more predictably and reliably, as specified.</p> <p>The bill would require the department [Caltrans] to establish 4-year and 10-year targets for the fast and reliable movement of transit vehicles on state highways.</p> <p>The bill would require the department to establish a process to streamline the approval of pedestrian facilities, traffic calming improvements, bicycle facilities, and transit priority projects at locations where a local highway is above, below, or otherwise intersects with, a conventional state highway, as specified.</p>

**TO:** Santa Cruz County Regional Transportation Commission  
**FROM:** Riley Gerbrandt, Associate Transportation Engineer & Brian Zamora, Assistant Transportation Engineer  
**RE:** Rejection of 2024 Ditch and Culvert Maintenance Bid

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## **RECOMMENDATIONS**

Staff recommends that the Regional Transportation Commission (RTC) reject the bid and authorize staff to make changes to the bid package and readvertise the 2024 ditch and culvert maintenance contract for work along the Santa Cruz Branch Rail Line corridor.

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## **BACKGROUND**

As part of a preventative maintenance inspection that took place in 2023, staff observed various culverts and ditches needing maintenance. Staff prepared an Invitation for Bids (Notice to Bidders) to procure a maintenance contractor to address drainage issues by clearing culverts and reestablishing proper flow within ditches along the branch line from milepost (MP) 4 (west of Watsonville city limits) to MP 23.45 (west of Santa Cruz city limits).

In the past, the staff's approach to the corridor's drainage maintenance has been on an as-needed basis. The needs-based approach may result in lower-cost maintenance contracts but requires that staff procure and manage multiple maintenance contracts along the branch line. In an effort to lessen the workload on staff, a comprehensive approach was taken to develop a maintenance scope of work for an annual maintenance contract for the fiscal year 2024-25. This type of approach is anticipated to reduce the amount of staff time spent on procurements and contract management while addressing the maintenance needs of the branch line.

## **DISCUSSION**

On Friday, March 1, 2024, staff released an Invitation for Bids (Notice to Bidders) through BidExpress, soliciting bids from qualified construction and maintenance contractors to provide branch line maintenance work through the 2024 Ditch and Culvert Maintenance contract. Staff held a pre-bid meeting with interested contractors on March 19, 2024, with 3 individuals from 2 companies in attendance. The annual maintenance contract aims to reestablish the line and grade of existing railroad drainage ditches as well as

clear existing drainage culverts along the branch line from MP 4 to MP 23.45, together with necessary clearing and grubbing to accomplish the work.

To provide flexibility for the staff to conduct the work within the existing budget constraints of the maintenance program for the branch line, the contract was set up to include a base bid scope of work that included maintenance work from MP 7.0 near Buena Vista Drive to MP 22.96 west of the City of Santa Cruz. Bid prices for additional work were included as bid alternative 1 from MP 3.0 to MP 7.0 from Lee Road to Buena Vista Drive and as bid alternative 2 from MP 23.26 to MP 23.45 on the west side of Santa Cruz. If the bids received were within funding thresholds established in the Invitation for Bids (Notice to Bidders), bids received would be evaluated including the optional Bid Alternative work. If not, the lowest bid would be calculated based only on the Base Bids received. The RTC could elect to award the contract for the Base Bid items only or include either or both of the Bid Alternatives. By including Bid Alternatives as described, the RTC also has the flexibility to attempt to seek reimbursement from the Railroad Operator for the bid alternative 1 and from FEMA for the bid alternative 2 through FEMA's Public Assistance Program. The engineer's estimate for the Base Bid items was \$545,000. The estimate was based on historic unit prices for similar bid work on past maintenance contracts.

On April 11, 2024, the RTC received one complete and responsive bid of \$1,516,578 from Industrial Railways Company for the Base Bid items. Including all Bid Alternative items, the bid was \$1,886,686.50.

Staff believes that the bid was much higher than the engineers' estimate due in part to material off-haul costs that the contractor included in its bid but that were excluded in the solicitation. The scope of work included in the solicitation was to stockpile the material at available locations along the branch line right of way. The inclusion of costs for the contractor to off haul material generated by the maintenance work and dispose of the material at acceptable disposal facility increased the bid prices considerably because labor, trucking, and testing for contaminants would be required to do so. Staff developed bid documents that provided the most flexibility for the contract in order to increase the likelihood of receiving competitive bids. Staff consider the bid received to be unreasonable, and rejection of the bid is in the public's best interest. Staff plan to revise the scope of work to potentially reduce the scope of work and make the contract more attractive to prospective bidders and readvertise the project to solicit new bids.

Therefore, **staff recommends the Commission reject the bid received in response to the IFB2191 the 2024 Ditch and Culvert Maintenance along the Santa Cruz Branch Rail Line and authorize staff to make**



**changes to the bid package and readvertise the project to invite contractors to submit bids.** Staff will return to the Commission following the readvertisement of the contract for approval of a contract later this year.

## **FISCAL IMPACT**

There are no new fiscal impacts associated with rejecting the bid received for the maintenance work. The Commission's budget for the Santa Cruz Branch Rail Line corridor maintenance is funded by Measure D Active Transportation Category. This source of funds is constrained as it also funds property management, preventative maintenance, Coastal Rail Trail capital projects, and maintenance of completed Coastal Rail Trail segments in the Cities of Santa Cruz and Watsonville. The current FY 2024-25 budget includes \$1.1M in funds for maintenance which is needed to fund drainage maintenance, vegetation control, graffiti abatement, and janitorial services. Sufficient capacity does not exist to award the contract.

## **SUMMARY**

One bid was received for the 2024 Ditch and Culvert Maintenance solicitation for work along the Santa Cruz Branch Rail Line. Staff recommends rejecting the bid and authorizing staff to make changes to the bid package and to readvertise the project inviting contractors to submit bids.

## **ATTACHMENTS:**

1. Bid Summary

**Industrial Railways Co.**

**Bid Item List - Base Bid**

<b>Description</b>	<b>Quantity</b>	<b>Units</b>	<b>Unit Price</b>	<b>Extension</b>
Construction Area Signs	1.0000	LS	\$3,500.00	\$3,500.00
Job Site Management	1.0000	LS	\$43,125.00	\$43,125.00
Prepare Water Pollution Control Plan	1.0000	LS	\$7,600.00	\$7,600.00
Temporary Reinforced Silt Fence (Type 1)	100.0000	LF	\$6.00	\$600.00
Clearing and Grubbing	1.0000	LS	\$25,135.00	\$25,135.00
Dry Seed (SQFT)	500.0000	SQFT	\$0.30	\$150.00
Fiber Rolls	100.0000	LF	\$3.45	\$345.00
Straw	500.0000	SQFT	\$1.25	\$625.00
Drainage Ditch Clearing and Excavation (LF)	38,420.0000	LF	\$33.70	\$1,294,754.00
Imported Borrow (Roadway Embankment) at 14.86	10.0000	CY	\$1,265.00	\$12,650.00
Clean, Inspect, and Prepare Culvert at MP 8.09 (LF)	68.0000	LF	\$8.50	\$578.00
Clean, Inspect, and Prepare Culvert at MP 8.49 (LF)	28.0000	LF	\$20.50	\$574.00
Clean, Inspect, and Prepare Culvert at MP 8.93 (LF)	35.0000	LF	\$16.50	\$577.50
Clean, Inspect, and Prepare Culvert at MP 9.02 (LF)	62.0000	LF	\$130.00	\$8,060.00
Clean, Inspect, and Prepare Culvert at MP 9.36 (LF)	35.0000	LF	\$65.00	\$2,275.00
Clean, Inspect, and Prepare Culvert at MP 9.53 (LF)	44.0000	LF	\$183.00	\$8,052.00
Clean, Inspect, and Prepare Culvert at MP 9.87 (LF)	67.0000	LF	\$8.60	\$576.20
Clean, Inspect, and Prepare Culvert at MP 10.08 (LF)	30.0000	LF	\$19.50	\$585.00
Clean, Inspect, and Prepare Culvert at MP 10.33 (LF)	120.0000	LF	\$5.00	\$600.00
Clean, Inspect, and Prepare Culvert at MP 11.22 (LF)	25.0000	LF	\$181.00	\$4,525.00
Clean, Inspect, and Prepare Culvert at MP 11.36 (LF)	35.0000	LF	\$16.50	\$577.50
Clean, Inspect, and Prepare Culvert at MP 11.45 (LF)	35.0000	LF	\$16.50	\$577.50
Clean, Inspect, and Prepare Culvert at MP 11.67 (LF)	24.0000	LF	\$24.00	\$576.00
Clean, Inspect, and Prepare Culvert at MP 11.79 (LF)	28.0000	LF	\$81.00	\$2,268.00
Clean, Inspect, and Prepare Culvert at MP 12.86 (LF)	20.0000	LF	\$113.00	\$2,260.00
Clean, Inspect, and Prepare Culvert at MP 13.14 (LF)	38.0000	LF	\$15.20	\$577.60
Clean, Inspect, and Prepare Culvert at MP 13.17 (LF)	35.0000	LF	\$16.50	\$577.50
Clean, Inspect, and Prepare Culvert at MP 13.48 (LF)	35.0000	LF	\$53.00	\$1,855.00
Clean, Inspect, and Prepare Culvert at MP 13.68 (LF)	21.0000	LF	\$108.00	\$2,268.00
Clean, Inspect, and Prepare Culvert at MP 13.84 (LF)	90.0000	LF	\$6.50	\$585.00
Clean, Inspect, and Prepare Culvert at MP 13.94 (LF)	123.0000	LF	\$5.00	\$615.00
Clean, Inspect, and Prepare Culvert at MP 14.23 (LF)	93.0000	LF	\$6.20	\$576.60
Clean, Inspect, and Prepare Culvert at MP 14.26 (LF)	25.0000	LF	\$213.00	\$5,325.00
Clean, Inspect, and Prepare Culvert at MP 14.7 (LF)	31.0000	LF	\$172.00	\$5,332.00
Clean, Inspect, and Prepare Culvert at MP 14.99 (LF)	31.0000	LF	\$18.60	\$576.60
Clean, Inspect, and Prepare Culvert at MP 15.37 (LF)	57.0000	LF	\$10.00	\$570.00
Clean, Inspect, and Prepare Culvert at MP 15.66 (LF)	35.0000	LF	\$16.50	\$577.50
Clean, Inspect, and Prepare Culvert at MP 16.24 (LF)	35.0000	LF	\$16.50	\$577.50
Clean, Inspect, and Prepare Culvert at MP 16.63 (LF)	24.0000	LF	\$145.00	\$3,480.00
Clean, Inspect, and Prepare Culvert at MP 16.94 (LF)	24.0000	LF	\$24.00	\$576.00
Clean, Inspect, and Prepare Culvert at MP 18.25 (LF)	34.0000	LF	\$17.00	\$578.00
Clean, Inspect, and Prepare Culvert at MP 18.36 (LF)	102.0000	LF	\$6.00	\$612.00
Clean, Inspect, and Prepare Culvert at MP 21.09 (LF)	28.0000	LF	\$21.00	\$588.00
Clean, Inspect, and Prepare Culvert at MP 21.1 (LF)	28.0000	LF	\$21.00	\$588.00

Clean, Inspect, and Prepare Culvert at MP 21.29 (LF)	24.0000 LF	\$95.00	\$2,280.00
Clean, Inspect, and Prepare Culvert at MP 21.42 (LF)	32.0000 LF	\$18.00	\$576.00
Clean, Inspect, and Prepare Culvert at MP 21.56 (LF)	35.0000 LF	\$305.00	\$10,675.00
Clean, Inspect, and Prepare Culvert at MP 21.57 (LF)	36.0000 LF	\$16.00	\$576.00
Clean, Inspect, and Prepare Culvert at MP 21.9 (LF)	35.0000 LF	\$16.00	\$560.00
Clean, Inspect, and Prepare Culvert at MP 22.6 (LF)	70.0000 LF	\$32.50	\$2,275.00
Clean, Inspect, and Prepare Culvert at MP 22.96 (LF)	140.0000 LF	\$77.00	\$10,780.00
Rock Slope Protection (60 lb, Class II, Method B) (CY)	12.0000 CY	\$1,265.00	\$15,180.00
Rock Slope Protection (20 lb, Class I, Method B) (CY)	3.0000 CY	\$1,265.00	\$3,795.00
Rock Slope Protection Fabric (Class 8)	20.0000 SQYD	\$65.00	\$1,300.00
Mobilization	1.0000 LS	\$21,000.00	\$21,000.00

**Total:** \$1,516,578.00

### Bid Item List - Bid Alternative 1

Description	Quantity	Units	Unit Price	Extension
Drainage Ditch Clearing and Excavation (LF)	4,190.0000	LF	\$29.00	\$121,510.00
Clean, Inspect, and Prepare Culvert at MP 4.01 (LF)	70.0000	LF	\$8.60	\$602.00
Clean, Inspect, and Prepare Culvert at MP 4.67 (LF)	30.0000	LF	\$143.00	\$4,290.00
Clean, Inspect, and Prepare Culvert at MP 4.7 (LF)	30.0000	LF	\$558.00	\$16,740.00
Clean, Inspect, and Prepare Culvert at MP 4.76 (2') (LF)	30.0000	LF	\$79.00	\$2,370.00
Clean, Inspect, and Prepare Culvert at MP 4.76 (1.3') (LF)	30.0000	LF	\$314.00	\$9,420.00
Clean, Inspect, and Prepare Culvert at MP 4.8 (LF)	36.0000	LF	\$65.50	\$2,358.00
Clean, Inspect, and Prepare Culvert at MP 4.84 (LF)	40.0000	LF	\$59.00	\$2,360.00
Clean, Inspect, and Prepare Culvert at MP 5.05 (LF)	35.0000	LF	\$16.50	\$577.50
Clean, Inspect, and Prepare Culvert at MP 5.14 (LF)	35.0000	LF	\$67.00	\$2,345.00
Clean, Inspect, and Prepare Culvert at MP 5.29 (LF)	26.0000	LF	\$213.00	\$5,538.00
Clean, Inspect, and Prepare Culvert at MP 5.31 (LF)	20.0000	LF	\$118.00	\$2,360.00
Clean, Inspect, and Prepare Culvert at MP 5.39 (LF)	26.0000	LF	\$91.00	\$2,366.00
Clean, Inspect, and Prepare Culvert at MP 5.4 (LF)	26.0000	LF	\$181.00	\$4,706.00
Clean, Inspect, and Prepare Culvert at MP 5.53 (LF)	25.0000	LF	\$181.00	\$4,525.00
Clean, Inspect, and Prepare Culvert at MP 5.57 (LF)	20.0000	LF	\$118.00	\$2,360.00
Clean, Inspect, and Prepare Culvert at MP 5.63 (LF)	40.0000	LF	\$59.00	\$2,360.00
Clean, Inspect, and Prepare Culvert at MP 5.68 (LF)	103.0000	LF	\$46.00	\$4,738.00
Clean, Inspect, and Prepare Culvert at MP 5.72 (LF)	54.0000	LF	\$103.00	\$5,562.00
Clean, Inspect, and Prepare Culvert at MP 5.88 (LF)	20.0000	LF	\$300.00	\$6,000.00
Clean, Inspect, and Prepare Culvert at MP 5.94 (LF)	21.0000	LF	\$112.00	\$2,352.00
Clean, Inspect, and Prepare Culvert at MP 6.19 (LF)	30.0000	LF	\$79.00	\$2,370.00
Clean, Inspect, and Prepare Culvert at MP 6.31 (LF)	30.0000	LF	\$79.00	\$2,370.00
Clean, Inspect, and Prepare Culvert at MP 6.34 (LF)	19.0000	LF	\$880.00	\$16,720.00
Clean, Inspect, and Prepare Culvert at MP 6.37 (LF)	50.0000	LF	\$48.00	\$2,400.00
Clean, Inspect, and Prepare Culvert at MP 6.49 (LF)	55.0000	LF	\$11.00	\$605.00
Mobilization	1.0000	LS	\$20,400.00	\$20,400.00

**All items total:** \$250,304.50

**Alternate items total:** \$250,304.50

**Bid Item List - Bid Alternative 2**

<b>Description</b>	<b>Quantity</b>	<b>Units</b>	<b>Unit Price</b>	<b>Extension</b>
Drainage Ditch Clearing and Excavation (LF)	890.0000	LF	\$113.00	\$100,570.00
Clean, Inspect, and Prepare Culvert at MP 23.26 (LF)	132.0000	LF	\$23.00	\$3,036.00
Clean, Inspect, and Prepare Culvert at MP 23.35 (LF)	58.0000	LF	\$31.00	\$1,798.00
Mobilization	1.0000	LS	\$14,400.00	\$14,400.00
			<b>All items total:</b>	\$119,804.00
			<b>Alternate items total:</b>	\$119,804.00

**TO:** Regional Transportation Commission  
**FROM:** Brianna Goodman, Transportation Planner  
**RE:** Supporting Speed Limit Reductions on Highway 9

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## RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC) approve the attached resolution ([Attachment 1](#)):

1. Communicating to Caltrans District 5 the Commission's support for reducing speed limits in the business districts of Brookdale, Ben Lomond, and Felton, consistent with Assembly Bill (AB) 43 (Chapter 690, Statutes of 2021) Prima Facie Speed Limit Setting Law and Highway 9/SLV Complete Streets Corridor Plan *Corridor-wide Priority A*.
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## BACKGROUND

California State Route 9 (Highway 9) functions as the Main Street and primary commercial corridor for four towns in the San Lorenzo Valley (SLV): Boulder Creek, Brookdale, Ben Lomond, and Felton. Though all four towns have commercial and business districts with dense residential areas immediately fronting the Highway with significant foot traffic, the speed limit setting in these communities is currently inconsistent. Existing speed limits are as follows:

- **Boulder Creek:** 25 mph posted speed limit throughout the commercial area with existing foot traffic
- **Brookdale:** 30 mph posted speed limit throughout the town
- **Ben Lomond:** 30 mph posted speed limit throughout the town
- **Felton:** 25 mph posted speed limit in most of the commercial area and at the SLV Schools Campus, but with posted speed limits going up to 30 mph ½ mile before the commercial area with existing foot traffic terminates on the southern end of town
- Outside of the town centers speed limits on Highway 9 range from 30 mph to 45 mph depending on terrain, road curvature, and other existing conditions but are typically 35 mph

The 2019 Highway 9/SLV Complete Streets Corridor Plan (SLV Plan) identified reducing speed limits in the town center areas with commercial uses and existing

pedestrian foot traffic as a key component of *Corridor-Wide Priority A: Reduce Speeding, Reduce Collisions, Improve Safety for All Users of the SLV Corridor*. An excerpt from the SLV Plan reads:

*Include speed reducing or traffic calming treatments, especially at locations where vehicles are entering areas with higher pedestrian and bicycle use (including popular pedestrian crossings), town centers, major intersections, or areas with concentrations of parking...including reducing speed limits in towns and business districts from 30mph to 25mph.*

The SLV Plan went on to note that implementation of Priority A would require changes to state vehicle codes. With 2021 AB 43, the needed changes to the state vehicle code were enacted into law.

## **DISCUSSION**

Prior to the enactment of AB 43, speed limits were set using the 85<sup>th</sup> Percentile methodology. This methodology sets the speed limit at or near the speed corresponding to the 85<sup>th</sup> percentile in the distribution of recorded vehicular speeds on a roadway during an Engineering and Traffic Survey, meaning the speed limit was linked to the speed at or below which 85% of traffic was already driving.

AB 43 allows a new set of methodologies for speed limit setting, in particular emphasizing roadway context. In urbanized areas where the 85<sup>th</sup> percentile speed is higher than the desired speed limit alternative methods can be utilized due to the presence of vulnerable road users such as pedestrians, bicyclists, and those accessing transit. Defined Residential Districts and Business Districts may utilize a speed limit of 25 mph, without any required consideration of the 85<sup>th</sup> percentile.

To request that Caltrans reduce speeds to 25 mph consistent with the SLV Plan Priority A in all four towns along Highway 9, both the Residential District and the Business District definitions are used. See [Attachment 2](#) for a map of the locations where speed limit reductions to 25 mph are proposed.

- In **Brookdale**, the segment between PM 11.121/Western Ave (southern Brookdale bus stops) and PM 11.431/Pacific St (Brookdale Post Office/northern bus stops) meets the Residential District minimum of 16 dwellings or structures on both sides of the road per ¼ mile, with over 30 structures mapped along this 1/3-mile segment of Highway 9 (minimum required is 22 for 1/3 mile).
- **Ben Lomond** comfortably meets the Business District requirements between PM 9.263/Miles St (former Casa Nostra commercial space) and PM 9.777/Marshall Creek Ct (Quality Inn), with 72.4% of the frontage of the northbound side of the highway occupied by commercial uses (minimum required is 50% on one side).
- In **Felton**, the segment between Postmile (PM) 5.593/MacArthur Rd (Cowboy Bar and Grill/Felton Guild) and PM 6.065 Russell Ave (Quik Stop/Felton

Farmer's Market) comfortably meets the Residential District minimum of 13 dwellings or structures on one side of the road per ¼ mile, with over 40 structures mapped along this ½ mile segment on the southbound side of Highway 9 (minimum required is 26 for ½ mile).

Caltrans District 5 Traffic staff have communicated that they are interested in receiving information on the level of support from the Commission for these proposed AB 43 speed limit reductions on Highway 9, as well as the level of support from the California Highway Patrol (CHP) for the proposed speed limit changes. RTC staff are currently working with CHP, the agency responsible for enforcement of speed limits on Highway 9, who appear to be receptive to the changes. RTC staff will update the Commission as those discussions progress.

**Staff Recommends that the RTC approve the attached resolution:**

- 1. Communicating to Caltrans District 5 the Commission support for reducing speed limits in the business districts of Brookdale, Ben Lomond, and Felton, consistent with the AB 43 Prima Facie Speed Limit Setting Law and Highway 9/SLV Complete Streets Corridor Plan Corridor-wide Priority A.**

**FISCAL IMPACT**

There is no financial impact to the RTC in expressing this support.

**SUMMARY**

The RTC staff recommends approving a resolution Communicating to Caltrans District 5 Commission support for reducing speed limits in the business districts of Brookdale, Ben Lomond, and Felton, consistent with the AB 43 Prima Facie Speed Limit Setting Law and Highway 9/SLV Complete Streets Corridor Plan Corridor-wide Priority A.

**ATTACHMENTS**

1. Resolution
2. Map of locations of supported speed limit reduction on Highway 9

**RESOLUTION NO. \_\_\_\_\_**

Adopted by the Santa Cruz County Regional Transportation Commission  
on the date of May 2, 2024  
on the motion of Commissioner \_\_\_\_\_  
duly seconded by Commissioner \_\_\_\_\_

A RESOLUTION COMMUNICATING TO CALTRANS DISTRICT 5 THE  
COMMISSION'S SUPPORT FOR LOWERING SPEED LIMITS ON HIGHWAY 9  
FROM 30 MPH TO 25 MPH IN BUSINESS AND RESIDENTIAL DISTRICTS,  
CONSISTENT WITH CALIFORNIA ASSEMBLY BILL 43 AND THE HIGHWAY  
9/SAN LORENZO VALLEY COMPLETE STREETS CORRIDOR PLAN CORRIDOR-  
WIDE PRIORITY A

WHEREAS, to address significant transportation needs and funding shortfalls, Santa Cruz County voters approved Measure D in November 2016 by more than a 2/3 majority; and

WHEREAS, the RTC is the agency responsible for delivering and distributing funds for regional and other projects in the voter-approved Measure D Expenditure Plan including Highway Corridors, Active Transportation (Coastal Rail Trail), Rail Corridor, San Lorenzo Valley Highway 9 Corridor Improvements, and the Highway 17 Wildlife Crossing; and

WHEREAS, the RTC worked with the community to prepare a complete streets corridor plan for Highway 9 and connecting county roads through San Lorenzo Valley (SLV) that identifies, prioritizes, and facilitates implementation of some of the most critical and cost-effective transportation projects in the corridor; and

WHEREAS, the Highway 9/San Lorenzo Valley Complete Streets Corridor Plan identified reducing speed limits to 25 mph in the commercial and foot-trafficked areas of the four towns within the San Lorenzo Valley along Highway 9 as a key component of Corridor-Wide Priority A; and

WHEREAS, there are several sections of the commercial town center areas which see significant pedestrian traffic that currently have speed limits of 30 mph; and

WHEREAS, Highway 9 in Felton from Caltrans Postmile (PM) 5.593 to PM 6.065 and in Brookdale from PM 11.121 and PM 11.431 meet the Residential District definition, and in Ben Lomond from PM 9.263 and PM 9.777 meets the Business District definition under Assembly Bill 43, passed in 2021; and



WHEREAS, Assembly Bill 43 allows prima facie speed limit setting to 25 mph in both defined Residential and Business Districts, without regard to previous 85<sup>th</sup> Percentile methodology;

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

The Regional Transportation Commission by this resolution formally communicates their support and urges Caltrans District 5 to reduce speed limits from 30 mph to 25 mph on the segments of Highway 9 through the towns of Felton, Ben Lomond, and Brookdale, defined herein, in accordance with the approved Highway 9/San Lorenzo Valley Complete Streets Corridor Plan Corridor-Wide Priority A and Assembly Bill 43.

AYES: COMMISSIONERS \_\_\_\_\_

NOES: COMMISSIONERS \_\_\_\_\_

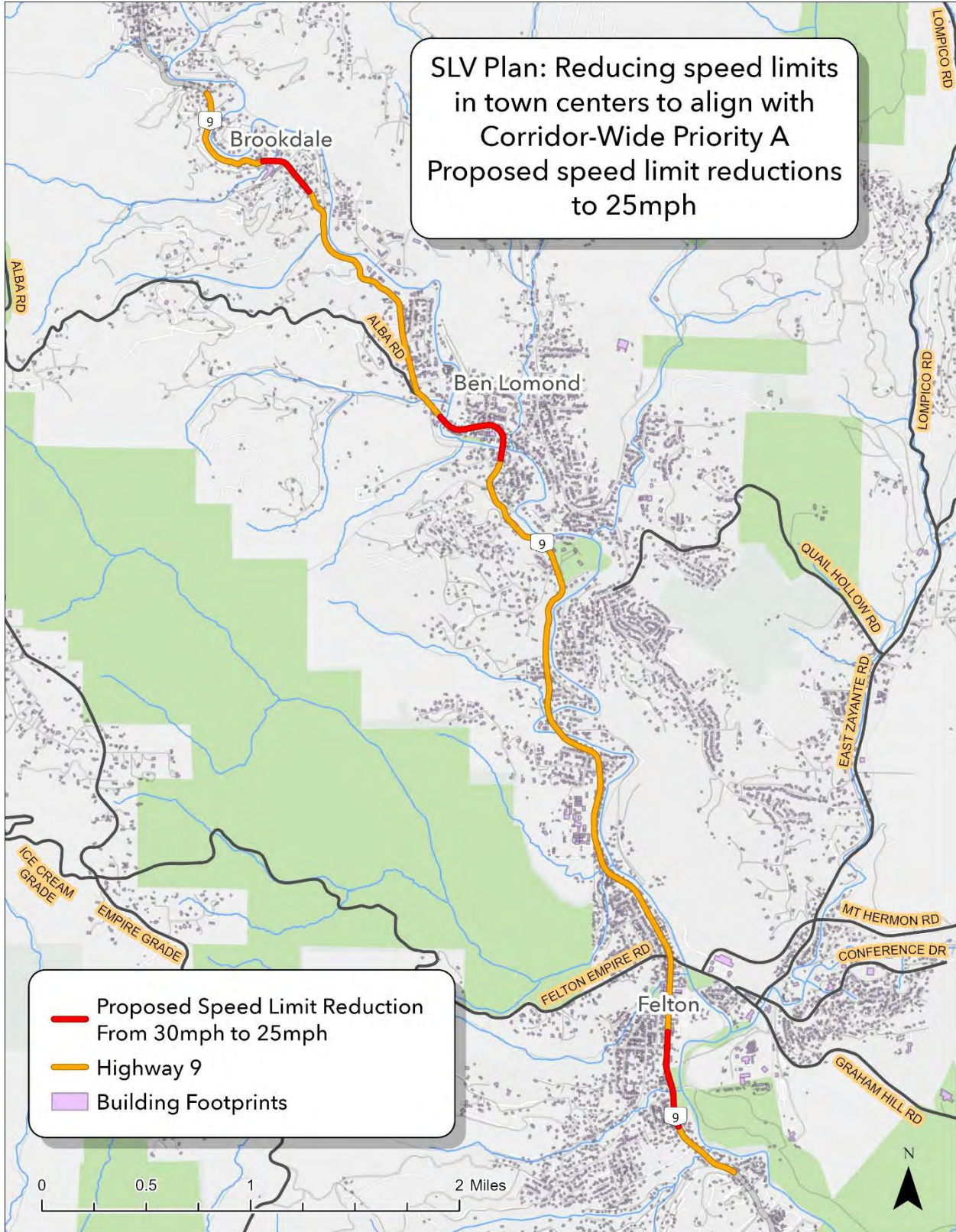
ABSTAIN: COMMISSIONERS \_\_\_\_\_

\_\_\_\_\_  
Kristen Brown, Chair

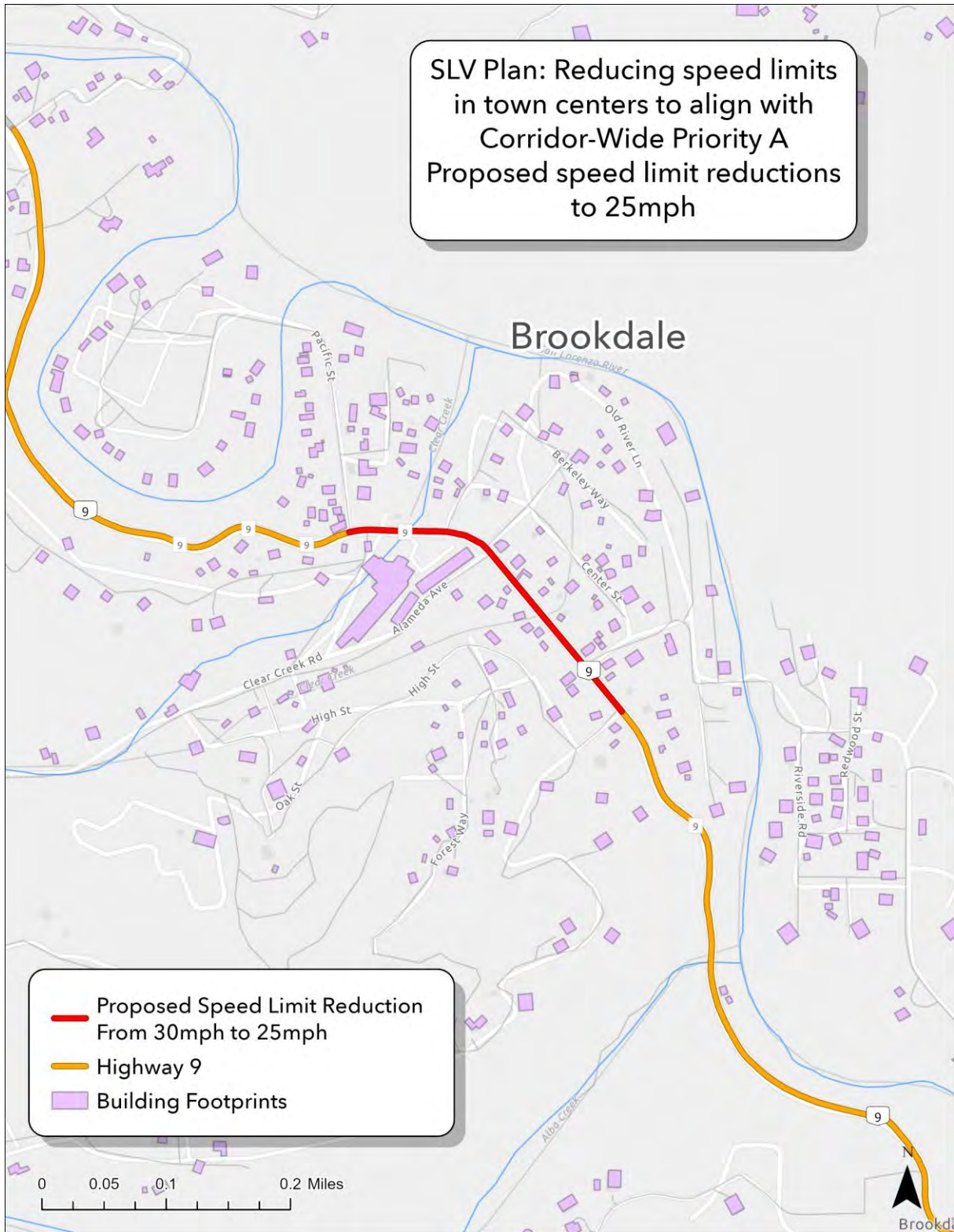
ATTEST:

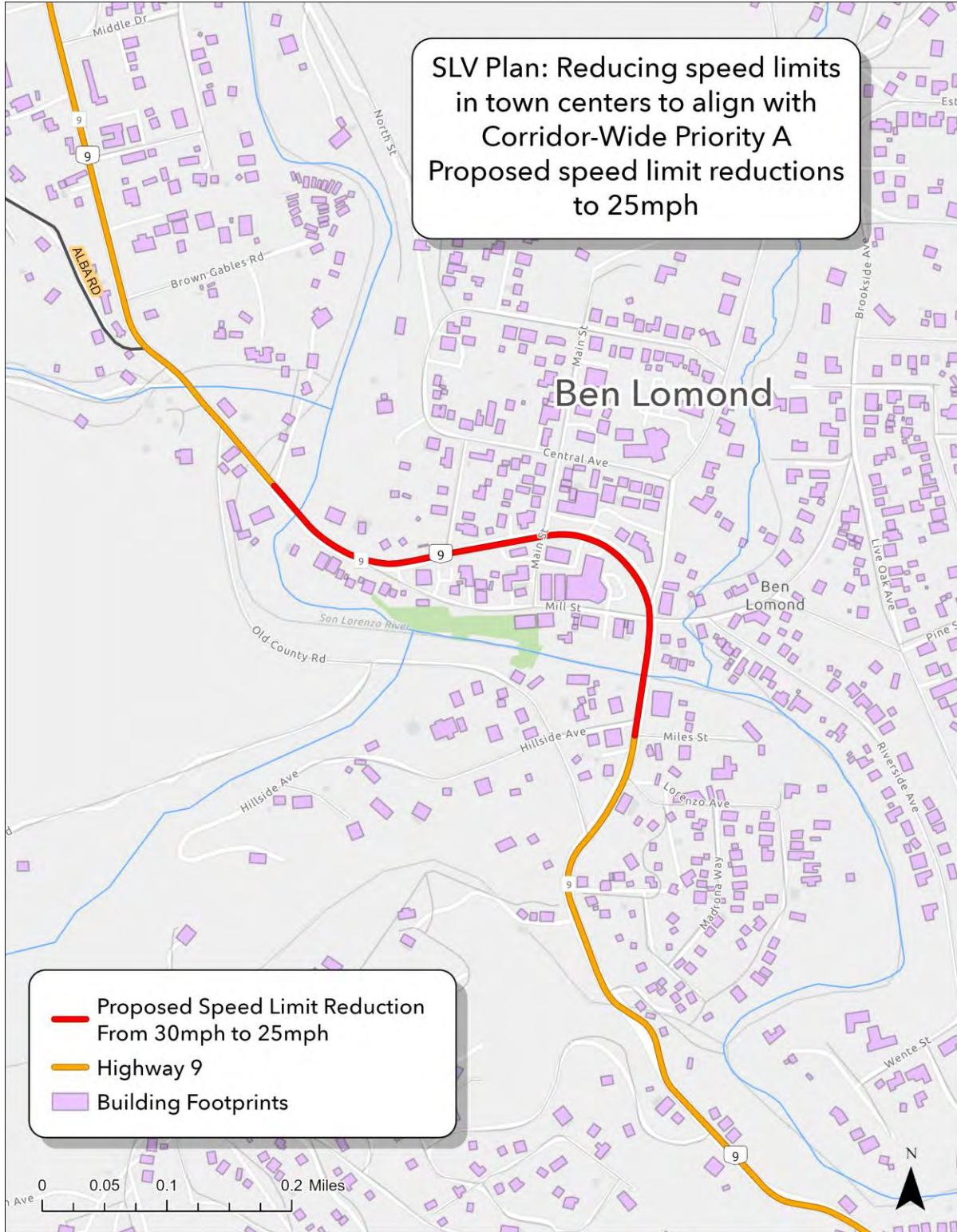
\_\_\_\_\_  
Mitch Weiss, Secretary

*Distribution: Caltrans Division of Traffic District 5, California Highway Patrol*

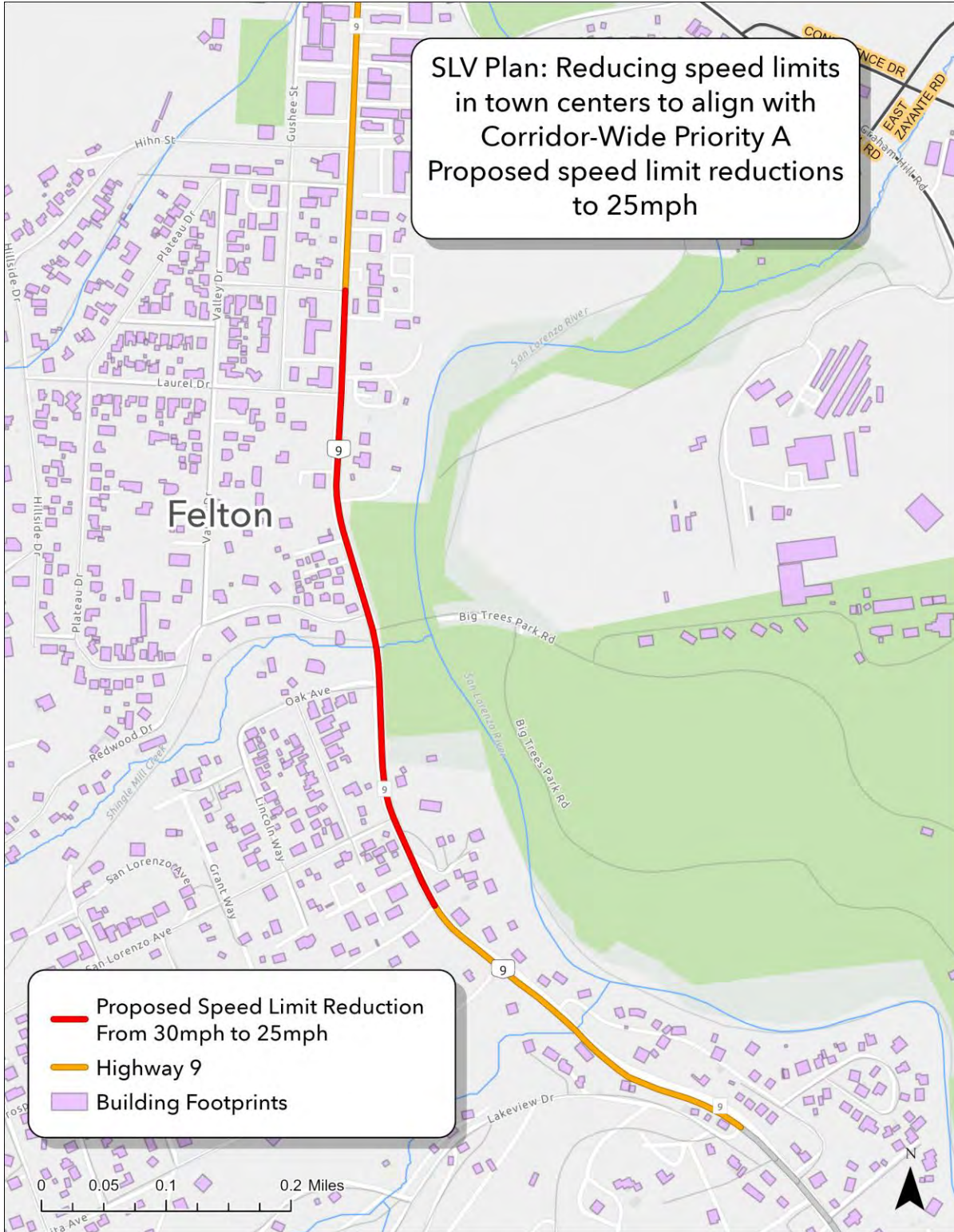












**AGENDA:** May 2, 2024

**TO:** Santa Cruz County Regional Transportation Commission

**FROM:** Grace Blakeslee and Maxwell Friedman, Transportation Planners

**RE:** North Coast Facilities Management Plan and North Coast Transportation Demand Management Plan

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## **RECOMMENDATIONS**

Staff recommends that the Santa Cruz County Regional Transportation Commission (RTC) accept the North Coast Facilities Management Plan and receive information about the North Coast Transportation Demand Management Plan.

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## **BACKGROUND**

The area along the North Coast of Santa Cruz County has experienced a significant and sustained increase in visitation to both its recreational facilities and roadways since the onset of the COVID-19 pandemic. The corridor hosts many popular outdoor recreational facilities that have risen in popularity due to their overall proximity to several major population centers (Santa Cruz, The Bay Area) and the increased demand for outdoor facilities.

This boost highlighted the need for improved recreational facilities and management of said facilities along this corridor. In response, the County of Santa Cruz, with funding provided by the California Coastal Conservancy, invited North Coast property owners, including the Santa Cruz County Regional Transportation Commission, to develop the North Coast Facilities Demand Management Plan. This plan addresses the need for expanded recreational facilities and management along the North Coast and establishes a coordinated approach between agencies and stakeholders to update, fund, and manage the facilities along the corridor.

In line with the previously established need for improved facilities along the North Coast, the increased flow of visitors to the North Coast has created a similar demand for improved transportation demand management in the area. To address this need, Santa Cruz County Regional Transportation Commission applied for and was awarded a Caltrans Planning Grant in the amount of \$362,560 to develop the North Coast Transportation Demand Management Plan. The goal of this plan is to establish a series of strategies

to address the increased demand for improved and additional transportation facilities along the 22-mile corridor.

## **DISCUSSION**

### ***North Coast Facilities Management Plan***

The North Coast Facilities Management Plan was developed in over a year and a half through interagency Working Group meetings between north coast property owners and stakeholders including: relevant government and non-profit agencies and other stakeholders. The full list of group members is as follows:

- The Bureau Land Management
- California Department of Transportation
- California State Parks
- County of Santa Cruz
- Land Trust of Santa Cruz County
- Santa Cruz County Regional Transportation Commission
- Trust for Public Land
- California State Coastal Conservancy
- The Office of Congressman Jimmy Panetta
- The Office of House of Representatives Anna Eshoo
- The Office of State Senator John Laird
- The Office of Assemblymember Mark Stone
- Santa Cruz County's Third District Supervisor Justin Cummings
- Santa Cruz County Sherriff's Office
- California Coastal Commission
- California Highway Patrol
- Davenport/North Coast Association
- Sempervirens Fund, Amah Mutsun Land Trust
- The Resource Conservation District of Santa Cruz County

The Working Group meetings provided an overarching guidance for the plan. The plan sets forth a vision statement and complimentary series of goals for the North Coast:

*The Santa Cruz North Coast is a recreation destination and natural resource treasure along the coastline of Santa Cruz County. The North Coast will be recognized as a unified region that is safe, accessible, and navigable by the public. Public agencies and their partners are committed to coordinating development, operations, and land management efforts at a regional level to support safe and equitable public access to open space, provide enjoyable recreation,*

*protect natural and cultural resources throughout the North Coast, and foster an environment where public open space and facilities are compatible with adjacent, existing uses.*

### Goals

1. Regional Planning and Partnerships
2. Vegetation Management
3. Plant and Animal Conservation and Restoration
4. Historic, Cultural, and Archaeological Resources
5. Public Safety
6. Public Access and Regional Connections
7. Stewardship, Maintenance, and Facilities

The vision statement and goals are used to identify projects that can positively impact the needs of the North Coast. Said projects are then categorized into high, medium, and low-priority tiers based on their relevancy to the vision statement and goals. Recommended projects in which the RTC is a major stakeholder include The North Coast Rail Trail, Santa Cruz Branch Rail Line, and Highway 1.

The plan concludes by detailing the methods and funding sources by which the projects can be implemented and outlining the next steps after the release of the plan. This includes continuing the quarterly working group meetings and strategies for the implementation of capital improvement-based projects. A complete copy of the North Coast Facilities and Management Plan can be viewed here: [North Coast Facilities Management Plan](#).

**Staff recommends the RTC accept The North Coast Facilities Management Plan.**

### ***North Coast Transportation Demand Management Plan***

Caltrans awarded RTC with \$362,560 in planning grant funding through the Sustainable Transportation Planning Grant Program to develop the North Coast Transportation Demand Management Plan. The North Coast Transportation Demand Management Plan will identify strategies to guide transportation management along the 22-mile coastal highway corridor. The project area extends along Highway 1 from the northern end of The City of Santa Cruz to the Santa Cruz/San Mateo County line. In line with the goals of the Caltrans District 5 Active Transportation Plan, Caltrans Climate Adaption Plan Strategic Goals, and the Santa Cruz County Regional Transportation Plan, the North Coast Transportation Demand Management



Plan will develop strategies to reduce emissions, vehicle miles traveled (VMT), and improve the overall safety and equity of the corridor.

In creating this plan, extensive public outreach, stakeholder input, and visitor travel surveys will be conducted to identify both the needs of the community and its transportation infrastructure and systems. This plan aims to address the growing needs of the North Coast first established through The North Coast Transportation Demand Management Plan in response to the increased visitation to area. The result will be a list of prioritized projects and implementation strategies which could include, but are not limited to, enhanced public transit access, highway operational improvements, new bicycle and pedestrian facilities near Davenport and other popular destinations, parking management, and an evaluation of how the Santa Cruz Branch Rail Line rail facilities may provide a new transit alternative. Strategies will be organized into the following categories: Parking Infrastructure, Multimodal Infrastructure, Transit Strategies (Bus and Rail), Roadway Safety, Technology Strategies, and Compatible Strategic Concepts.

#### Schedule

1. Consultant Procurement/Release Request for Proposals – 5/6/24 to 11/1/25
  - a. Submission deadline – 6/12/24
  - b. Begin interviews with consultants – 6/28/24
2. Existing Conditions – 8/1/24 to 12/31/24
3. Transportation Demand Management Plan Vision & Objectives – 1/1/25 to 3/31/25
4. Identify Transportation Needs – 4/1/25 to 6/30/25
5. Transportation Strategy Development – 7/1/25 to 9/30/25
6. Stakeholder & Public Outreach – Ongoing
7. North Coast Transportation Demand Management Draft and Final Plan – 10/1/25 to 10/31/25
8. Board Review/Approval – November 2025

See Attachment 2: Scope of Work for a detailed description of each step of the schedule.

**RTC staff recommends that the RTC receive information and provide input on The North Coast Transportation Demand Management Plan.**

## **FISCAL IMPACT**

There are no new fiscal impacts associated with RTC accepting the North Coast Facilities Management Plan and receiving information about the North Coast Transportation Demand Management Plan. In receiving this grant, RTC committed a local match amount of 20% of the total funding request or \$90,640.

## **SUMMARY**

RTC in partnership with other stakeholder agencies have developed The North Coast Facilities Management Plan to address the growing need for improved facilities and management of said facilities along the North Coast. Staff is providing the Commission with an informational update on this plan. RTC is beginning the process of developing The North Coast Transportation Demand Management Plan through grant funding to similarly address the shifting needs of the corridor brought about by the overall rise in traffic and visitation to the area. RTC staff is providing an informational update to The Commission on the scope and timeline of this plan.

### Attachments:

1. [North Coast Facilities Management Plan](#)
2. Scope of Work

## Attachment 2: Scope of Work

### Task 1: Project Administration

- Project kickoff meeting with Caltrans to discuss scope of work, stakeholders, schedule, and quarterly invoices and progress reports.

### Task 2: Consultant Procurement, Coordination, and Administration

- Develop and release a Request for Proposal to procure a consultant in line with the criteria developed by an evaluation team.
- Begin regularly scheduled bi-monthly meetings with RTC, Consultant, and Caltrans.

### Task 3: Existing Conditions

- Conduct a comprehensive literature review of existing corridor and area plans including but not limited to The North Coast Facilities and Management Plan, Caltrans District 5 Active Transportation Plan, and Monterey Bay Scenic Trail Network Master Plan.
- Collect and review data to develop a description of existing conditions and understand gaps in data. This includes but is not limited to average daily traffic, vehicle counts, and visitor estimates and surveys.
- Conduct a transportation inventory to document the conditions of the transportation infrastructure, facilities, and roadways.

### Task 4: Transportation Demand Management Plan Vision and Objectives

- Develop an overall vision and objectives for the North Coast transportation network through input from stakeholders and the public. Create a framework by which strategies can be evaluated based on the extent to which they advance the vision and objectives.

### Task 5: Identify Transportation Needs

- Compare existing conditions of the corridor to the desired system performance and compile a list of challenges experienced by users of the roadways and transportation facilities along the North Coast traveling through a variety of modes through the preparation and distribution of a survey. List any potential barriers to achieving the goals of the Transportation Demand Management Plan.

### Task 6: Transportation Strategy Development

- Develop strategies that address the transportation needs of the North Coast and evaluate said strategies based on how closely they align with the established goals of the plan.
- Create a list of detailed projects that address the strategies and overall needs of the region and supplement the projects with visual design concepts, cost estimates, and feasibility descriptions.
- Develop an implementation plan to describe the steps by which the projects will be implemented.

### Task 7: Stakeholder and Public Outreach

- Identify stakeholders through consultation with Caltrans and schedule a kick-off meeting and subsequent follow-up meetings to discuss the

project scope and key milestones and identify the needs of the corridor.

- Web-based outreach will be conducted through the creation of a project website and online public outreach.
- Public workshops and visitor surveys will also be conducted.
- Gather input from the various RTC committees including the Interagency Technical Advisory Committee, Bicycle Committee, and Elderly and Disabled Advisory Committee.
- Summarize the information gleaned from the public outreach.

#### Task 8: North Coast Transportation Demand Management Draft and Final Plan

- Create an administrative draft for partner agencies and stakeholders to review.
- Utilize the comments and suggestions from the administrative draft to develop a draft Transportation Demand Management Plan and circulate the draft to stakeholders, RTC advisory groups, the RTC Board, and the public for input.
- Finalize the final Transportation Demand Management Plan based on the previously gathered input.

#### Task 9: Board Review and Approval

- Gather input from the RTC Board at public meetings throughout the course of the Plan development.
- Present the Final Transportation Demand Management Plan to the RTC Board and request RTC Board approval.

**TO:** Regional Transportation Commission

**DATE:** May 2, 2024

**FROM:** Tracy New, Director of Finance and Budget

**RE: ITEM 17 - STATUS REPORTS ON TRANSPORTATION  
DEVELOPMENT ACT REVENUES FROM APRIL 2024**

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**SUMMARY:**

Transportation Development Act revenues are received monthly from the State of California Tax and Fee Administration. Attachment 1 provides the Commission with the status of revenue receipts through February in comparison to estimated revenue in dollars and as a percentage. Transportation Development Act revenues are slightly higher than estimated with two quarters remaining in the fiscal year (FY). Staff will continue to monitor revenues and provide recommendations at a future Santa Cruz County Regional Transportation Commission (RTC) meeting if action is needed.

**BACKGROUND:**

As the Regional Transportation Planning Agency for Santa Cruz County, the RTC is responsible for receiving and managing funds, and processing Transportation Development Act apportionments. These revenues are generated at the "point of sale" for purchases made within the County of Santa Cruz. Revenues are collected by the California Department of Tax & Fee Administration and distributed to the RTC each month to the Santa Cruz County treasury.

Transportation Development Act revenues were projected to increase \$297,381 (+2.48%) from \$11,955,278 in FY 2022-23 to \$12,252,659 in FY 2023-24. FY 2023-24 Transportation Development Act cash receipts for July 2023 through April 2024 are \$75,587 (+0.74%) higher at \$10,272,254 compared to the \$10,196,667 FY 2023-24 budget estimate.

Transportation Development Act cash receipts for July 2023 through April 2024 are \$242,850 (+2.42%) higher at \$10,272,254 compared to \$10,029,403 FY 2022-23 actual receipts.

**FY2023-24 Year Transportation Development Act Revenues -  
Cash Basis**

FY2022-23	FY2023-24	Increase / (-) Decrease
10,029,403	10,272,254	2.42% 242,850

The table below is the quarterly and year-to-date comparison of Transportation Development Act revenues from July 2023 through February 2024 revenues received September 2023 through April 2024. Revenues were \$100,030 (+1.26%) higher than the same period in FY 2022-23. For seasonal comparison, we compare the current and prior fiscal years at the end of each quarter.

Q1 represents July through September 2023 revenues received September through November 2023. Q2 represents October through December revenues received December 2023 through February 2024 as shown in the table below. Q3 represents January through March revenues received March through May, with revenues received through April shown in the table below.

**FY2023-24 Year Transportation Development Act Revenues -  
Quarterly Comparison to FY2022-23**

	Q1 (July-Sept)	Q2 (Oct-Dec)	Q3 (Jan & Feb)	Year to Date (Jul-Feb)
FY2022-23	3,007,940	3,210,714	1,696,656	7,915,310
FY2023-24	3,062,526	3,263,965	1,688,849	8,015,340
\$ Difference	54,586	53,251	(7,807)	100,030
% Difference	1.81%	1.66%	-0.46%	1.26%

Quarter 1 receipts were \$54,586 (+1.81%) higher compared to the same quarter in 2022. New motor vehicle sales increased 8.4% and contractors increased 17.7% which offset a decline in the service stations sector of -14.7% due to lower fuel prices and a decline in used automotive dealer sales of -15.4%.

Quarter 2 receipts were \$53,251 (+1.66%) higher compared to the same quarter in 2022. Business and industry including equipment increased 5.3%, restaurants and hotels increased 7.2% and building and construction increased 2.4% which offset a decline in new motor vehicle sales -2.6%, service stations sector of -15.7% due to lower fuel prices and a decline in food and drugs due to lower alcohol sales and the closure of retail drug stores.

March and April 2024 receipts were \$7,807 (-0.46%) lower compared to March and April 2023. March and April cash receipts represent January and February

revenues which are the advanced payments for quarter 3. In May 2024, payment will be the quarter 3 balance due to the RTC.

Attachment

1. Status Report on Transportation Development Act Revenues as of April 2024

**SCRTC  
TRANSPORTATION DEVELOPMENT ACT (TDA)  
SUMMARY OF REVENUE RECEIPTS BY MONTH  
FY2024 ENDING JUNE 30, 2024**

**ATTACHMENT 1**

REVENUES RECEIVED*	MONTH REVENUE GENERATED	FY2022-23 ACTUAL REVENUE	FY2023-24 BUDGETED REVENUE	FY2023-24 ACTUAL REVENUE	DIFFERENCE	DIFFERENCE AS % OF PROJECTION	CUMMULATIVE % OF ACTUAL TO PROJECTION	ACTUAL FY2023-24 COMPARED TO FY2022-23	
								\$ Increase (+)/Decrease (-)	% Increase (+)/Decrease (-)
JULY 2023	MAY 2023	1,159,164	1,167,000	1,144,443	(22,557)	-1.93%	98.07%	<b>FY2023 to FY2024 (14,722)</b>	<b>FY2023 to FY2024 -1.27%</b>
AUGUST 2023	JUNE 2023	954,929	961,385	1,112,472	151,087	15.72%	106.04%	<b>157,543</b>	<b>16.50%</b>
SEPTEMBER 2023	JULY 2023	1,013,414	1,020,265	977,616	(42,649)	-4.18%	102.73%	<b>(35,798)</b>	<b>-3.53%</b>
OCTOBER 2023	AUGUST 2023	1,084,000	1,091,328	1,032,101	(59,227)	-5.43%	100.63%	<b>(51,899)</b>	<b>-4.79%</b>
NOVEMBER 2023	SEPTEMBER 2023	1,113,301	1,120,827	1,254,248	133,421	11.90%	102.99%	<b>140,947</b>	<b>12.66%</b>
DECEMBER 2023	OCTOBER 2023	948,121	954,531	890,226	(64,305)	-6.74%	101.52%	<b>(57,895)</b>	<b>-6.11%</b>
JANUARY 2024	NOVEMBER 2023	880,692	1,004,055	857,956	(146,099)	-14.55%	99.31%	<b>(22,736)</b>	<b>-2.58%</b>
FEBRUARY 2024	DECEMBER 2023	1,179,127	1,095,050	1,314,344	219,294	20.03%	102.01%	<b>135,217</b>	<b>11.47%</b>
MARCH 2024	JANUARY 2024	868,052	875,469	880,164	4,695	0.54%	101.87%	<b>12,112</b>	<b>1.40%</b>
APRIL 2024	FEBRUARY 2024	828,604	906,757	808,685	(98,072)	-10.82%	100.74%	<b>(19,920)</b>	<b>-2.40%</b>
MAY 2024	MARCH 2024	1,005,280	1,082,410	-					
JUNE 2024	APRIL 2024	920,595	973,582	-					
<b>TOTAL</b>		<b>11,955,278</b>	<b>12,252,659</b>	<b>10,272,254</b>	<b>75,587</b>	<b>0.62%</b>	<b>83.84%</b>	<b>242,850</b>	<b>2.42%</b>

\*REVENUES RECEIVED TWO MONTHS IN ARREARS, BELOW IS THE MONTH RECEIVED

July 2023 through April 2024	10,029,403	10,196,667	10,272,254	75,587	<b>0.74%</b>	242,850	<b>2.42%</b>
September 2023 through April 2024	7,915,310	8,068,282	8,015,339	(52,943)	<b>-0.66%</b>	100,030	<b>1.26%</b>

I:\FISCAL\7.TDA\MonthlyReceipts\FY2024\[Copy of FY2024 TDA Receipts.xlsx]Summary



**TO:** Regional Transportation Commission

**DATE:** May 2, 2024

**FROM:** Tracy New, Director of Finance and Budget

**RE: ITEM 18 - STATUS REPORTS ON MEASURE D REVENUES FROM APRIL 2024**

**SUMMARY:**

Measure D revenues are received monthly from the California Department of Tax and Fee Administration and distributed to the direct recipients. Attachment 1 provides the Commission with the status of cumulative revenue receipts for July 2023 through April 2024 and compares the total to the same period in fiscal year (FY) 2022-23 in dollars and as a percentage. Measure D revenues are flat when compared to the estimate with two quarters remaining in the fiscal year. Staff will continue to monitor revenues and provide updates.

**BACKGROUND:**

In November 2023, the Commission amended the FY 2023-24 budget to reflect a projected decrease of \$248,892 (-0.9%) in Measure D revenues from \$27,363,250 in FY 2022-23 to \$27,114,358 in FY 2023-24. As of April 2024, Measure D has received monthly distributions totaling \$23,085,956 which represents the transaction and use tax revenues for May 2023 through February 2024 because revenues are distributed two months in arrears. The table below represents Measure D revenues on a cash basis when the revenues are received, not earned. Distributions received July 2023 through April 2024, represent revenues from May 2023 through February 2024.

FY2023-24 Year Meas D Revenues - Cash Basis			
FY2022-23	FY2023-24	Increase / (-) Decrease	
23,031,680	23,085,956	0.24%	54,276

For seasonal comparison, we compare the current and prior fiscal years at the end of each quarter. The table below shows the quarterly and year-to-date

comparison of Measure D revenues from July 2023 through February 2024 revenues received September 2023 through April 2024. Revenues were \$54,276 (+0.24%) higher than the same period in FY 2022-23.

Q1 represents July through September 2023 revenues received September through November 2023. Q2 represents October through December revenues received December 2023 through February 2024. Q3 represents January through March revenues received March through May, with revenues received through April shown in the table below.

FY2023-24 Year Meas D Revenues - Quarterly Comparison to FY2022-23

	Q1	Q2	Q3	Year to Date
	(July-Sept)	(Oct-Dec)	(Jan & Feb)	(Jul-Feb)
FY2022-23	7,239,015	7,056,552	3,855,505	18,151,072
FY2023-24	7,260,345	7,052,135	3,876,757	18,189,236
\$ Difference	21,330	(4,417)	21,252	38,164
% Difference	0.29%	-0.06%	0.55%	0.21%

Quarter 1 receipts were \$21,330 (+0.29%) higher compared to the same quarter in 2022. New motor vehicle sales increased 8.4% and contractors increased 17.7% which offset a decline in the service stations sector of -14.7% due to lower fuel prices and a decline in used automotive dealer sales of -15.4%.

Quarter 2 receipts were \$4,417 (-0.06%) lower compared to the same quarter in 2022. Business and industry including equipment increased 5.3%, restaurants and hotels increased 7.2% and building and construction increased 2.4% which offset a decline in new motor vehicle sales -2.6%, service stations sector of -15.7% due to lower fuel prices and a decline in food and drugs due to lower alcohol sales and the closure of retail drug stores.

March and April 2024 receipts were \$21,252 (+0.55%) higher compared to March and April 2023. March and April cash receipts represent January and February revenues which are the advanced payments for quarter 3. In May 2024, payment will be the quarter 3 balance due to the RTC.

As the administrator of Measure D, the RTC allocates, administers, and oversees the expenditure of all Measure D revenues which are not directly allocated by formula annually to other agencies, consistent with the Expenditure Plan. Measure D revenues are collected by the California Department of Tax and Fee Administration and distributed to the RTC each month by wire transfer to the Santa Cruz County treasury into the Measure D

general fund and distributed to the separate fiduciary fund for each of the five investment categories. Each month the RTC distributes the revenues from the Neighborhood and Transit categories to the direct recipients based on actual revenues received.

Attachment

1. Status Report on Measure D Revenues from April 2024

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

ATTACHMENT 1

		JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	JANUARY	FEBRUARY		FY2024 ACCRUAL ADJUSTED TOTAL	FY2023 ACCRUAL ADJUSTED TOTAL	% Increase (+) /Decrease (-)	\$ Increase (+) /Decrease (-)
		Revenues received two months in arrears, row below is the month received												
	RATE	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	JANUARY	FEBRUARY	MARCH	APRIL	TOTAL				
GROSS		2,249,249.87	2,372,646.71	2,692,867.94	2,069,235.41	1,988,058.90	3,049,260.46	2,004,977.85	1,871,779.27	18,298,076.41	18,298,076.41	18,281,391.92		
BOE FEES		-	-	(54,420.00)	-	-	(54,420.00)	-	-	(108,840.00)	(108,840.00)	(130,320.00)		
<b>NET</b>		<b>2,249,249.87</b>	<b>2,372,646.71</b>	<b>2,638,447.94</b>	<b>2,069,235.41</b>	<b>1,988,058.90</b>	<b>2,994,840.46</b>	<b>2,004,977.85</b>	<b>1,871,779.27</b>	<b>23,085,956.16</b>	<b>18,189,236.41</b>	<b>18,151,071.92</b>	<b>0.21%</b>	<b>38,164.49</b>
<b>ADMINISTRATION &amp; IMPLEMENTATION - 729100/75381</b>														
ADMINISTRATION - SALARIES & BENEFITS	1%	22,492.50	23,726.47	26,384.48	20,692.35	19,880.59	29,948.40	20,049.78	18,717.79	230,859.56	181,892.36	181,510.72	0.21%	381.64
O/H ADMIN		23,909.53	25,221.23	28,046.70	21,995.97	21,133.07	31,835.15	21,312.91	19,897.01	245,403.71	193,351.58	233,277.58	-17.12%	(39,925.99)
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	13,056.21	130,562.11	104,449.69	104,450.00	0.00%	(0.31)
SERVICES & SUPPLIES		4,041.67	4,041.67	4,041.67	4,041.67	4,041.67	4,041.67	4,041.67	4,041.67	40,416.67	32,333.33	32,333.33	0.00%	-
<b>Subtotal</b>		<b>63,499.90</b>	<b>66,045.58</b>	<b>71,529.06</b>	<b>59,786.20</b>	<b>58,111.53</b>	<b>78,881.44</b>	<b>58,460.57</b>	<b>55,712.68</b>	<b>647,242.05</b>	<b>512,026.97</b>	<b>551,571.63</b>	<b>-7.17%</b>	<b>(39,544.66)</b>
<b>TO DISTRIBUTE TO INVESTMENT CATEGORIES</b>														
		<b>2,185,749.97</b>	<b>2,306,601.13</b>	<b>2,566,918.88</b>	<b>2,009,449.21</b>	<b>1,929,947.37</b>	<b>2,915,959.02</b>	<b>1,946,517.28</b>	<b>1,816,066.59</b>	<b>22,438,714.11</b>	<b>17,677,209.44</b>	<b>17,599,500.29</b>	<b>0.44%</b>	<b>77,709.15</b>
<b>1. NEIGHBORHOOD - 729200/75382</b>														
	30%	655,724.99	691,980.34	770,075.66	602,834.76	578,984.21	874,787.71	583,955.18	544,819.98	6,731,614.23	5,303,162.83	5,279,850.09	0.44%	23,312.74
SLV SR9	Fixed \$	27,777.78	27,777.78	27,777.78	27,777.78	27,777.78	27,777.78	27,777.78	27,777.78	277,777.78	222,222.22	222,222.22		
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	13,888.89	138,888.89	111,111.11	111,111.11		
		<b>41,666.67</b>	<b>41,666.67</b>	<b>41,666.67</b>	<b>41,666.67</b>	<b>41,666.67</b>	<b>41,666.67</b>	<b>41,666.67</b>	<b>41,666.67</b>	<b>416,666.67</b>	<b>333,333.33</b>	<b>333,333.33</b>	<b>0.00%</b>	<b>-</b>
City of Capitola - V100207	4.7572%	29,212.09	30,936.83	34,652.00	26,695.99	25,561.36	39,633.38	25,797.84	23,936.10	300,415.78	236,425.59	240,104.18	-1.53%	(3,678.60)
City of Santa Cruz - V110467	22.6813%	139,276.59	147,499.79	165,212.84	127,280.38	121,870.76	188,962.93	122,998.24	114,121.86	1,432,314.05	1,127,223.39	1,105,782.42	1.94%	21,440.97
City of Scotts Valley - V102713	4.9074%	30,134.56	31,913.77	35,746.25	27,539.00	26,368.55	40,884.94	26,612.50	24,691.96	309,902.44	243,891.54	237,519.13	2.68%	6,372.41
City of Watsonville - V1728	15.6465%	96,078.73	101,751.43	113,970.63	87,803.25	84,071.47	130,354.41	84,849.26	78,725.96	988,069.25	777,605.15	774,903.74	0.35%	2,701.41
County of Santa Cruz	52.0075%	319,356.35	338,211.85	378,827.27	291,849.47	279,445.40	433,285.38	282,030.67	261,677.43	3,284,246.05	2,584,683.84	2,588,207.28	-0.14%	(3,523.45)
	<b>100%</b>	<b>614,058.32</b>	<b>650,313.67</b>	<b>728,409.00</b>	<b>561,168.10</b>	<b>537,317.54</b>	<b>833,121.04</b>	<b>542,288.52</b>	<b>503,153.31</b>	<b>6,314,947.56</b>	<b>4,969,829.50</b>	<b>4,946,516.75</b>	<b>0.47%</b>	<b>23,312.74</b>
<b>2. HWY Corridors - 729300/75383</b>														
	25%	546,437.49	576,650.28	641,729.72	502,362.30	482,486.84	728,989.76	486,629.32	454,016.65	5,609,678.53	4,419,302.36	4,399,875.07	0.44%	19,427.29
<b>3. TRANSIT/PARATRANSIT - 729400/75384</b>														
Santa Cruz Metro (SCMTD) 16%	80%	349,719.99	369,056.18	410,707.02	321,511.87	308,791.58	466,553.44	311,442.76	290,570.65	3,590,194.26	2,828,353.51	2,815,920.05	0.44%	12,433.46
Community Bridges - V127587 - 4%	20%	87,430.00	92,264.05	102,676.76	80,377.97	77,197.89	116,638.36	77,860.69	72,642.66	897,548.56	707,088.38	703,980.01	0.44%	3,108.37
<b>4. ACTIVE TRANSPORTATION - 729500/75385</b>														
	17%	371,577.49	392,122.19	436,376.21	341,606.36	328,091.05	495,713.03	330,907.94	308,731.32	3,814,581.40	3,005,125.60	2,991,915.05	0.44%	13,210.56
<b>5. RAIL CORRIDOR - 729600/75386</b>														
	8%	174,860.00	184,528.09	205,353.51	160,755.94	154,395.79	233,276.72	155,721.38	145,285.33	1,795,097.13	1,414,176.76	1,407,960.02	0.44%	6,216.73
<b>DISTRIBUTED TO INVESTMENT CATEGORIES</b>														
	100%	<b>2,185,749.97</b>	<b>2,306,601.13</b>	<b>2,566,918.88</b>	<b>2,009,449.21</b>	<b>1,929,947.37</b>	<b>2,915,959.02</b>	<b>1,946,517.28</b>	<b>1,816,066.59</b>	<b>22,438,714.11</b>	<b>17,677,209.44</b>	<b>17,599,500.29</b>	<b>0.44%</b>	<b>77,709.15</b>
<b>TOTAL ADMIN &amp; IMPLM AND INVESTMENT CATEGORIES</b>														
		<b>2,249,249.87</b>	<b>2,372,646.71</b>	<b>2,638,447.94</b>	<b>2,069,235.41</b>	<b>1,988,058.90</b>	<b>2,994,840.46</b>	<b>2,004,977.85</b>	<b>1,871,779.27</b>	<b>23,085,956.16</b>	<b>18,189,236.41</b>	<b>18,151,071.92</b>	<b>0.21%</b>	<b>38,164.49</b>

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

	RATE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	JANUARY	FEBRUARY	MARCH	APRIL	FY2024 TOTAL	FY2023 ADJUSTED TOTAL	% Increase (+) /Decrease (-)	\$ Increase (+) /Decrease (-)
GROSS		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	3,049,260.46	2,004,977.85	1,871,779.27	23,249,216.16	23,227,160.17		
BOE FEES		-	(54,420.00)	-	-	(54,420.00)	-	-	(54,420.00)	-	-	(163,260.00)	(195,480.00)		
<b>NET</b>		<b>2,455,327.27</b>	<b>2,441,392.48</b>	<b>2,249,249.87</b>	<b>2,372,646.71</b>	<b>2,638,447.94</b>	<b>2,069,235.41</b>	<b>1,988,058.90</b>	<b>2,994,840.46</b>	<b>2,004,977.85</b>	<b>1,871,779.27</b>	<b>23,085,956.16</b>	<b>23,031,680.17</b>	<b>0.24%</b>	<b>54,275.99</b>
<b>ADMINISTRATION &amp; IMPLEMENTATION - 729100/75381</b>															
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	29,948.40	20,049.78	18,717.79	230,859.56	230,316.80	0.24%	542.76
O/H ADMIN		26,100.13	25,952.00	23,909.53	25,221.23	28,046.70	21,995.97	21,133.07	31,835.15	21,312.91	19,897.01	245,403.71	296,003.15	-17.09%	(50,599.44)
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	13,056.21	13,056.21	13,056.21	130,562.11	130,562.50	0.00%	(0.39)
SERVICES & SUPPLIES		4,041.67	4,041.67	4,041.67	4,041.67	4,041.67	4,041.67	4,041.67	4,041.67	4,041.67	4,041.67	40,416.67	40,416.67	0.00%	-
<b>Subtotal</b>		<b>67,751.28</b>	<b>67,463.80</b>	<b>63,499.90</b>	<b>66,045.58</b>	<b>71,529.06</b>	<b>59,786.20</b>	<b>58,111.53</b>	<b>78,881.44</b>	<b>58,460.57</b>	<b>55,712.68</b>	<b>647,242.05</b>	<b>697,299.12</b>	<b>-7.18%</b>	<b>(50,057.07)</b>
<b>TO DISTRIBUTE TO INVESTMENT CATEGORIES</b>		<b>2,387,575.99</b>	<b>2,373,928.68</b>	<b>2,185,749.97</b>	<b>2,306,601.13</b>	<b>2,566,918.88</b>	<b>2,009,449.21</b>	<b>1,929,947.37</b>	<b>2,915,959.02</b>	<b>1,946,517.28</b>	<b>1,816,066.59</b>	<b>22,438,714.11</b>	<b>22,334,381.05</b>	<b>0.47%</b>	<b>104,333.06</b>
<b>1. NEIGHBORHOOD - 729200/75382</b>	<b>30%</b>	<b>716,272.80</b>	<b>712,178.60</b>	<b>655,724.99</b>	<b>691,980.34</b>	<b>770,075.66</b>	<b>602,834.76</b>	<b>578,984.21</b>	<b>874,787.71</b>	<b>583,955.18</b>	<b>544,819.98</b>	<b>6,731,614.23</b>	<b>6,700,314.31</b>	<b>0.47%</b>	<b>31,299.92</b>
SLV SR9	Fixed \$	27,777.78	27,777.78	27,777.78	27,777.78	27,777.78	27,777.78	27,777.78	27,777.78	27,777.78	27,777.78	277,777.78	277,777.78	0.00%	-
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	13,888.89	13,888.89	13,888.89	138,888.89	138,888.89	0.00%	-
		<b>41,666.67</b>	<b>41,666.67</b>	<b>41,666.67</b>	<b>41,666.67</b>	<b>41,666.67</b>	<b>41,666.67</b>	<b>41,666.67</b>	<b>41,666.67</b>	<b>41,666.67</b>	<b>41,666.67</b>	<b>416,666.67</b>	<b>416,666.67</b>	<b>0.00%</b>	<b>-</b>
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	39,633.38	25,797.84	23,936.10	300,415.78	305,008.59	-1.51%	(4,592.81)
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	188,962.93	122,998.24	114,121.86	1,432,314.05	1,404,694.95	1.97%	27,619.10
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	40,884.94	26,612.50	24,691.96	309,902.44	301,724.75	2.71%	8,177.69
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	130,354.41	84,849.26	78,725.96	988,069.25	984,373.91	0.38%	3,695.34
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	433,285.38	282,030.67	261,677.43	3,284,246.05	3,287,845.45	-0.11%	(3,599.40)
	<b>100%</b>	<b>674,606.13</b>	<b>670,511.94</b>	<b>614,058.32</b>	<b>650,313.67</b>	<b>728,409.00</b>	<b>561,168.10</b>	<b>537,317.54</b>	<b>833,121.04</b>	<b>542,288.52</b>	<b>503,153.31</b>	<b>6,314,947.56</b>	<b>6,283,647.65</b>	<b>0.50%</b>	<b>31,299.92</b>
<b>2. HWY Corridors - 729300/75383</b>	<b>25%</b>	<b>596,894.00</b>	<b>593,482.17</b>	<b>546,437.49</b>	<b>576,650.28</b>	<b>641,729.72</b>	<b>502,362.30</b>	<b>482,486.84</b>	<b>728,989.76</b>	<b>486,629.32</b>	<b>454,016.65</b>	<b>5,609,678.53</b>	<b>5,583,595.26</b>	<b>0.47%</b>	<b>26,083.26</b>
<b>3. TRANSIT/PARATRANSIT - 729400/75384</b>	<b>20%</b>	<b>477,515.20</b>	<b>474,785.74</b>	<b>437,149.99</b>	<b>461,320.23</b>	<b>513,383.78</b>	<b>401,889.84</b>	<b>385,989.47</b>	<b>583,191.80</b>	<b>389,303.46</b>	<b>363,213.32</b>	<b>4,487,742.82</b>	<b>4,466,876.21</b>	<b>0.47%</b>	<b>20,866.61</b>
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	466,553.44	311,442.76	290,570.65	3,590,194.26	3,573,500.97	0.47%	16,693.29
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	116,638.36	77,860.69	72,642.66	897,548.56	893,375.24	0.47%	4,173.32
<b>4. ACTIVE TRANSPORTATION - 729500/75385</b>	<b>17%</b>	<b>405,887.92</b>	<b>403,567.87</b>	<b>371,577.49</b>	<b>392,122.19</b>	<b>436,376.21</b>	<b>341,606.36</b>	<b>328,091.05</b>	<b>495,713.03</b>	<b>330,907.94</b>	<b>308,731.32</b>	<b>3,814,581.40</b>	<b>3,796,844.78</b>	<b>0.47%</b>	<b>17,736.62</b>
<b>5. RAIL CORRIDOR - 729600/75386</b>	<b>8%</b>	<b>191,006.08</b>	<b>189,914.29</b>	<b>174,860.00</b>	<b>184,528.09</b>	<b>205,353.51</b>	<b>160,755.94</b>	<b>154,395.79</b>	<b>233,276.72</b>	<b>155,721.38</b>	<b>145,285.33</b>	<b>1,795,097.13</b>	<b>1,786,750.48</b>	<b>0.47%</b>	<b>8,346.64</b>
<b>DISTRIBUTED TO INVESTMENT CATEGORIES</b>	<b>100%</b>	<b>2,387,575.99</b>	<b>2,373,928.68</b>	<b>2,185,749.97</b>	<b>2,306,601.13</b>	<b>2,566,918.88</b>	<b>2,009,449.21</b>	<b>1,929,947.37</b>	<b>2,915,959.02</b>	<b>1,946,517.28</b>	<b>1,816,066.59</b>	<b>22,438,714.11</b>	<b>22,334,381.05</b>	<b>0.47%</b>	<b>104,333.06</b>
<b>TOTAL ADMIN &amp; IMPLME AND INVESTMENT CATEGORIES</b>		<b>2,455,327.27</b>	<b>2,441,392.48</b>	<b>2,249,249.87</b>	<b>2,372,646.71</b>	<b>2,638,447.94</b>	<b>2,069,235.41</b>	<b>1,988,058.90</b>	<b>2,994,840.46</b>	<b>2,004,977.85</b>	<b>1,871,779.27</b>	<b>23,085,956.16</b>	<b>23,031,680.17</b>	<b>0.24%</b>	<b>54,275.99</b>

\\RTCSEV2\Internal\FISCAL\4.FISCAL DURING SHUTDOWN\Debbie\FY2024 10 April 2024 Measure D Distribution with YTD comparison.xlsx\Summary

**TO:** Regional Transportation Commission (RTC)  
**FROM:** Amanda Marino and Rachel Moriconi, Transportation Planners  
**RE:** 2024 Low Carbon Transit Operations Program (LCTOP)

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## **RECOMMENDATION**

Staff and the Interagency Technical Advisory Committee (recommend that the Santa Cruz County Regional Transportation Commission (RTC):

1. Program Santa Cruz County's population-formula shares of Fiscal Year (FY) 2023-24 Low Carbon Transit Operations Program (LCTOP) funds (estimated \$694,115) and the interest RTC earned on prior year program balances (\$14,000) as follows:
  - a. \$147,000 to Community Bridges Lift Line for one new electric shuttle vehicle; and
  - b. \$561,115 to Santa Cruz Metropolitan Transit District's (METRO) Fare Free pilot program.

Staff recommends that the RTC also adopt a resolution (Attachment 1) to:

2. Program the aforementioned funds and amend the RTC budget and work program accordingly; and
3. Authorize the Executive Director or their designee to sign, submit, and execute documents, including agreements, allocation requests, certifications and assurances, and reports, as may be required or necessary for distribution of the Low Carbon Transit Operations Program funds to programmed projects.

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## **BACKGROUND**

In 2014, the California Legislature established the Low Carbon Transit Operations Program to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with an emphasis on serving disadvantaged communities. Funded by Greenhouse Gas Reduction Funds generated from the sale of carbon credits in the state's Cap and Trade program, the State Controller's Office apportions revenue to transit operators and regional transportation planning agencies (including

RTC) using the State Transit Assistance population and revenue distribution formulas. As the regional entity designated under Public Utilities Code (PUC) 99313, the RTC can act as a lead agency on eligible projects or act as a “contributing sponsor” and pass funds onto public transit operators to support an eligible project.

Eligible projects for the Low Carbon Transit Operations Program include:

1. Expenditures that directly enhance or expand transit service by supporting new or expanded bus or rail services, new or expanded water-borne transit, or expanded inter-modal transit facilities, and may include equipment acquisition, fueling, and maintenance, and other costs to operate those services or facilities.
2. Operational expenditures that increase transit mode share.
3. Expenditures related to the purchase of zero-emission buses, including electric buses, and the installation of the necessary equipment and infrastructure to operate and support these zero-emission buses.
4. Free fare programs. Senate Bill 942 (2022) allows transit agencies to receive funding for approved free or reduced fare projects for up to three years after the initial allocation.

In addition to using funds on eligible projects, recipients of Low Carbon Transit Operations Program funds:

- must demonstrate that each expenditure of program monies does not supplant another source of funds;
- ensure that at least 50 percent of funds are used within and benefit state-defined priority populations, unless the project is new, or used for expanded service that connects with services to disadvantaged or low-income communities, used for transit fare subsidies, or to purchase zero-emission buses and supporting infrastructure; and
- are required to conduct meaningful outreach and engagement to low income and disadvantaged communities (“Priority Populations”) to ensure that funds are used to address important community needs.

If an agency is not prepared to initiate a project within six months of allocation of funds by the state, they may request to roll funds over into a subsequent fiscal year, accruing Low Carbon Transit Operations Program funds for a more substantial project. All funds must be expended for the project within four years. Approved projects must also be completed and funds expended within the subsequent four years.

## **DISCUSSION**

The State Controller’s Office estimates that approximately \$206 million will

be available for the Low Carbon Transit Operations Program statewide in FY 2023-24. The State Controller's Office estimates that RTC's population-based formula distribution (pursuant to PUC 99313) will be \$694,115 and METRO's estimated revenue-based formula distribution (pursuant to PUC 99314) is \$631,662 (\$1.32 million total for Santa Cruz County projects). Annual distributions vary based on projected and actual Cap-and-Trade auction proceeds, as well as population and revenue estimates in other counties and transit districts. In addition to annual allocations, any interest earned on prior year funds must be applied to Low Carbon Transit Operations Program projects (approximately \$14,000 was earned by RTC on funds previously programmed to Lift Line projects). Projects approved by the RTC and METRO are subject to Caltrans concurrence.

**Staff received applications from METRO and Lift Line for FY2023-24 funds and staff and the Interagency Technical Advisory Committee recommend that the RTC program Low Carbon Transit Operations Program funds as follows:**

- 1. Community Bridges Lift Line - Electric Vehicle Replacement: \$147,000** (includes \$14,000 interest earned on previously programmed Lift Line projects) **for one electric vehicle shuttle.** (\$294,443 requested for two vehicles) Adding electric vehicles to the Lift Line fleet directly reduces carbon emissions from daily operations and the new shuttle increases the number of rides that Lift Line provides. This project aligns with RTC's commitment to a cleaner transportation future serving priority populations. The useful life of the vehicle is estimated at seven years. (Application included as Attachment 1.)
- 2. Santa Cruz METRO's "Fare Free" pilot program: Balance of funds (estimated \$561,115)** to introduce free fares for all riders from September 2024 through August 2025, as a component of METRO's Reimagined transit service (\$707,000 requested). METRO will also use their PUC Section 99314 Low Carbon Transit Operations Program funds in the amount of \$631,662 for this this program. METRO first introduced a free ride program called "Youth Cruz Free" for all youth (in grades K-12) in March 2023. The RTC funded a two-year continuation of the Youth Cruz program with FY 2022-23 Low Carbon Transit Operations Program funds. Based on the success of the Youth Cruz Free program in increasing youth ridership, METRO now plans to introduce a one-year trial Fare Free pilot program for all riders on all METRO services, commencing with its planned service increase in September 2024. This program supports METRO's goal to increase transit ridership and supports equity goals by eliminating the fare



burden for all riders, particularly the low-income individuals that comprise a majority METRO's customers. Encouraging residents and visitors to ride the bus is expected shift single-occupant vehicle trips to transit, and lower carbon emissions in Santa Cruz County. (Application and letter included as Attachment 2.)

Staff was impressed with the quality of both proposals and their potential to reduce carbon emissions, increase ridership, and serve priority populations within our community. While funding is limited, RTC staff recommends that the RTC support both projects due to the significant benefits they offer. This recommendation prioritizes both immediate and longer-term carbon emission reductions. If additional funding were available, staff would recommend full funding for both projects.

#### Compliance with Low Carbon Transit Operations Program Guidelines

These projects are consistent with Low Carbon Transit Operations Program guidelines, serve state-defined low income and disadvantaged priority populations, and support California and Regional Transportation Plan greenhouse gas reduction goals. Providing free fares for low-income households and funding replacement vehicles address priorities identified in the RTC's Unmet Needs List.

Low Carbon Transit Operations Program guidelines require agencies to seek input from community-based organizations, especially those serving low-income individuals, on priorities for Low Carbon Transit Operations Program funds. Both Lift Line and METRO have conducted ongoing robust outreach to the community.

In addition to outreach conducted by METRO and Lift Line, the RTC and the Elderly and Disabled Transportation Advisory Committee continue to identify priority public transit, paratransit, and community transportation services which could significantly reduce greenhouse gas emissions, shift trips from automobile to transit, or reduce vehicle miles traveled as part of the Transit Unmet Needs list, Climate Adaptation and Vulnerability Assessment, Equity Action Plan, rail, and other planning efforts.

While the Elderly and Disabled Transportation Advisory Committee did not meet to discuss this year's Low Carbon Transit Operations Program recommendations, staff recommendations were shared with committee members and the projects are consistent with priorities identified by the committee in the Unmet Needs List. The Interagency Technical Advisory Committee discussed and supported recommendations at its April 18<sup>th</sup> meeting.

**Staff recommends that the Regional Transportation Commission (RTC) adopt a resolution (Attachment 1) approving the programming recommendations as specified in the resolution, authorizing staff to sign and execute any Low Carbon Transit Operations Program documents, as may be necessary for agencies to receive Low Carbon Transit Operations Program funds, and amending the RTC budget and work program accordingly.**

## **FISCAL IMPACTS**

The RTC is responsible for identifying projects to receive the region's population-based formula shares of Low Carbon Transit Operations Program (LCTOP) funds. Low Carbon Transit Operations Program funds programmed to METRO are paid by the State Controller's Office directly to METRO. For funds programmed to Lift Line projects, the RTC serves as the lead agency and the funds are included in the RTC budget. Interest earned on Low Carbon Transit Operations Program funds must be used on Low Carbon Transit Operations Program projects and reported to Caltrans.

## **SUMMARY**

The California Legislature established a Low Carbon Transit Operations Program to distribute revenue from the sale of carbon emission credits (Cap-and-Trade funds) for transit operations and capital projects that reduce greenhouse gases. Funds are distributed by formula to regional agencies and transit agencies. Staff recommends that the RTC program FY 2023-24 funds to Santa Cruz METRO for its new Fare Free Ride pilot program and to Lift Line for one new electric passenger vehicle.

### Attachments

1. Resolution
2. Application from Lift Line
3. Application and letter from Santa Cruz METRO

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**RESOLUTION NO.**

Adopted by the Santa Cruz County Regional Transportation Commission on  
the date of May 2, 2024  
on the motion of Commissioner  
duly seconded by Commissioner

A RESOLUTION APPROVING PROJECTS TO RECEIVE  
FISCAL YEAR 2023-24 LOW CARBON TRANSIT OPERATIONS PROGRAM  
FUNDS AND AUTHORIZION FOR THE EXECUTION OF CERTIFICATIONS AND  
ASSURANCES, AUTHORIZED AGENT FORMS, AND AGREEMENTS  
FOR THE FOLLOWING PROJECTS:

SANTA CRUZ METRO FARE FREE PILOT PROGRAM (\$561,115)  
LIFT LINE ZERO EMISSION PARATRANSIT VEHICLE (\$147,000)

WHEREAS, the State of California created the Transit, Affordable  
Housing and Sustainable Communities Program (Senate Bill 862) in 2014 to  
reduce greenhouse gas emissions from the transportation sector; and

WHEREAS, Senate Bill 862 established the Low Carbon Transit  
Operating Program to receive revenue from the sale of emission allowances  
in California's Cap-and-Trade program and distribute these funds to Regional  
Transportation Planning Agencies and transit operators eligible to receive  
State Transit Assistance funds pursuant to Sections 99313 and 99314 of the  
Public Utility Code (PUC) for transit projects that reduce greenhouse gas  
emissions; and

WHEREAS, the State Controller's Office estimates \$694,115 in Low  
Carbon Transit Operating Program will be available to the Regional  
Transportation Commission (RTC) pursuant to PUC 99313 and \$631,662  
available to Santa Cruz Metropolitan Transit District (Santa Cruz METRO)  
pursuant to PUC 99314, for a total of \$1,243,363 for projects in Santa Cruz  
County in Fiscal Year (FY) 2023-24; in addition to \$14,000 in interest earned  
by RTC on prior year balances is available for programming, and

WHEREAS, the RTC and Santa Cruz METRO are eligible project  
sponsors and may receive state funding from the Low Carbon Transit  
Operating Program for transit projects in Santa Cruz County and Community  
bridges-lift Line is eligible to serve as an implementing agency for  
community transportation services with the RTC as the lead agency project  
sponsor; and

WHEREAS, the statutes related to state-funded transit projects require  
a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of

Transportation (Caltrans) as the administrative agency for the Low Carbon Transit Operating Program and Caltrans has developed guidelines for the purpose of administering and distributing program funds to eligible project sponsors (local agencies); and

WHEREAS, Santa Cruz METRO and Community Bridges-Lift Line request that the RTC designate its allocation of Low Carbon Transit Operating Program funds to the projects listed below; and

WHEREAS, Santa Cruz METRO and Community Bridges-Lift Line wish to implement Low Carbon Transit Operating Program projects and have committed to use Low Carbon Transit Operating Program funds in accordance with applicable statutes, regulations and guidelines for the program; and

WHEREAS, the RTC wishes to delegate authorization to execute these documents and any amendments thereto to the RTC Executive Director; and

WHEREAS, the projects proposed for FY 2023-24 Low Carbon Transit Operating Program funds serve disadvantaged communities, reduce greenhouse gas emissions and are consistent with the *Santa Cruz County Regional Transportation Plan* and transit Unmet Needs list;

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

1. The submittal of the following project nominations and allocation requests to the Caltrans for FY 2023-24 Low Carbon Transit Operations Program funds are hereby authorized for the following projects:
  - a. *Project Name:* Santa Cruz METRO's Fare Free Pilot Program
    - i. *Amount of 99313 Low Carbon Transit Operating Program Funds:* \$561,115
    - ii. *Amount of 99314 Low Carbon Transit Operating Program Funds:* \$631,662
    - iii. *Description:* Countywide free fare pilot program to allow everyone to ride Santa Cruz METRO buses and services for free for one year.
    - iv. *Benefit to Priority Populations:* Located within the boundaries of SB535-defined Disadvantaged Community census tracts. Expands access to transit and supports equity goals by eliminating the fare burden for Santa Cruz County residents and employees, many of whom come from low-income households.
    - v. *Amount to benefit Priority Populations:* \$772,000
    - vi. The RTC shall act as a "contributing sponsor".

- b. *Project Name: Community bridges-lift Line Electric Shuttle*
  - i. *Amount of 99313 Low Carbon Transit Operating Program Funds: \$133,000*
  - ii. *Low Carbon Transit Operating Program Interest Earnings: \$14,000*
  - iii. *Total Low Carbon Transit Operating Program: \$147,000*
  - iv. *Description: Purchase of one electric vehicle shuttle*
  - v. *Benefit to Priority Populations: Reduce exposure to emissions, increase reliability of paratransit service, and increase mobility options to underserved seniors and people with disabilities.*
  - vi. *Amount to benefit Priority Populations: 100%*
  - vii. The RTC shall serve as the lead agency, with Lift Line as the implementing agency.

- 2. Low Carbon Transit Operating Program funding amounts shall be adjusted proportionally based on actual FY 2023-24 revenues.
- 3. The Executive Director or his/her designee is authorized to sign and execute on behalf of the Santa Cruz County Regional Transportation Commission any actions, agreements, and amendments necessary to distribute funds to implementing agencies, including all required documents of the Low Carbon Transit Operating Program and any Amendments thereto with the State of California.
- 4. Fund recipients agree to comply with all conditions and requirements set forth in the Caltrans Certification and Assurances and Authorized Agent documents and applicable statutes, regulations and guidelines for Low Carbon Transit Operating Program-funded transit projects.
- 5. The RTC FY 2023-24 and FY 2024-25 budget and work program are hereby amended to reflect these programming actions.

AYES: COMMISSIONERS  
 NOES: COMMISSIONERS  
 ABSTAIN: COMMISSIONERS

ATTEST:

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Kristen Brown, Chair

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Mitch Weiss, Secretary

Distribution: Caltrans; SCMTD; Community Bridges; RTC Programming

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**Project Nomination to SCCRTC for FY2023/24**  
**Low Carbon Transit Operations Program (LCTOP)**  
**Estimated \$707,000 available from RTC's discretionary share (Sec 99313)**

**Please fill out a separate application for each project and return to SCCRTC via email to [amarino@sccrtc.org](mailto:amarino@sccrtc.org) by 5:00 p.m. on March 28, 2024.**

*Note: If your project is recommended for funding, you will need to subsequently complete the Caltrans LCTOP Allocation Request Packet and other Caltrans required documents. Projects are subject to Caltrans LCTOP guidelines and state law. Sec 99314 formula funds designated for Santa Cruz METRO also available to METRO, but not part of this RTC application process.*

**1. Project Name:**

Implementing Agency: Community Bridges Lift Line CTSA  
Contact Person: Raymon Cancino  
Email: [raymonc@cbridges.org](mailto:raymonc@cbridges.org)

**2. LCTOP RTC-shares (PUC 99313) Requested: \$294,443**

**3. Project Description** – *Provide the project description. For operations projects, include: number of trips, span, frequency of improvements, number of days of operation, map of areas served (including station stops), and marketing components (if applicable). For capital projects, describe project specifications and identify components proposed to be funded by LCTOP. Projects must decrease greenhouse gas emissions, benefit low-income households, and meaningfully address an important community transit need.*

Community Bridges Lift Line ("Lift Line") will purchase two seven passenger zero emission paratransit vehicles, along with the MDT licenses and year-1 of service and insurance. The vehicles will be two 2023 Ford Transit Electric Shuttles supporting two wheelchairs, dual charging 120 and 240 volt capacity, DC 150 kw, 300 HP, 100 mile highway range and 125 mile city range, electric rear lift, with 3 camera and safety packages. This infrastructure investment will help to expand our service area of Lift Line's Watsonville based EV fleet across the full county.
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**4. Eligibility - Verify that the project will meet at least one of the following eligibility requirements (check which one applies to the project)**

<input type="checkbox"/>	Expenditures directly enhance or expand transit service by supporting new or expanded bus or rail services or expanded intermodal transit facilities, and may include equipment acquisition, fueling, and maintenance, and other costs to operate those services or facilities.
<input type="checkbox"/>	Operational expenditures that increase transit mode share.
<input checked="" type="checkbox"/>	Expenditures related to the purchase of zero-emission buses, including electric buses, and the installation of the necessary equipment and infrastructure to operate and support zero-emission buses.

**5. Project planning** – *Describe the planning process, including the process that your agency used to identify community needs and identify this project*

*specifically as a priority for disadvantaged communities. Include any public outreach efforts, engagement events, workshops and other efforts to solicit community input.*

Our Agency, in collaboration with Central Coast Community Energy (CCCE), recently embarked on an extensive outreach campaign aimed at underserved populations across the Central Coast region. This initiative sought to educate these communities about electric vehicles (EV's) and their potential benefits, with a keen focus on environmental sustainability and affordability. We employed a diverse range of methods, including in-person events, surveys, social media, and targeted messaging, to ensure our message reached our target demographic. Through this campaign, we found that disadvantaged communities care deeply about the environment and aspire to make sustainable choices. However, they recognize that they often lack the means or appropriate information of subsidies to do so. This spurred our planning process for the project.

**6. Greenhouse Gas Reductions – Describe how this project will reduce greenhouse gas emissions:**

The project will reduce vehicle greenhouse gas (GHG) emissions by replacing two gas-fueled vehicles with electric, 100% zero-emission, 7-ambulatory, and two-wheelchair accessible vans. The electric replacement vans will significantly reduce GHG emissions specifically within Watsonville's DAC while also reducing current operating fleet gas vehicles' miles, effectively decreasing Lift Line's overall environmental impact.

<b>Ridership Increase – Estimated annual ridership increase resulting from proposed LCTOP-funded service.</b>	9,000
<b>Vehicle Miles Reduced: What is the average automobile trip length (miles) that will be eliminated as a result of the ridership increase above? (average trip length/rider)</b>	5.28
<b>Project useful life (months and/or years)</b>	7 years

**7. Priority Population Benefits - Describe how this project benefits LCTOP-defined priority populations (low-income, disadvantaged, or other priority populations – see Attachment A for additional instructions)**

DAC Benefits: Lift Line is located in the only DAC within the service area- 65% of services travel through DACs, nearly 57,000 miles per year within DAC communities. The new electric vehicle will allow zero-tail-pipe emissions for 100% of the projected annual 47,520 miles, reducing air pollution within low-income communities who use services across Santa Cruz County. Low-Income Community or Low-Income Household Benefits: Lift Line meets transportation needs of low-income seniors and/or disabled individuals who may be an ethnic

minority, live in isolated areas, and/or are experiencing circumstances which limit their mobility. The program takes a proactive approach to address the unmet needs in the City of Watsonville as well as across Santa Cruz County. As the designated CTSA, Lift Line provides essential specialized transportation to destinations such as the Meals on Wheels senior dining centers, medical and dental facilities, adult health care facilities, dialysis, and physical rehabilitation. The requested electric vehicle will allow Lift Line to reduce GHG emissions during these essential rides.

<b>Is the project located within the boundaries of a <a href="#">SB535-defined Disadvantaged Community census tract</a>?</b>	Yes
<b>Is the project located within the boundaries of a low-income community census tract (<a href="#">AB1550</a>)?</b>	Yes
<b>Is the project located outside of a disadvantaged community, but within 1/2 mile of a disadvantage community and within a low-income census tract?</b>	Yes
<b>Amount of proposed FY 22-23 LCTOP funds benefitting Disadvantaged Communities</b>	\$294,443

**8. What outreach or engagement was done with priority populations for this project?**

The outreach and engagement conducted for this project with priority populations, particularly focusing on the underserved communities, have been extensive and impactful. Through the collaborative efforts of Community Bridges and Central Coast Community Energy (CCCE), we embarked on an electric vehicle (EV) outreach campaign that aimed to educate and engage low-income and underserved populations. This endeavor was not only aimed at disseminating information about EV's but also at understanding the perspective and needs of these communities regarding electric transportation. Our outreach efforts included a multifaceted approach, starting with the development and distribution of educational materials such as social media posts, flyers, and an informative quiz. In addition to this, we engaged in direct outreach through in-person events held at various locations, including vaccination clinics, community fairs, farmers markets, Earth Day celebrations, and food distributions. These events provide opportunities for face-to-face interactions with community members, resulting in 436 adults engaging with our outreach efforts. Furthermore, we had 669 informative interactions with clients, further amplifying our outreach impact.

**9. If project involves the demolition or rehabilitation of existing units occupied by lower-income households or businesses in disadvantaged communities, **how was this project designed to avoid substantial burden on any low-income, disadvantaged, and vulnerable populations?****



N/A No burden will occur.

**10. Co-Benefits - Check all additional Benefits/Outcomes**

	Improved Safety		Coordination with College Institution
x	Improved Public Health		Coordination with K-12 schools
x	Reduced Operating/Maintenance Costs	x	Promotes Active Transportation
x	Increase System Reliability		Promotes Integration w/ other modes
<p>Other: Reduced GHG emissions from electric vehicles reduce air pollution and benefit public health short-term as well as long-term. These emissions not only pollute the air and affect the health of the community, but also contribute to overall rapidly increasing climate change. Likewise, our local community has a growing need to reduce gas emissions, promoting sustainability and livable conditions for future residents, specifically in the City of Watsonville as Watsonville has more air pollution than the surrounding county areas. As Lift Line travels 282,000 miles annually, transitioning to a fleet of electric vehicles will increase energy efficiency and help to prevent pollution. Operating and maintenance costs will reduce on a per basis of approximately .39 cents per mile, with respect to the electric vehicle helping to further our ability to advance shared active transportation rides to more users.</p>			

**11. Plan Consistency:** Describe how the project is consistent with local and/or regional plans? (*Short Range Transit Plan, Regional Transportation Plan, Long Range Transit Plan, etc.*)

The Santa Cruz Regional Transportation Commission's (RTC) Elderly and Disabled Transportation Advisory Committee (E&DTAC) is made up of local transit authority, and transit and paratransit riders as well as priority populations that are under-represented. E&D TAC, conducts an annual unmet needs process and makes recommendations to the RTC board of directors. It has been identified as a high priority need, to replace paratransit vehicles with electric and/or zero emission vehicles. Also identified as a high priority need is additional transportation services to areas with a high concentration of seniors, disabled and low-income individuals.

**12. Board Approval:** Is the project supported by your agency's Governing Board? (*Attach approval resolution, meeting minutes, or the date approval is expected by May 1, 2024.*)

Yes, approval to take place April 10<sup>th</sup>, 2024

**13. Project Schedule:**

Anticipated Start Date*	7-1-2024	Right-of-way (ROW)	
Anticipated End Date	6-30-2025	Vehicle/Equipment Purchase	7-1-2024 to 6-30-2025
Environmental review		Construction (CON)	

(PA/ED)		
Design (PS&E)		Operations/Other

\* Apart from projects accumulating rollover funds, all projects are to start within 6 months of the Caltrans award date (Caltrans estimates approval in June)

**14. Project Cost/Funding Information:**

**a. Funding sources and amounts.** (Double click on table to activate cells.)

Fund Type	Total	Prior	22/23	23/24	24/25	25/26
LCTOP (99313-New)				294,443		
LCTOP (99313-Prior)						
LCTOP (99314)						
Measure D				45,013		
Other Funds: LIST						
Other Funds: LIST						
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>339456</b>	<b>0</b>	<b>0</b>

**b. Describe how project cost estimates were developed:**

Project costs and assumptions were developed in connection with Lift Line's work under other recent grants by the California Air Resources Board (CARB) and LCTOP, and by obtaining three competitive bids for the vehicles, as well as known costs of the MDT license and vehicle insurance. The EV shuttles have a base price of \$133,181.48 each, \$9,063.03 in taxes, \$1,100 freight, \$3,319.27 in safety options and \$557.75 in DMV/Doc fees. This totals \$294,443.07 for the two shuttles. Other project costs include Echolane MDT licenses, which are \$8,000 total, with a first-year service fees of \$3,782. The first year of insurance for the two shuttles is \$7,902. Vehicle signage is \$1,852. Outreach to promote the new vehicle and EV services to the DAC community is \$4500. Operational costs are \$18,976.50 which includes procurement, project administration, data collection and analysis, grant management and reporting and administrative costs.

**c. Project Readiness - Is the project fully funded and "ready to go?"**

This project is shelf ready, with bids complete and matching funds in place.

**d. Will LCTOP supplant other funding sources?** (yes/no – note LCTOP funds cannot be used to supplant other funds)

LCTOP will not supplant other funding, as CalTrans 5310 funding will not fund alternative fuel vehicles at this time, and Community Bridges does not have the funding to purchase additional EV's without this funding.

**15. Cost-Effectiveness and Increased Mode Share of the Project:** Describe how the project meets industry standards for effectiveness and how the project will increase transit ridership. Is the project economical? Does it save operating costs or increase them?

It is more cost effective to operate EV's versus gas vehicles including less maintenance and less downtime. Community Bridges Project will replace two gas-operated Dodge caravan shuttles with 3 ambulatory and one wheelchair accessible positions. We selected using the Ford Transit electric shuttles which will allow seven ambulatory passengers, and two wheel-chair accessible positions. These vehicles will allow lift line drivers to run more efficient routes since drivers can take double the capacity of riders that they are able to with current vehicles and helping to promote more shared rides. This purchase will reduce the time drivers need to drive around Santa Cruz County cities, reducing our impact on traffic congestion to traffic. The vehicle produces 300 horsepower and provides 100 miles and a maximum range in the city of 125 miles of range on a single charge helping to expand our use locally. Lift Line drivers drive an average of 90 miles a day. Vehicles can be charged using 120/240 volts up to 150 kw dc charge. This can charge the vehicles from empty to 80% battery capacity in 20 minutes. Vehicles have an adaptable floor with an aluminum vertical track system and six GO-ES with removable bases; this allowed Lift Line operators to remove two ambulatory seats to make the vehicles flexible and add another wheelchair-accessible space as needed helping to further our ability to increase wheelchair use and promote equal access through increased wheelchair capacity on the fleet.

16. Signature:  CFO

Date: 3-28-2024

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**Project Nomination to SCCRTC for FY2023/24**  
**Low Carbon Transit Operations Program (LCTOP)**  
*Estimated \$694,115 available from RTC's discretionary share (Sec 99313)*

1. **Project Name:** Free Fares Systemwide Pilot  
**Implementing Agency:** Santa Cruz Metropolitan Transit District (METRO)  
**Contact Person:** Derek Toups  
**Email:** [dtoups@scmttd.com](mailto:dtoups@scmttd.com)

2. **LCTOP RTC-shares (PUC 99313) Requested:** 100% - estimated \$694,115

3. **Project Description:**

METRO is implementing high-frequency cross-county service through its *Reimagine METRO* initiative. The first phase of this program was launched in December 2023, and the second phase which will introduce 15-minute frequency on several routes along major transit corridors is set to launch in September 2024. As a component of this significant service improvement, METRO plans to adopt Free Fares Systemwide for a one-year Pilot period to test rider sensitivity to fares and to maximize ridership in response to the new service. METRO has been trialing free and subsidized fares for some categories of riders for many years, including the long-established UCSC Student Fee program that provides all UCSC students with free access to METRO transit routes as a component of the university tuition fees, and in March 2023 METRO introduced its Youth Cruz Free program, which allows youth in grades K-12 to ride local METRO service fare free anywhere and anytime METRO operates (Highway 17 excluded). The latter program has been funded by this LCTOP program for Fiscal Years 23/24 and 24/25 and has been highly successful to date. By removing a financial barrier to transit, METRO expects to attract more riders and as a result provide a direct greenhouse gas (GHG) reduction benefit. Removing the cost burden of public transit provides a direct, meaningful and assured economic benefit for households with limited incomes, particularly those that lack access to an automobile or reside in disadvantaged communities (DACs). METRO is adding 50 bus operators and 16 vehicles to its fleet and is forecasting 1.75 million new transit trips per year, with over 100,000 residents within a 5-minute walk of 15-minute or better service after the fall 2024 service change. Dozens of community members have lauded METRO for the Youth Cruz Free program, and we expect a similarly high level of public acceptance for Free Fares Systemwide. The requested funding will help METRO expand access to opportunities and resources for residents and workers in Santa Cruz County and is expected to shift single-occupant vehicle automobile trips and could influence certain households to defer or avoid the purchase of a private automobile. 10% of program funds will be reserved for marketing to introduce the Free Fares Systemwide Pilot to Santa Cruz County residents and employers. METRO will develop a creative campaign targeted at riders and businesses, using social media to spread the word far and wide that riding the bus is safe, accessible, and free. METRO's previous Youth Cruz Free marketing campaign won APTA's prestigious AdWheel award for Best Social Media Campaign to Increase Ridership in 2024.

**4. Eligibility:**

	Expenditures directly enhance or expand transit service by supporting new or expanded bus or rail services or expanded intermodal transit facilities, and may include equipment acquisition, fueling, and maintenance, and other costs to operate those services or facilities.
X	Operational expenditures that increase transit mode share.
	Expenditures related to the purchase of zero-emission buses, including electric buses, and the installation of the necessary equipment and infrastructure to operate and support zero-emission buses.

**5. Project planning:**

METRO’s service area encompasses two DAC census tracts and several low-income community census tracts, while much of the service area is within a half-mile of one or both. In order to identify an important community need in these priority population areas, METRO hosted accessible community meetings and workshops in English and Spanish and solicited direct documentation from local community-based organizations. For the past 15 months, Santa Cruz METRO has been engaging with the public in a planning and public outreach process called *Reimagine METRO* to re-envision where buses should go and how often they should run. Key goals include increasing the amount of service provided, making transit more reliable and relevant to the community’s needs, adapting to post-COVID travel patterns, and creating a network that is useful and attractive to many people’s trips. While the project is specifically focused on routes and schedules, METRO received constant feedback throughout the process on the significance of the Youth Cruz Free program and its positive impact on Santa Cruz County households. METRO has also received public input on the Free Fares Systemwide and there is strong support for the proposed pilot program.

During the first phase of the *Reimagine METRO* outreach, a series of meetings was held in the Spring of 2023, which included 19 stakeholder focus groups, nine rider focus groups, and three days of intercept surveys in AB 1550 community census transit in Watsonville, to learn about community priorities for METRO service. The second phase of outreach included an online public meeting in July 2023 that drew over 90 attendees; stakeholder conversations with 20 organizations; rider focus groups with over 30 riders who had participated in the initial round of outreach; three in-person outreach events in AB 1550 census tracts in Watsonville and one in Live Oak; an online survey that solicited responses from over 800 individuals; and a project website that logged over 1,500 unique visitors. The third round of outreach included three public meetings (two in Watsonville and one in Santa Cruz); an updated project website; direct calls to stakeholders; and a survey that solicited over 500 responses. In addition, the Santa Cruz County Unmet Transit and Paratransit Needs process has long identified free or reduced fares as a community priority. Public outreach is a key requirement documented in the process of developing the list, and feedback received from public outreach and engagement has revealed an overwhelming support for the program, from transit riders and non-riders alike.

**6. Greenhouse Gas Reductions:**

The Project will result in a total GHG emission reduction of 2,330 MTCO<sub>2</sub>e. By supporting the development of habits that support transit use and reduce automobile dependence, the project assures continued GHG emission reductions for the duration of the pilot and is expected to change traveler behavior thus improving transit mode share and reducing GHG emissions for years to come. The Project will also contribute to a sustainable transportation system that reduces VMT and congestion, improves the transit and active transportation network, and serves communities that are transportation disadvantaged. Given that public transit is the most efficient and equitable way for large numbers of people to access opportunities and resources, removing barriers to its use is critical to reducing car dependence and achieving climate goals.

<b>Ridership Increase – Estimated annual ridership increase resulting from proposed LCTOP-funded service.</b>	1,467,926
<b>Vehicle Miles Reduced: What is the average automobile trip length (miles) that will be eliminated as a result of the ridership increase above? (average trip length/rider)</b>	5,772,780
<b>Project useful life (years)</b>	1

**7. Priority Population Benefits:**

The project provides transit incentives to residents of a disadvantaged or low-income community or a low-income household: by providing free fares systemwide for all adult riders, the pilot will reduce the cost burden of transportation for all households, particularly those that are low-income, lack access to an automobile, or reside in disadvantaged communities (DACs). METRO’s service area encompasses two SB 535 disadvantaged communities census tracts in the Watsonville area and the majority of METRO’s customers are low income or lack access to a personal vehicle. In METRO’s last onboard survey (2019), 65% of METRO respondents reported household incomes of less than \$24,000 and 60% reported access to one or fewer personal vehicles in their household. In addition, the project reduces criteria air pollutants and toxic air contaminant emissions by reducing VMT and provides both increased access to clean and/or shared transportation options and improves combined housing and transportation affordability by removing the cost/fare barrier.

<b>Is the project located within the boundaries of a <a href="#">SB535-defined Disadvantaged Community census tract</a>?</b>	Yes
<b>Is the project located within the boundaries of a low-income community census tract (<a href="#">AB1550</a>)?</b>	Yes
<b>Is the project located outside of a disadvantaged community, but within 1/2 mile of a disadvantage community and within a low-income census tract?</b>	Yes
<b>Amount of proposed FY 22-23 LCTOP funds benefitting Disadvantaged Communities</b>	\$ 772,333

**8. What outreach or engagement was done with priority populations for this project?**

For the past 15 months, Santa Cruz METRO has been engaging with the public in a planning and public outreach process called *Reimagine METRO* to re-envision where buses should go and how often they should run. Key goals include increasing the amount of service provided, making transit more reliable and relevant to the community’s needs, adapting to post-COVID travel patterns, and creating a network that is useful and attractive to many people’s trips. While the project is specifically focused on routes and schedules, METRO received constant feedback throughout the process on the significance of the Youth Cruz Free program and on the barrier that fares create to daily transit use, particularly for low-income households. During the first phase of outreach, a series of meetings was held in the Spring of 2023, which included 19 stakeholder focus groups, nine rider focus groups, and three days of intercept surveys in AB 1550 community census transit in Watsonville, to learn about community priorities for METRO service. The second phase of outreach included an online public meeting in July 2023 that drew over 90 attendees; stakeholder conversations with 20 organizations; rider focus groups with over 30 riders who had participated in the initial round of outreach; three in-person outreach events in AB 1550 census tracts in Watsonville and one in Live Oak; an online survey that solicited responses from over 800 individuals; and a project website that logged over 1,500 unique visitors. The third round of outreach included three public meetings (two in Watsonville and one in Santa Cruz); an updated project website; direct calls to stakeholders; and a survey that solicited over 500 responses. In addition, the Santa Cruz County Unmet Transit and Paratransit Needs process has long identified free or reduced fares as a community priority. Public outreach is a key requirement documented in the process of developing transit service, and feedback received from public outreach and engagement confirms that there is strong support for free and reduced fares in our community, from transit riders and non-riders alike.

**9. How was this project designed to avoid substantial burden on any low-income, disadvantaged, and vulnerable populations?**

N/A

**10. Co-Benefits:**

	Improved Safety		Coordination with College Institution
X	Improved Public Health		Coordination with K-12 schools
	Reduced Operating/Maintenance Costs	X	Promotes Active Transportation
	Increase System Reliability	X	Promotes Integration w/ other modes
X	Other: Expand access to opportunities and resources for youth, and support equity goals by eliminating the fare burden for youth, many of whom come from low-income households		

**11. Plan Consistency:**

The proposed Project is consistent with the Santa Cruz County Unmet Transit and Paratransit Needs process, the MPO long-range Metropolitan Transportation Plan/Sustainable Communities Strategy, the Santa Cruz County Regional Transportation Plan and METRO's Short Range Transit Plan by encouraging mode shift in the short term and building lifelong transit riders as a high priority.

**12. Board Approval:**

The METRO Board of Directors approved the *Reimagine METRO* Phase 2 service changes at its March 22, 2024 Board meeting (see attached Staff Report and Meeting Minutes). The Board of Directors also approved the FY25 and FY26 Preliminary Operating Budget, which includes Free Fares systemwide for one year.



SCMTD-2024-03-22-  
BOD-Agenda-Item-1

**13. Project Schedule:**

Anticipated Start Date*	9/12/2024	Right-of-way (ROW)	N/A
Anticipated End Date	8/31/2025	Vehicle/Equipment Purchase	N/A
Environmental review (PA/ED)	N/A	Construction (CON)	N/A
Design (PS&E)		Operations/Other	

\* Apart from projects accumulating rollover funds, all projects are to start within 6 months of the Caltrans award date (Caltrans estimates approval in June)

**14. Project Cost/Funding Information:**

**a. Funding sources and amounts.**

Fund Type	Total	Prior	22/23	23/24	24/25	25/26
LCTOP (99313-New)				\$559,778		
LCTOP (99313-Prior)						
LCTOP (99314)				\$631,662		
Other Funds: LIST						
Other Funds: LIST						
Other Funds: LIST						
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>\$ 1,191,440</b>	<b>0</b>	<b>0</b>

**b. Describe how project cost estimates were developed:**

The total cost of the systemwide free fares project is \$2,317,000. The project cost was developed by calculating the expected loss in fare revenue from going fare free systemwide. At its March 22, 2024, meeting, the Santa Cruz METRO Board of Directors approved the FY25 and FY26 Preliminary Operating Budget, which included an estimate of \$2,317,000 in passenger fare revenue in FY25.

**c. Project Readiness - Is the project fully funded and “ready to go?”**

\$2,317,000 is needed to completely fund this project. With LCTOP funds, the project will be fully funded and ready to go. \$1,125,650 in SB125/Transit and Intercity Rail Capital Program (TIRCP) funds will be used to fund the remainder of the project.

**d. Will LCTOP supplant other funding sources?**

No. METRO will not be supplanting funds for use of this project.



**15. Cost-Effectiveness and Increased Mode Share of the Project:**

The Project is estimated to increase systemwide ridership for METRO by 41% requiring no additional operating cost. This makes it an extremely cost-effective program. The benefits associated with supporting increased ridership, lowering the economic burden of taking transit for all riders, and building future transit riders outweigh the costs. Additionally, this project will encourage mode shift in the short term and build habits of transit use among Santa Cruz County residents and visitors alike, contributing to agency GHG emission reductions targets and increasing transit mode share.

16. Signature:  \_\_\_\_\_  
John Urgo, Planning & Development Director

Date: 3/28/2024

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*Santa Cruz Metropolitan  
Transit District*



April 15, 2024

Amanda Marino, Transportation Planner  
Santa Cruz County Regional Transportation Commission  
1101 Pacific Avenue, Suite 250  
Santa Cruz, CA 95060

**Subject: FY 23-24 Low Carbon Transit Operations Program (LCTOP)**

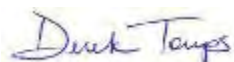
Dear Ms. Marino:

This letter responds to your April 9, 2024 e-mail concerning SCCRTC's LCTOP FY 23/24 Preliminary Funding Recommendation. METRO appreciates the support of our proposed project to fund a one-year pilot of Free Fares Systemwide for METRO riders beginning in September 2024. While we would have preferred that all of RTC's discretionary share (Sec. 99313) of the FY 23/24 LCTOP funding were allocated to METRO, we understand and support RTC's recommendation to provide funding from this year's allocation to our regional partner, Community Bridges, to support its Lift Line Electric Vehicle purchase.

In previous years, METRO and RTC have agreed on certain principles for regional apportionment of discretionary funds such as the LCTOP program funds, and we note that this year's allocation of 20.8% of RTC's share to Community Bridges is above the historically accepted threshold of 14.5%. METRO does not want our acceptance of this year's allocation to establish a precedent for future apportionment of regional funding allocations. While we understand these are not formula grants and as such RTC has the sole discretion to make award recommendations in accordance with the published guidelines, we greatly value the consistency in funding that is based on measures such as service hours, miles, and revenue. This ensures predictability in our budgeting process and equitable distribution of scarce regional resources.

Thank you again for the recommendation of our program for this year's LCTOP funding and we look forward to working with RTC and Caltrans on the implementation of the Free Fare Pilot later this year.

Kind regards,



Derek Toups, AICP  
Capital Planning & Grants  
Programs Manager

*Santa Cruz Metropolitan  
Transit District*



Cc: Luis Mendez, SCCRTC Deputy Director  
Rachel Moriconi, SCCRTC Senior Transportation Planner  
John Urgo, METRO Planning & Development Director  
Kristina Mihaylova, METRO Finance Deputy Director

**TO:** Santa Cruz County Regional Transportation Commission  
**FROM:** Yesenia Parra, Administrative Services Officer  
**RE:** Amendment to Contract for Technical Computer Services

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## **RECOMMENDATIONS**

Staff recommends that the Regional Transportation Commission (RTC) approve the attached resolution (Attachment 1) authorizing the Executive Director to amend the contract for technical support services with User Friendly Computing to include an additional \$50,000 to cover services for Fiscal Year (FY) 2023-24 and FY 2024-25 for a total not to exceed \$150,000, and to extend the contract term to June 30, 2025 .

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## **BACKGROUND**

User Friendly Computing has been serving as the RTC's Technical Computer Service consultant since 2009. User Friendly has met RTC's day-to-day service, needs as well as on several important projects including upgrading existing services for example replacement of our outdated server and back-up equipment. The current contract with User Friendly Computing was initiated on April 20, 2022 with a term ending on December 31, 2023 and a total contract amount of \$100,000. Amendment 1 to the contract extended the term to June 30, 2024.

## **DISCUSSION**

The RTC does not have an in-house dedicated staff for technical support. The Administrative Services Officer with the assistances of Amy Naranjo, Transportation Planner, are assigned to assist with day-to-day technical needs but a consultant is required for all other RTC technical needs. User Friendly has proven, over the last several years, that they have the skills outlined in their contract to continue to provide the technical services needed by the RTC. User Friendly has met the requirements set forth in the contract.

User Friendly has done an outstanding job in handling emergencies, repairs, maintenance, and installations for the RTC with minimal or no disruption to the RTC activities and staff productivity. User Friendly helps ensure that remote work is done seamlessly and that staff continues to have the

necessary connectivity to work in a continued hybrid mode. User Friendly Computing's rates are comparable to other local vendors. Overall User Friendly has met the requirement set forth in their contract.; therefore, **Staff recommends that the Commission authorize the Executive Director to amend the existing contract with User Friendly Computing to extend the term and add funding for ongoing technical and computer support.** Well-functioning computer resources are necessary to ensure the continuation of the RTC's work with no or minimal interruptions.

## **FISCAL IMPACT**

The scope of work to be done and associated cost are consistent with the approved RTC budget for Fiscal Year FY2023-2024 and the proposed FY2024-2025 budget.

## **SUMMARY**

User Friendly Computing has served as the RTC's Technical Services Consultant for the past several years. Staff is very satisfied with the technical support they have provided, therefore; **staff recommends that the Commission continue its contract with User Friendly Computing for ongoing technical computer support.** The attached resolution (**Attachment 1**) implements this continuation. There are adequate funds in the Commission's fiscal year 2023-2024 budget and the approved proposed FY2024-2025 budget for this expense.

### Attachments:

1. Resolution

RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission  
on the date of May 2, 2024  
on the motion of Commissioner  
duly seconded by Commissioner

A RESOLUTION AUTHORIZING THE EXECUTIVE DIRECTOR TO AMEND THE CONTRACT WITH  
USER FRIENDLY COMPUTING FOR NETWORK, COMPUTER, AND HELP DESK SUPPORT  
TO INCREASE THE CONTRACT VALUE BY \$50,000 AND TO EXTEND THE DURATION OF THE  
CONTRACT TO JUNE 30, 2025

WHEREAS the Santa Cruz County Regional Transportation Commission (RTC) entered  
into a contract on April 20, 2022, with User Friendly Computing to provide network, computer,  
and help desk support; and

WHEREAS, the Regional Transportation Commission relies on outside technical and  
computer support services to maintain and manage its computer system; and,

WHEREAS the current contract amount was for a total of \$100,000 to cover work  
through December 31, 2023, which was extended to June 30, 2024 by amendment; and,

WHEREAS, the Santa Cruz County Regional Transportation Commission budgeted  
sufficient funds for ongoing technical and computer support services for the current fiscal year  
and FY2024-25 to cover cost of the proposed consultant services;

BE IT RESOLVED BY THE Santa Cruz COUNTY REGIONAL TRANSPORTATION COMMISSION:

1. The Executive Director is authorized to execute a Contract Amendment with User Friendly Computing to increase the current contract value by \$50,000 for a total amount not to exceed \$150,000;
2. The Executive Director is authorized to extend the current contract to end on June 30, 2025; and
3. The Executive Director is authorized to extend the term of the contract, negotiate, and execute amendments to the agreement provided that the amendments are within the intended scope and within the adopted RTC budget.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSENT: COMMISSIONERS

ABSTAIN: COMMISSIONERS

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Kristen Brown, Chair

ATTEST:

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Mitch Weiss, Secretary

Distribution: Administrative Services Officer

**TO:** Regional Transportation Commission

**DATE:** May 2, 2024

**FROM:** Krista Corwin, Administrative Assistant II

**RE: ITEM 21 - Monthly Meeting Schedule**

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The monthly meeting schedule is presented to inform the Commission and the public of upcoming Commission, Committee, and Advisory Committee meetings. The meetings are open to the public. Information needed to attend the meetings can be found on the first page of the meeting agenda. Agendas for the meetings will be posted to its appropriate webpage five to seven days prior to the meetings.

- Commission Meetings:  
<https://sccrtc.org/meetings/regional-transportation-commission/agendas/>
- Budget and Administration/Personnel Committee:  
<https://sccrtc.org/meetings/budget-administration-personnel-committee/>
- Bicycle Advisory Committee:  
<https://sccrtc.org/meetings/bicycle-advisory-committee/>
- Elderly and Disabled Transportation Advisory Committee:  
<https://sccrtc.org/meetings/elderly-disabled/>
- Interagency Technical Advisory Committee:  
<https://sccrtc.org/meetings/inter-agency/>
- Traffic Operations System/SAFE on 17:  
<https://sccrtc.org/meetings/traffic-operations-system-safe-on-17/>
- Measure D Taxpayer Oversight Committee:  
<https://sccrtc.org/meetings/measure-d-taxpayer-oversight-committee/>



**Three Month Meeting Schedule**[www.sccrtc.org/meetings/](http://www.sccrtc.org/meetings/)**RTC 5/2/2024**

May 2024 - July 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.*

<b>Date</b>	<b>Day</b>	<b>Meeting Body</b>	<b>Time</b>	<b>Place</b>
05/02/24	Thu	Regional Transportation Commission	9:00am	Capitola
05/09/24	Thu	Budget, Administration, & Personnel Committee	1:30pm	RTC Office
05/09/24	Thu	Measure D Taxpayer Oversight Committee	5:30pm	RTC Office
05/13/24	Mon	Bicycle Advisory Committee	5:30pm	TBD
05/14/24	Tue	Elderly & Disabled Transportation Advisory Committee	1:30pm	RTC Office
05/16/24	Thu	Transportation Policy Workshop	9:00am	TBD
05/16/24	Thu	Interagency Technical Advisory Committee	1:30pm	RTC Office
06/06/24	Thu	Regional Transportation Commission	9:00am	Watsonville
06/10/24	Mon	Bicycle Advisory Committee	5:30pm	TBD
06/11/24	Tue	Elderly & Disabled Transportation Advisory Committee	1:30pm	RTC Office
06/20/24	Thu	Transportation Policy Workshop	9:00am	TBD
06/20/24	Thu	Interagency Technical Advisory Committee	1:30pm	RTC Office
07/2024		<i>No Meetings in July</i>		

- *RTC Office – 1101 Pacific Ave., Suite 250, Santa Cruz, CA*
- *Capitola – 420 Capitola Ave., Capitola, CA*
- *Watsonville – 275 Main St. #400, Watsonville, CA*

**TO:** Regional Transportation Commission

**DATE:** May 2, 2024

**FROM:** Krista Corwin, Administrative Assistant II

**RE: ITEM 22 - Correspondence Log**

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The Correspondence Log is included in the meeting packet to inform the Commission of the comments from members of the public on matters within its jurisdiction. The correspondence log and the accompanying Full Comments (linked in the upper right-hand corner of the first page of the log) demonstrate the value the Commission places on transparency and responsiveness.

TO							From			<a href="#">Link to Full Comments</a>
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
03/26/24	Email	Incoming	n/a	RTC		SCCRTC	Tim	Brattan	Resident	CC'ed on comments to the Board of Supervisors re: Agenda Item 10
03/25/24	Email	Incoming	M.Weiss 4.23.2024	Mitch	Weiss	SCCRTC	Brian	Peoples	Trail Now	Santa Cruz Coastal Trail / Segment 10 & 11 / "Minor Adjustment" with Optional Interim Trail
03/27/24	Email	Incoming	n/a	RTC		SCCRTC	Brian	Peoples	Trail Now	CC'd on comments to County Public Works re: "County public works putting Roaring Camp over community is wrong"
03/29/24	Email	Incoming	n/a	RTC		SCCRTC	Brian	Peoples	Trail Now	CC'd on comments to County Public Works re: "Existing railroad bridge capabilities / over 80% replacement required"
04/02/24	Email	Incoming	n/a	Grace	Blakeslee	SCCRTC	Melanie	Clark	Roaring Camp	CC'ed on correspondence to Rob Tidmore, Park Planner, County of Santa Cruz re: Coastal Rail Trail Segments 10 and 11 Project
3/18/2024 (carry-over)	Email	Incoming	S.Munz 4.2.2024	Riley	Gerbrandt	SCCRTC	Kevin	Maguire	Resident	Question about the Zero Emission Passenger Rail & Trail Project
04/02/24	Email	Incoming	n/a	Amy	Naranjo	SCCRTC	Michael	Lewis	Resident	Comment regarding late notice of April 3 Virtual Community Meeting for State Route 17 Resiliency and Adaptation Plan
04/02/24	Email	Incoming	RTC Staff 4.3.2024	Grace	Blakeslee	SCCRTC	Nadene	Thorne	Resident	Comments on Segment 10 & 11 Rail Trail Final Environmental Impact Report and Funding (4/4/2024 meeting)
04/01/24	Letter	Incoming	RTC Staff 4.3.2024	Grace	Blakeslee	SCCRTC	Rosemary	Sarka	Roaring Camp	Comments on 4-4-24 meeting Item 23
04/01/24	Email	Incoming	S.Munz 4.4.2024	Shannon	Munz	SCCRTC	Haley	.	Resident	Questions regarding Highway 1 closure

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
04/01/24	Email	Incoming	RTC Staff 4.3.2024	Grace	Blakeslee	SCCRTC	Ben	Vernazza	Resident	Comments re: Interim Trail Width & South County Benefits
03/31/24	Email	Incoming	RTC Staff 4.3.2024	Grace	Blakeslee	SCCRTC	Jack	Brown	Resident	Comments re: Thank you Supervisors Hernandez, Koenig, and McPherson
03/31/24	Email	Incoming	RTC Staff 4.3.2024	Riley	Gerbrandt	SCCRTC	Jim	Klos	Resident	I Do Not Want You to Support Passenger Rail Alongside the Trail (4/4/2024 meeting)
03/31/24	Email	Incoming	RTC Staff 4.3.2024	Riley	Gerbrandt	SCCRTC	Elisabeth	Bertrand	Resident	Preserve Capitola Trestle for bicycle and walking (4/4/2024 meeting)
03/31/24	Email	Incoming	RTC Staff 4.3.2024	Riley	Gerbrandt	SCCRTC	Peter	Stanger	Resident	Comments re: 9am, Thursday April 4 RTC re: bridges
04/02/24	Contact us	Incoming	RTC Staff 4.3.2024	Grace	Blakeslee	SCCRTC	Dee	Vogel	Resident	Comments on segments 10 and 11 of the rail trail vote (4/4/2024 meeting)
04/02/24	Email	Incoming	RTC Staff 4.3.2024	Riley	Gerbrandt	SCCRTC	Jack	Brown	Resident	Agenda item 24: I am opposed to bride replacements for an unfunded train (4/4/2024 meeting)
04/02/24	Email	Incoming	RTC Staff 4.3.2024	Riley	Gerbrandt	SCCRTC	Elizabeth	Latui	Resident	Build a trail now! Only build a train when fully funded! (4/4/2024 meeting)
04/02/24	Email	Incoming	RTC Staff 4.3.2024	Riley	Gerbrandt	SCCRTC	Deanna	Murphy	Resident	Please don't destroy our trestle (4/4/2024 meeting)
04/02/24	Email	Incoming	RTC Staff 4.3.2024	Riley	Gerbrandt	SCCRTC	Dale	Swanson	Resident	The Santa Cruz boardwalk trestle demo and rebuild (4/4/2024 meeting)
04/02/24	Email	Incoming	RTC Staff 4.3.2024	Riley	Gerbrandt	SCCRTC	Lori	Hennings	Resident	San Lorenzo River Trestle (4/4/2024 meeting)

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
04/02/24	Email	Incoming	RTC Staff 4.3.2024	Grace	Blakeslee	SCCRTC	Jaako	Mella	Resident	Section 10 & 11 (4/4/2024 meeting)
04/02/24	Email	Incoming	RTC Staff 4.3.2024	Grace	Blakeslee	SCCRTC	Dianne	Dryer	Resident	Support all efforts to get us back on track to receive the California Transportation Commission grant for implementation of Segments 10 and 11 of the rail trail (4/4/2024 meeting)
04/02/24	Email	Incoming	RTC Staff 4.3.2024	Riley	Gerbrandt	SCCRTC	Tom	McGlashen	Resident	Please save the historic trestle! (4/4/2024 meeting)
04/02/24	Email	Incoming	RTC Staff 4.3.2024	Riley	Gerbrandt	SCCRTC	Kevin	Maguire	Resident	Comments re: setback and speeds of Zero Emission Passenger Rail and Trail Project (4/4/2024 meeting)
04/02/24	Email	Incoming	RTC Staff 4.3.2024	Riley	Gerbrandt	SCCRTC	Lori	Castro	Resident	Re: CALL TO ACTION: San Lorenzo Trestle Slated for Demolition (4/4/2024 meeting)
04/02/24	Email	Incoming	RTC Staff 4.3.2024	Riley	Gerbrandt	SCCRTC	Lisa	Burdick	Resident	Keep the historic trestle (4/4/2024 meeting)
04/03/24	Email	Incoming	RTC Staff 4.3.2024	Riley	Gerbrandt	SCCRTC	Mary	Masters	Resident	Save the San Lorenzo Trestle! (4/4/2024 meeting)
04/03/24	Email	Incoming	RTC Staff 4.3.2024	Riley	Gerbrandt	SCCRTC	Alex	Fischer	Resident	Public comment on agenda item 24 (4/4/2024 meeting)
04/03/24	Email	Incoming	RTC Staff 4.3.2024	Riley	Gerbrandt	SCCRTC	Richard	Nicholson	Resident	San Lorenzo Trestle (4/4/2024 meeting)
04/03/24	Email	Incoming	RTC Staff 4.3.2024	Riley	Gerbrandt	SCCRTC	Dawn	DeWitt	Resident	Trestle (4/4/2024 meeting)
04/03/24	Contact us form	Incoming	RTC Staff 4.3.2024	RTC		SCCRTC	Gary	Sultana	Resident	Alleviate commute traffic

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
04/03/24	Email	Incoming	RTC Staff 4.3.2024	Riley	Gerbrandt	SCCRTC	Brian	Peoples	Trail Now	Comments to Agenda #24: Zero Emission Passenger Rail and Trail Project Update and Railroad Bridge Loading Assumptions (4/4/2024 meeting)
04/03/24	Email	Incoming	RTC Staff 4.3.2025	Riley	Gerbrandt	SCCRTC	Kristen	W	Resident	the trestle (4/4/2024 meeting)
04/03/24	Email	Incoming	RTC Staff 4.3.2026	Riley	Gerbrandt	SCCRTC	Johanna	Lighthill	Resident	Consider Zero Emission Passenger Rail and Trail Report (4/4/2024 meeting)
04/02/24	Letter	Incoming	RTC Staff 4.3.2024	Grace	Blakeslee	SCCRTC	Rosemary	Sarka	Roaring Camp	Further information from Roaring Camp re item 23 (4/4/2024 RTC meeting)
04/02/24	Email	Incoming	RTC Staff 4.3.2024	Grace	Blakeslee	SCCRTC	Robert	Stephens	Resident	Comments on Ultimate Trail & Interim Trail (4/4/2024 meeting)
04/03/24	Email	Incoming	RTC Staff 4.3.2024	Grace	Blakeslee	SCCRTC	Kaki	Rusmore	Resident	Support for Rail and Trail (4/4/2024 meeting)
04/03/24	Email	Incoming	RTC Staff 4.15.2024	Grace	Blakeslee	SCCRTC	Michael	Vickers	Resident	Comment on Segments 10 and 11 (4/18/2024 meeting)
04/03/24	Email	Incoming	RTC Staff 4.15.2024	RTC		SCCRTC	Bob	Fifield	Resident	Comments on rail project - "Let's Factor in the Real World"
04/03/24	Email	Incoming	RTC Staff 4.15.2024	RTC		SCCRTC	Ellen	Quigley	Resident	No do not destroy San Lorenzo train trestle bridge
04/03/24	Email	Incoming	RTC Staff 4.15.2024	RTC		SCCRTC	Barry	Scott	Resident	Please approve staff recommendations for Zero Emission Passenger Rail and Trail project
04/03/24	Email	Incoming	RTC Staff 4.15.2024	RTC		SCCRTC	Andrea	Ratto	Resident	Now why couldn't we do this? What a boon to the community, allow people to enter and exit at different locations and tourists to park at either end and hike to town (link to news article provided)

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
04/03/24	Email	Incoming	RTC Staff 4.15.2024	RTC		SCCRTC	Archie	Overton	Resident	Santa Cruz tressel [sic] bridge
04/04/24	Email	Incoming	RTC Staff 4.15.2024	RTC		SCCRTC	Gary	Sultana	Resident	Is there a venue for locals to present ideas to the RTC?
04/04/24	Email	Incoming	RTC Staff 4.15.2024	RTC		SCCRTC	Anna	Ladas	Resident	Santa Cruz Rail Trail Comment (4/18/2024 meeting)
04/05/24	Email	Incoming	RTC Staff 4.15.2024	RTC		SCCRTC	Penny	Lopez	Resident	Demolition of San Lorenzo Trestle
04/05/24	Email	Incoming	RTC Staff 4.15.2024	RTC		SCCRTC	Jean	Brocklebank	Resident	LTE: Let's get more info on rail trail before we commit - Lookout Santa Cruz
04/08/24	Email	Incoming	RTC Staff 4.15.2024	RTC		SCCRTC	Linda	Van Houten	Resident	Which bike shops have the bike trail maps?
04/12/24	Email	Incoming	R.Gerbrandt 4.12.2024	Riley	Gerbrandt	SCCRTC	Johanna	Lighthill	Resident	Questions re: Zero Emission Passenger Rail and Trail Project, meeting with the CPUC, and setbacks
04/13/24	Email	Incoming	RTC Staff 4.15.2024	Grace	Blakeslee	SCCRTC	Frank	Rimicci	Resident	Please move ahead with the ultimate trail with rail (4/18/2024 meeting)
04/10/24	Email	Incoming	RTC Staff 4.15.2024	Sarah	Christensen	SCCRTC	Katrina	Rogers	Resident	I am curious where I can find the design plans for the McGregor pedestrian overpass project.
04/14/24	Email	Incoming	RTC Staff 4.15.2024	Sarah	Christensen	SCCRTC	Paula	Bradley	Resident	Could someone provide a link to the designs for the Chanticleer and Mar Vista overpass?
04/15/24	Letter	Outgoing	n/a	Marlon	Flournoy	California Department of Transportation	Mitch	Weiss	SCCRTC	Re: Central Coast Coalition Comment Letter on CSIS 2.0
04/15/24	Email	Incoming	RTC Staff 4.15.2024	Grace	Blakeslee	SCCRTC	Kim		Resident	Comment on agenda item 5 (4/18/2024 meeting)
04/15/24	Email	Incoming	RTC Staff 4.15.2024	Grace	Blakeslee	SCCRTC	Johanna	Lighthill	Resident	Comment on agenda item 5 (4/18/2024 meeting)

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
04/15/24	Email	Incoming	RTC Staff 4.15.2024	Grace	Blakeslee	SCCRTC	Brian	Peoples	Trail Now	Comment on agenda item 5 (4/18/2024 meeting)
04/15/24	Email	Incoming	RTC Staff 4.15.2024	RTC		SCCRTC	Buzz	Anderson	Resident	Public input on Rail Corridor
04/15/24	Letter	Incoming	R.Moriconi 4.15.2024	Amanda	Marino	SCCRTC	Derek	Toups	Santa Cruz METRO Capital Planning & Grants	FY 23-24 Low Carbon Transit Operations Program (LCTOP)
04/16/24	Email	Incoming	RTC Staff 4.17.2024	Grace	Blakeslee	SCCRTC	Selesa	Webster	Resident	Comment on agenda item 5 (4/18/2024 meeting)
04/16/24	Email	Incoming	RTC Staff 4.17.2024	Grace	Blakeslee	SCCRTC	Mitchell	Bramlett	Resident	Comment on agenda item 5 (4/18/2024 meeting)
04/16/24	Email	Incoming	RTC Staff 4.17.2024	Grace	Blakeslee	SCCRTC	Bill	Gray	Resident	Comment on agenda item 5 (4/18/2024 meeting)
04/16/24	Email	Incoming	RTC Staff 4.17.2024	Grace	Blakeslee	SCCRTC	Brian	Peoples	Trail Now	Comment on agenda item 5 (4/18/2024 meeting)
04/16/24	Email	Incoming	RTC Staff 4.17.2024	Grace	Blakeslee	SCCRTC	Woody	Carroll	Resident	Comment on agenda item 5 (4/18/2024 meeting)
04/16/24	Email	Incoming	RTC Staff 4.17.2024	Grace	Blakeslee	SCCRTC	Philip	Wiese	Resident	Comment on agenda item 5 (4/18/2024 meeting)
04/16/24	Email	Incoming	RTC Staff 4.17.2024	Grace	Blakeslee	SCCRTC	Catherin	Milazzo	Resident	Comment on agenda item 5 (4/18/2024 meeting)



TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
04/16/24	Email	Incoming	RTC Staff 4.17.2024	Grace	Blakeslee	SCCRTC	Ella	Carroll	Resident	Comment on agenda item 5 (4/18/2024 meeting)
04/16/24	Email	Incoming	RTC Staff 4.17.2024	Grace	Blakeslee	SCCRTC	Tina	Andreatta	Resident	Comment on agenda item 5 (4/18/2024 meeting)
04/16/24	Email	Incoming	RTC Staff 4.17.2024	Grace	Blakeslee	SCCRTC	Alex	Fischer	Resident	Comment on agenda item 5 (4/18/2024 meeting)
04/16/24	Email	Incoming	RTC Staff 4.17.2024	Grace	Blakeslee	SCCRTC	Mary	Odegaard	Resident	Comment on agenda item 5 (4/18/2024 meeting)
04/16/24	Email	Incoming	RTC Staff 4.17.2024	Grace	Blakeslee	SCCRTC	Jeb	Bishop	Resident	Comment on agenda item 5 (4/18/2024 meeting)
04/16/24	Email	Incoming	RTC Staff 4.17.2024	Grace	Blakeslee	SCCRTC	Matt	Farrell	Friends of the Rail and Trail	Comment on agenda item 5 (4/18/2024 meeting)
04/16/24	Email	Incoming	RTC Staff 4.17.2024	Grace	Blakeslee	SCCRTC	Nadene	Thorne	Resident	Comment on agenda item 5 (4/18/2024 meeting)
04/16/24	Email	Incoming	RTC Staff 4.17.2024	Grace	Blakeslee	SCCRTC	Bob	F	Resident	Comment on agenda item 5 (4/18/2024 meeting)
04/16/24	Email	Incoming	RTC Staff 4.17.2024	Grace	Blakeslee	SCCRTC	Lani	Faulkner	Equity Transit	Comment on agenda item 5 (4/18/2024 meeting)
04/17/24	Email	Incoming	RTC Staff 4.19.2024	RTC		SCCRTC	Ben	Vernazza	Resident	Comments April 18 meeting item 3 ORAL COMMENTS

TO							From			
Date Letter Rec'd/Sent	Type	Incoming/Outgoing	Response	First	Last	Organization	First	Last	Organization	Subject
04/17/24	Email	Incoming	RTC Staff 4.19.2024	RTC		SCCRTC	J. Catherine	O'Kelly	Resident	Item NO. 5 on tomorrow's agenda (April 18, 2024)
04/17/24	Email	Incoming	RTC Staff 4.19.2024	RTC		SCCRTC	Ben	Vernazza	Resident	Comments April 18 meeting item 5
04/17/24	Email	Incoming	RTC Staff 4.19.2024	RTC		SCCRTC	Michael	Lewis	Resident	Comments on Agenda item 5 Coastal Rail Trail Segments 10 and 11 Project
04/17/24	Email	Incoming	RTC Staff 4.19.2024	RTC		SCCRTC	Sean	Abbey	Resident	Thanks for supporting the ultimate trail
04/17/24	Email	Incoming	RTC Staff 4.19.2024	RTC		SCCRTC	Gregory	Becker	Resident	A business proposition
04/17/24	Email	Incoming	RTC Staff 4.19.2024	RTC		SCCRTC	Christy	Fairbairn	Resident	I want you to support passenger rail alongside the trail

**TO:** Regional Transportation Commission      **DATE:** May 2, 2024

**FROM:** Mitch Weiss, Interim Executive Director

**RE:**      **ITEM 23 - Letters from RTC Committees and Staff to Other Agencies**

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Letters are included in the Commission meeting packet as part of the RTC efforts for transparency to inform the public of actions that the RTC and its committees have taken in support of recent actions from state, partner agencies and other agencies on transportation related projects, issues and legislative actions.



**Central Coast Coalition**  
*Moving California's Economy*

April 15, 2024

Marlon Flourney  
Division Chief  
Division of Transportation Planning  
California Department of Transportation  
1120 N Street  
Sacramento, CA 95814

RE: Central Coast Coalition Comment Letter on CSIS 2.0

Dear Mr. Flourney,

We greatly appreciate the opportunity to review and provide comment on version 2.0 of the Caltrans Strategic Investment Strategy (CSIS) and Climate Action Plan for Transportation Infrastructure (CAPTI) Alignment Metrics. 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 are accomplishing to ensure we are planning and funding for a safe, equitable and sustainable network that supports the goals of CAPTI. 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 all of 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. In our regions, the state highway system acts as Main Street, or provides the only access to many of our small communities.

We appreciate the extra steps that the Caltrans CSIS team has taken to engage stakeholders, including the rural and small urban counties, in the development of this iteration of CSIS and associated metrics. We appreciate some of the changes that have been made in this version of the metrics, such as consistent score ranges across metrics. However, concerns remain that the metrics will unfairly disadvantage rural and small urban projects. We understand that testing is currently underway, and we look forward to seeing results. It is important that rural and small urban projects representative of the types of projects that we would be likely to propose are included in that process.

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

- Equity Index Tool (EQI) Tool: Overall, we have concerns with the EQI that's used in several metrics. The EQI wasn't developed for application to the CSIS and hasn't been adequately vetted by the Regional Agencies. It uses census blocks rather than tracts, which results in a much higher margin of error in rural areas, and ends up reducing areas in rural regions that should be considered disadvantaged due to inaccurate or insufficient data. It's also inconsistent with AB 1550 and Justice 40 mapping tools.



- Safety Metric: The Safety metric requires selection of improvements from a set menu of options, rather than just considering the degree of improvement in safety. The result may be that projects with significant safety benefit do not receive appropriate scores if they differ from the predefined projects.
- Vehicle Miles Traveled Metric: For the VMT metric, projects without completed environmental documents will be scored using the worst possible VMT scenario, rather than a balanced approach. This is disadvantageous for projects proposed in rural regions that may not have adequate local or regional funding to invest in an environmental review prior to seeking partnership from Caltrans and thereby subjecting a project to CSIS review. It's also unclear how the upper thresholds for the metric were determined.
- Accessibility Metric: The Accessibility metric uses a time decay calibrated to metropolitan level trip making, which may not accurately reflect interregional trips common in rural areas. Essential destinations in rural areas such as healthcare, education and employment often take longer to reach, which means that accessibility improvements for basic needs may not score as well as they would in urban areas.
- DAC Traffic Impacts Metric: The DAC Traffic Impacts metric, which focuses on changes in truck weighted Annual Average Daily Traffic (AADT) appears to assume that truck traffic will increase at the same rate and for the same reasons, like latent demand, that passenger vehicle traffic is often projected to increase, rather than based on consumption, routing, and market demand for goods. It is important to note that freight traffic is forecasted to increase in most highway corridors with or without proposed improvement projects. While it is appropriate to identify the DAC areas of concern based on the freight Annual Average Daily Traffic, the CSIS weighting criteria should be focused on emission reductions and safety benefits of the project.
- ZEV Infrastructure Metric: The ZEV infrastructure metric establishes a very high number of chargers to be installed in rural and small urban projects. Unfortunately, many areas are impacted to limits on electrical grid capacity that wouldn't allow for installations of that level. The document does acknowledge this as a constraint of the metric, but does not clarify how those projects would be scored.
- Climate Adaptation & Resiliency Metric: For evacuation projects, the Climate Adaptation metric requires that "alternative measures" be a primary objective, which may not always be appropriate or feasible in rural and small urban areas with limited ingress/egress. It is important to remember that in wildfire evacuation situations, lives are at risk if people are not able to evacuate quickly and effectively. Both evacuation as well as emergency response access must be considered.

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](mailto:skhachek@sbcag.org) or 209.402.4445.



**Central Coast Coalition**  
*Moving California's Economy*

Sincerely,

Marjie Kirn, Executive Director  
Santa Barbara Association of Governments

Pete Rodgers, Executive Director  
San Luis Obispo Council of Governments

Todd Muck, Executive Director  
Transportation Agency for Monterey County

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

Binu Abraham, Executive Director  
Council of San Benito County Governments

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
- Anne Fox, Acting Deputy Director of Planning and Modal Programs, California Department of Transportation
- Meenaxi Raval, CSIS Program Manager, California Department of Transportation
- Hunter Owens, Research Data Manager, 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, Coalition Chief of Staff

**TO:** Regional Transportation Commission

**FROM:** RTC Staff

**RE:** Caltrans Report

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## **RECOMMENDATIONS**

Staff recommends that the Regional Transportation Commission (RTC) receive updates from Caltrans District 5, including the monthly project report on active projects in Santa Cruz County (Attachment 1).

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## **BACKGROUND**

As an ex-officio member of the RTC board, the California Department of Transportation (Caltrans) provides regular verbal and written updates at RTC meetings on state highway projects in Santa Cruz County and other Caltrans activities.

## **DISCUSSION**

The Caltrans monthly project report (Attachment 1) includes updates on projects along the state highway system that are in construction or under development. This includes the project description, schedule and cost estimates, and project manager. Changes since the last project update are shown in bold-face font. Each project location is listed by route and postmile, which can be found using the Caltrans postmile services website query tool: <https://postmile.dot.ca.gov>. The majority of these projects are funded through the State Highway Operation and Protection Program (SHOPP). The types of projects include storm damage repairs, pavement preservation, drainage upgrades, bridge rehabilitation or replacement, and safety upgrades. Resources for general Caltrans inquiries can be found at the end of the monthly report.

RTC and Caltrans staff regularly meet to discuss projects and share information with the RTC's Interagency Technical Advisory Committee (ITAC). Staff and local agencies provide input on scope and opportunities to coordinate or integrate other planned local active transportation, transit, and road projects into Caltrans projects.

Attachment 1: Caltrans Project Update Report



# PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared for the Santa Cruz County Regional Transportation Commission’s Board Meeting on:  
**May 2, 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 (PS&E) phase. 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. Please see a list of Caltrans resources available to the public at the end of this document.

## 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	<b>State Route:</b> Various: 1, 9, 17, 129  <b>PM:</b> Various	Install centerline and edge line rumble strips; Restripe some locations with enhanced wet night thermoplastic striping material	June 2022 - July 2024	<b>C Cap:</b> \$3.3 million  <b>Total:</b> \$4.8 million  010 Safety Funds	Terry Thompson	Central Striping Service, Inc.	Project is in construction.
C2 Auxiliary Lanes & BOS from State Park Dr to Bay/Porter  0C733	<b>State Route:</b> 1  <b>PM:</b> 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	<b>C Cap:</b> \$82.3 million  <b>Total:</b> \$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

Prepared for the Santa Cruz County Regional Transportation Commission’s Board Meeting on:  
 May 2, 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 Aux Lanes & BOS 41 <sup>st</sup> to Soquel Ave OC732	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.
C4 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.



# PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared for the Santa Cruz County Regional Transportation Commission’s Board Meeting on:  
 May 2, 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
C5  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.	Construction was targeted to be complete by early April 2024 pending final punchlist items. The project’s construction timeline includes a 1-year plant establishment period once build activities are fully complete.
	C6  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.



# PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared for the Santa Cruz County Regional Transportation Commission’s Board Meeting on:  
 May 2, 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
C7 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	Granite Rock Company	The construction contract with Graniterock Construction was approved on 9/07/2023. Construction was suspended due to ambient and humidity conditions over winter, but anticipated start in spring 2024. Please watch for construction updates published through Caltrans social media outlets and official News Releases.
C8 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 – Spring 2024	C Cap: \$4.3 million Total: \$7.4 million SHOPP- Major Damage	Chad Stoehr	Gordon N. Ball, INC	Construction completion delayed due to limited availability of friction asphalt. Completion now anticipated Spring 2024.



# PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared for the Santa Cruz County Regional Transportation Commission’s Board Meeting on:  
 May 2, 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
C9 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	Beador Construction Company, Inc	Construction work may affect one or more lanes of traffic on both Hwy. 17 and on Hwy 1. <b>Please watch for Caltrans News Releases regarding construction related lane closures.</b>
C10 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.	March 2024 – July 2024	County of Santa Cruz encroachment permit project Caltrans contribution through Minor A funds	Madilyn Jacobsen	Precision Grade, Inc.	Project construction is now underway. Please check Quickmaps and Caltrans News Releases for traffic conditions through the project site.



## PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared for the Santa Cruz County Regional Transportation Commission's Board Meeting on:  
May 2, 2024

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:  
 May 2, 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	<b>State Route:</b> 1 & 17  <b>PM:</b> 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.	<b>Late Summer</b> 2024 – Fall 2025	California Department of Technology project & funds  Caltrans assistance with implementation	Genaro Diaz	PS&E/RW	Much of this project is still fluid as it is based on directive and funds from the Office of the Governor.  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.
D2	SR-17 Pavement Maintenance Treatment  1R450	<b>State Route:</b> 1, 17, 152  <b>PM:</b> 0.15 to 0.55 NB lanes; VAR	Install Non-Rubberized Open Grade Friction Coarse pavement for enhanced vehicle to roadway grip	Fall 2026 – Fall 2027	<b>C Cap:</b> \$895,000  <b>Total:</b> \$1.8 million  Minor A Program	Chad Stoehr	PA&ED	As this project begins activities related to the environmental phase, it will consider the addition of 3 other locations for adding high-friction pavement treatments: one location within the Hwy 1 / 17 interchange and two locations on Hwy 152. Construction is targeted for FY 2026-27.



# PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared for the Santa Cruz County Regional Transportation Commission’s Board Meeting on:  
**May 2, 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
D3	Pajaro Flood Management Bridges <b>1Q980</b>	<b>State Routes:</b> 129 & 152  <b>PMs:</b> 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.
D4	Drainage Improvements <b>1K640</b>	<b>State Route:</b> 1  <b>PM:</b> 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	<b>C Cap:</b> \$5.9 million  <b>Total:</b> \$12 million  SHOPP- Drainage	Madilyn Jacobsen	PS&E/RW	The project is completing Final Design, currently undergoing final review by the Caltrans Office Engineer. The project is expecting to be Ready to List in May 2024, with construction estimated to begin in Fall 2024.



# PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared for the Santa Cruz County Regional Transportation Commission’s Board Meeting on:  
 May 2, 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
D5	Inside Shoulder Widening <b>1P180</b>	<b>State Route: 1</b> <b>PM: R5 to 8.2</b>	Widen existing paved inside shoulder to improve vehicle drift recovery	Winter 2024-25 – Summer 2025	<b>C Cap:</b> \$4.5 million <b>Total:</b> \$8 million 010 Safety Funds	Chad Stoehr	RS&E/RW	Ready to List (RTL), the milestone when the project will begin preparing for construction contract bidders, is targeted for late May 2024.
D6	Freedom to State Aux Lanes <b>0C734</b>	<b>State Route: 1</b> <b>PM: 8.1 to 10.7</b>	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	<b>C Cap:</b> \$165 million <b>Total:</b> \$221 million SCCRTC Project-Caltrans Lead for PA&ED	Madilyn Jacobsen	PS&E/RW	The Final Environmental Document was signed in February 2024. The team is now working on the Plans, Specifications and Estimates (Design) and Right-of-Way phases.
D7	Roadside Safety <b>1J960</b>	<b>State Route: 1</b> <b>PM: 8.20 to 26</b> 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	<b>C Cap:</b> \$9.9 million <b>Total:</b> \$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. <b>The milestone, 60% design, is anticipated to be reached in May 2024.</b>  *A section of this project that overlaps with the Highway 1 Auxiliary Lane projects (0C734) is expected to be combined at construction.





# PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared for the Santa Cruz County Regional Transportation Commission’s Board Meeting on:  
 May 2, 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	SR 1/9 Junction Lighting Project  1Q250	<b>State Route:</b> 1  <b>PM:</b> 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	<b>C Cap:</b> \$1.6 million  <b>Total:</b> \$3.5 million  010 Safety Funds	Chad Stoehr	PS&E/RW	This project completed the PA&ED phase in June 2023 and is in the early stages of the PS&E (Design) Phase. <b>The milestone, 60% design, is anticipated to be reached in June 2024.</b>
D9	Santa Cruz CAPM  1M110	<b>State Route:</b> 1  <b>PM:</b> 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	<b>C Cap:</b> \$9.9 million  <b>Total:</b> \$16.8 million  SHOPP-Pavement  IJA 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 and consideration of comments, and drafting of the final environmental document, is ongoing.



# PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared for the Santa Cruz County Regional Transportation Commission’s Board Meeting on:  
 May 2, 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
D10	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 is conducting studies and related work as part of the Project Approval & Environmental Document (PA&ED) phase. This project is a multi-agency collaboration project.
D11	Waddell Creek Bridge Replacement  1R420	State Route: 1  PM: 36.3	Replace existing Waddell Creek Bridge to address scour at existing structure and build a new bridge that will address climate resiliency and sea level rise.	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.



# PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared for the Santa Cruz County Regional Transportation Commission’s Board Meeting on:  
**May 2, 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
D12	SR-9 South CAPM <b>1K890</b>	<p><b>State Route: 9</b></p> <p><b>PM: 0.046 to 7.5</b></p> <p>From 0.5 miles south of Irwin Way to 150 feet south of El Solyd Heights Dr</p>	Pavement Preservation, Drainage, TMS, ADA, Sign Panel replacement and Stormwater Mitigation elements in Santa Cruz County on Route 9.	Spring 2027 – Summer 2029	<p><b>C Cap:</b> \$14.7 million</p> <p><b>Total:</b> \$25 million</p> <p>SHOPP-Pavement</p> <p>Local Contribution pending coop agreement</p>	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.
D13	Felton Safety Improvements <b>1M400</b>	<p><b>State Route: 9</b></p> <p><b>PM: 6.3 to 7.2</b></p> <p>From Kirby St To the San Lorenzo Valley High School signaled intersection</p>	Construct Accessible Pedestrian Path	Spring 2025 – Summer 2027	<p><b>C Cap:</b> \$5.8 million</p> <p><b>Total:</b> \$17.6 million</p> <p>010 Safety Funds</p>	Doug Hessing	PS&E/RW	The project has reached the “60% Design” milestone and is now working towards the “95% Design” milestone, anticipated in <b>Summer 2024</b> .



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## 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
D14	Upper Drainage & Erosion Control Improvements  <b>1G950</b>	<b>State Route: 9</b>  <b>PM: 8.5 to 25.5</b>  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	<b>C Cap:</b> \$7.2 million  <b>Total:</b> \$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 design issues. The project is anticipated to reach the milestone, “Ready to List”, in <b>May 2024</b> with construction targeted to begin in February 2025.
D15	San Lorenzo River Bridge & Kings Creek Bridge Replacement  <b>1H470</b>	<b>State Route: 9</b>  <b>PM: 13.6 &amp;15.5</b>  Near Boulder Creek, at the San Lorenzo River Bridge and at Kings Creek Bridge	Replace two bridges on State Route 9	<b>Fall 2024 – Fall 2027</b>	<b>C Cap:</b> \$14.7 million  <b>Total:</b> \$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

Prepared for the Santa Cruz County Regional Transportation Commission’s Board Meeting on:  
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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
D16	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	The PA&ED phase is nearing its end with the Project Report undergoing final review and edits. Completion of phase deliverables are anticipated to occur in Spring 2024.
D17	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	PS&E	Circulation of the Draft Environmental Document ended on November 13, 2023. The environmental phase was completed in January 2024. The design phase (PS&E) began in March 2024, <b>with the milestone, 60% design, not anticipated until Spring 2025.</b>



# PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

Prepared for the Santa Cruz County Regional Transportation Commission’s Board Meeting on:  
**May 2, 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
D18	SR-17 Replace Culverts <b>1R980</b>	<b>State Route:</b> 17  <b>PM:</b> 7.31 & 11.96	Replace 2 drainage systems currently in poor condition.	Fall 2027 – Spring 2028	<b>C Cap:</b> \$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	SR-129 CAPM <b>1J830</b>	<b>State Route:</b> 129  <b>PM:</b> 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	<b>C Cap:</b> \$8.4 million  <b>Total:</b> \$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
D20	Highway 129 Pavement Preservation Project <b>1R340</b>	<b>State Route:</b> 129  <b>PM:</b> 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

Prepared for the Santa Cruz County Regional Transportation Commission’s Board Meeting on:  
**May 2, 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
D21	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	PA&ED	This Project was programmed into the 2024 SHOPP at the March CTC meeting. The Project team is beginning work on the environmental and preliminary design phase where project scope will be studied.
D22	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:  
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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:  
**May 2, 2024**

## Highway Maintenance (HM) Program 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	Construction Timeframe	Type of Project	Communications
HM1 1Q480	<b>State Route:</b> 1  <b>PM:</b> 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	Pavement	Please see News Releases and Lane Closure Reporting System for any construction activities that may impact travelers.
HM2 1P730	<b>State Route:</b> 9  <b>PM:</b> 7.5 to 10.2  From just south of El Solyo Heights Dr to just north of Middle Dr	2023-24	Spring/Summer 2024	Pavement	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:

<b>ADA</b>	Americans with Disabilities Act
<b>CC</b>	Coastal Commission
<b>CCA</b>	Construction Contract Acceptance
<b>CEQA</b>	California Environmental Quality Act
<b>CMAQ</b>	Congestion Mitigation Air Quality
<b>CMIA</b>	Corridor Mobility Improvement Account
<b>CTC</b>	California Transportation Commission
<b>ED</b>	Environmental Document
<b>EIR</b>	Environmental Impact Report
<b>HFST</b>	High Friction Surface Treatment
<b>PM</b>	Postmile
<b>RTL</b>	Ready to List
<b>SB1</b>	Senate Bill 1, the Road Repair and Accountability Act of 2017
<b>SCL</b>	Santa Clara (County)
<b>SCR</b>	Santa Cruz (City or County)

<b>SHOPP</b>	State Highway Operation and Protection Program
<b>SR</b>	State Route
<b>STIP</b>	State Transportation Improvement Program
<b>TMS</b>	Traffic Management System

## Project Phases

<b>PID</b>	Project Initiation Document ( <i>development of the project scope</i> )
<b>PA&amp;ED</b>	Project Approval and Environmental Document ( <i>study of environmental impacts of project scope; development of a Project Report; determination of project’s permit, right-of-way, and mitigation needs</i> )
<b>PS&amp;E</b>	Plans, Specifications, and Estimates ( <i>the Design phase</i> )
<b>RW</b>	Right-of-Way
<b>CON</b>	Construction, as a phase title



## PROJECT UPDATE REPORT – SANTA CRUZ COUNTY

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### **-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](mailto:Kevin.Drabinski@dot.ca.gov)

*For Region Specific Questions:*

Paul Guirguis, Regional Planning Liaison – Santa Cruz County  
[Paul.Guirguis@dot.ca.gov](mailto: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

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### Online Resources:

**Caltrans CCTV Camera Map:** <https://cwwp2.dot.ca.gov/vm/iframe.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:  
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A graphic banner with a background image of a coastal landscape. At the top, a white speech bubble contains the Caltrans logo and the text "FOLLOW US" in large bold letters, with a horizontal line underneath, and "& let's connect" below it. Below the speech bubble are three teal horizontal bars, each containing a social media icon on the left and text on the right:

- Facebook icon: Caltrans Central Coast (District 5)
- Twitter icon: @CaltransD5
- Instagram icon: @caltrans\_d5

**TO:** Santa Cruz County Regional Transportation Commission

**FROM:** Riley Gerbrandt, P.E., Associate Transportation Engineer

**RE:** Zero Emission Passenger Rail and Trail Project Update,  
Alignment Horizontal Clearances, and Right-of-Way Setbacks

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## **RECOMMENDATIONS**

Staff recommends that the Santa Cruz County Regional Transportation Commission (RTC):

1. Receive an update on the Zero Emission Passenger Rail and Trail Project Concept development;
2. Adopt typical cross section guidelines for preferred, constrained, and unconstrained scenarios of rail and trail facilities; and
3. Adopt horizontal setback guidelines from the Branch Line right-of-way.

## **BACKGROUND**

In 2012, the RTC acquired the Santa Cruz Branch Rail Line (Branch Line), 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. It also provides a connection to locations outside of Santa Cruz County to other parts of the state. Subsequently, several planning studies evaluated public transportation investment options for Santa Cruz County. 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 Branch Line. Seventeen miles of Coastal Rail Trail projects have been constructed or are under development as separate projects.

In 2022, the Commission 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 Branch Line 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) as well as the Capitola Trestle (Segment 11, Phase 2). In 2023, the Commission awarded a Professional Engineering Services Agreement to HDR Engineering, Inc. to complete the Project

Concept Report for the Zero Emission Passenger Rail and Trail project (Project).

At the April 4, 2024 Commission meeting, the Commission received a presentation with a Project update, debrief of the milestone 1 community engagement results regarding the project preliminary purpose and need statement, and recommendations for rail loading standards for use for conceptual design of new railroad bridges and of rehabilitating existing railroad bridges for passenger rail service.

**DISCUSSION**

The Project design team is in the process of developing horizontal and vertical alignments, with an intent to provide an optimized design that will, to the greatest extent possible, accommodate both rail and trail facilities within the existing Branch Line right-of-way. This work builds on the initial trail review discussed in the last Project update and aims to optimize facility operations and maintenance. Assumptions need to be made for design methodology used in developing the project alignments as part of milestone 2 of the concept development, scheduled for summer 2024. Below is a review of the alignment development process, recommended typical cross sections, and recommended right of way setbacks for the Project.

Alignment Development & Service Scenarios

The current single-track freight railroad alignment is situated predominantly along the center of the Branch Line right-of-way and includes several curves and reverse curves that are suitable for freight speeds but not for passenger rail service. The original railroad was constructed to follow as closely as possible the topography of the land in order to minimize large cuts and fills as well as the number of bridges. Passenger rail service along the existing railroad track alignment would not be capable of achieving the desired travel times and reliability envisioned for the Project by previous studies.

The locally preferred alternative developed in the 2021 Transit Corridor Alternatives Analysis and Rail Network Integration Study was high-capacity public transit service able to provide reliable and frequent service with fast travel times and carry large volumes of passengers. To provide the average travel times discussed in the study, the passenger rail service needs to be capable of achieving speeds of at least 30 miles per hour and up to 60 miles per hour where feasible along the Branch Line, while coexisting with a multiuse trail along the Branch Line right-of-way. A review of the existing Branch Line corridor and development of a new alignment for passenger rail service coexisting with a multiuse trail along the Branch Line right-of-way is

necessary in order to determine feasible service scenarios along the Branch Line and to optimize operations and maintenance characteristics.

To optimize transit ridership, travel times need to be as short as possible which requires a higher design speed than for which the existing facility is suitable. Trains would not be travelling at the design speed everywhere but could travel near the design speed where feasible based on conditions. Revisions to the railroad track alignment are needed to increase the design speed, reduce travel time, and optimize ridership.

After completing an initial alignment review with the railroad track situated in its current location, areas of poor characteristics, such as low speeds, can be identified and analyzed further for optimization. Low speeds are often a result of track alignment, such as tight curves or reverse curves, which are where a curved section of the route is immediately followed by a curve in the opposite direction. To achieve the frequency, reliability and travel times envisioned in previous studies, passenger rail service speeds of up to 60 miles per hour are needed where feasible. Optimization of the alignment will seek to improve geometric parameters to, for example, straighten curves or eliminate reverse curves. The iterative analysis will seek to achieve maximum 60 mile per hour design speeds where feasible while maintaining the ability of the passenger rail service to coexist with a bicycle and pedestrian trail along the Branch Line right-of-way.

The right-of-way and topographical constraints of the Branch Line right-of-way pose challenges in achieving the desired passenger rail service speeds and low total travel times while also allowing for a trail that provides for good user experiences for cyclists and pedestrians as envisioned in the Monterey Bay Sanctuary Scenic Trail Master Plan. The Project must also meet the regulatory requirements of relevant agencies, including the California Public Utilities Commission.

The California Public Utilities Commission is the oversight agency responsible for the safe operation of passenger railroads in the State of California. The agency establishes regulatory requirements, referred to as General Orders, which include horizontal and vertical clearance requirements for railroad operations. In order to undertake the alignment optimization for the purposes described above, while also providing for the trail and adhering to regulatory requirements, it is necessary to develop typical design cross sections that can be used in the analysis.

### Typical Cross Sections

The Project team developed three recommended typical sections, presented below in Figures 1 through 3. Figure 1 presents the preferred typical section



for a single-track, where sufficient right-of-way width of 45 to 50 feet is available. The typical section includes a 12-foot wide paved multiuse trail, providing for a minimum 8-foot wide travelled way and 2-foot wide paved shoulders in accordance with the Caltrans Highway Design Manual standards for trail width. Figure 1 also presents a 12-foot minimum horizontal clearance from the railroad centerline to any structure or obstruction, which is consistent with California Public Utilities Commission General Orders for the proposed passenger rail service. The 12-foot minimum horizontal clearance is consistent with other combined rail and trail corridors in California, such as the North County Transit District SPRINTER corridor in northern San Diego County.

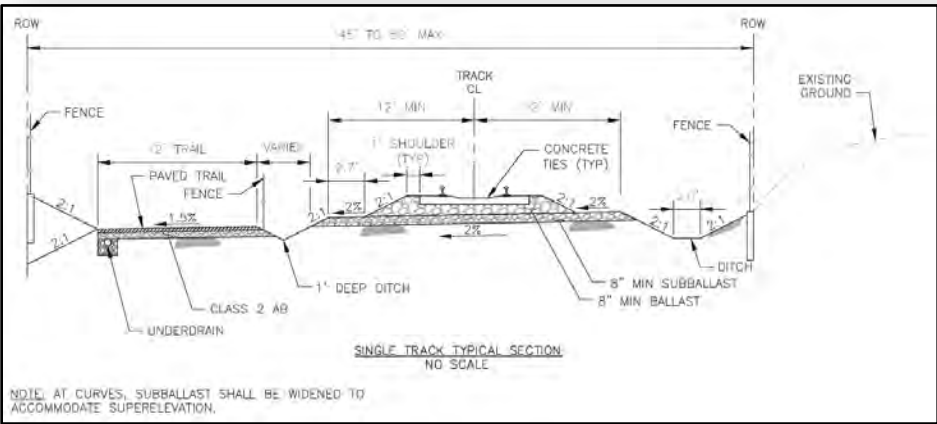


Figure 1: Preferred Width Typical Section

Due to constraints along the existing Branch Line right-of-way, implementing the preferred width typical section would not be feasible in all locations without acquiring right-of-way. In an effort to reduce right-of-way needs of the Project, the Project team has developed the minimum width typical section as presented in Figure 2.

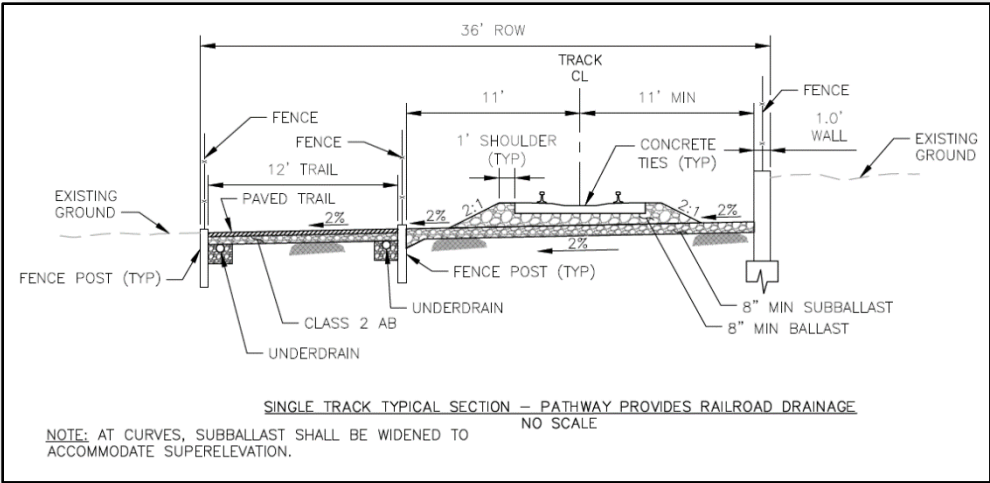


Figure 2: Minimum Width Typical Section

Figure 2 presents what the Project team believes is a minimum suitable design standard for the Project in areas with constrained right-of-way width for short lengths of the corridor. In this recommended design standard, the multiuse trail minimum paved width of 12 feet is retained, while the minimum horizontal clearance from the railroad centerline to any structure or obstruction is reduced to 11 feet. Retaining walls as shown in Figure 2 provide for separation from adverse grades, however, where retaining walls are not needed, additional clearance would be provided from the track centerline to structures or obstructions. The Project team believes that there is precedent to assume that the California Public Utilities Commission would accept an 11-foot horizontal clearance for short lengths of the railroad in constrained areas, but 12-foot horizontal clearance would be required in most areas. The minimum width typical section also includes compromises, such as no surface drainage for the railroad roadbed, using an underdrain system instead of surface drainage. Underdrains provide maintenance challenges, hence are only recommended for short lengths of the corridor.

Neither typical cross section includes a maintenance access road alongside the railroad tracks. In locations where sufficient right of way width does not exist to construct a maintenance road, maintenance of the railroad tracks and roadbed would either need to occur outside of rail operational windows utilizing track-mounted equipment or from the trail corridor. Where additional right-of-way width exists in excess of the preferred width typical section, the Project design team recommends incorporating a maintenance access road wherever practicable as shown in Figure 3.

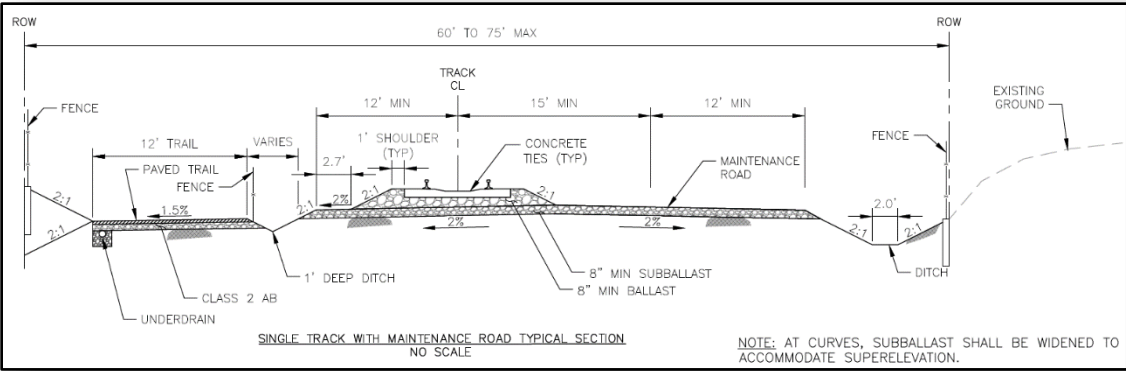


Figure 3: Conceptual Typical Section for Unconstrained Corridor Widths with a Maintenance Access Road Adjacent to Tracks

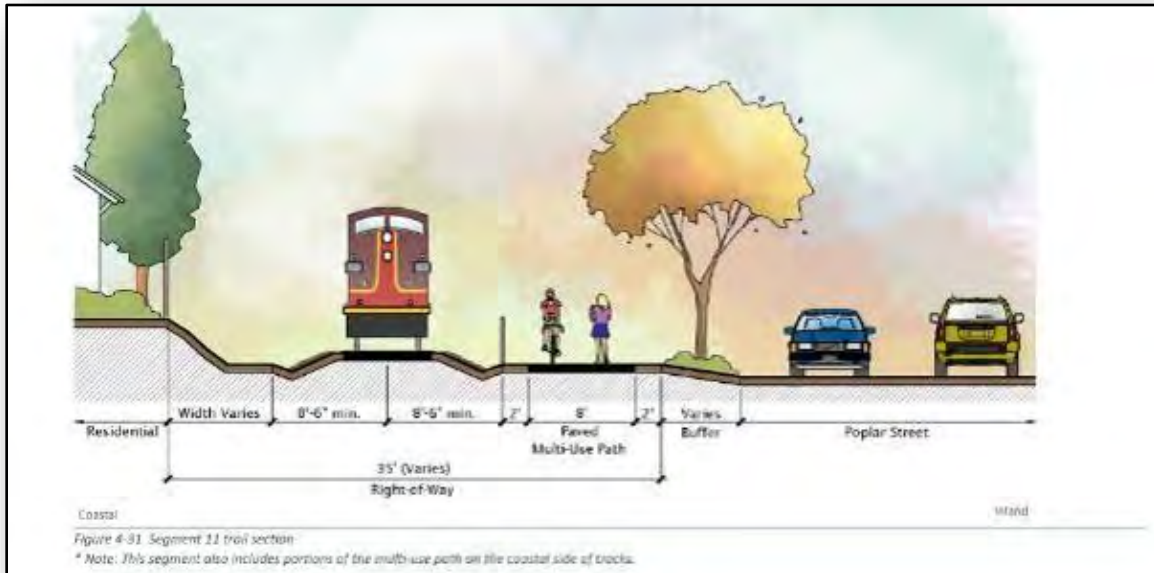
The minimum width typical section may not be practicable for the Branch Line in certain areas, given right-of-way width and topographical constraints. Examples of such areas include where the branch line right-of-way is less than 36 feet wide near 41<sup>st</sup> Avenue in Capitola. In such areas, in an effort to reduce right-of-way needs of the Project, the Project team proposes to consider design exceptions, where feasible, such as reduced trail widths or, where practicable, the elimination of retaining walls and obstructions. Where design exceptions are not recommended or would cause too great of a constraint for the Project, right-of-way acquisitions would be required.

To meet the objectives of the Project and requirements of regulatory agencies, such as the California Public Utilities Commission, as well as to provide guidance to the Project team as it undertakes the alignment analysis, **staff recommends the Commission adopt the typical design sections in Figures 1 through 3 as guidelines for passenger rail service on the Branch Line. The project team will continue to analyze the constrained locations of the corridor that may not meet the typical design section guidelines to develop options which may include implementing design exceptions or identifying right-of-way needs of the Project.**

Coordination with Coastal Rail Trail Projects Under Development

Spanning much of Santa Cruz County, the Branch Line provides a unique opportunity for use as a continuous transportation corridor. Preserving and maximizing such opportunities is important. Therefore, staff is actively coordinating with partner agencies and project teams developing Coastal Rail Trail Segments 8 through 12 in order to integrate phased implementation of rail and trail facilities while minimizing impacts to those trail segments. The recommended 11 to 12-foot minimum horizontal clearance from the track

centerline is different than horizontal clearances for trail sections that are either already constructed or being developed, where an 8.5-foot minimum horizontal clearance was assumed as presented in the Monterey Bay Sanctuary Scenic Trail Master Plan. Figure 4 shows a conceptual cross section for Segment 11 of the Coastal Rail Trail as presented in the Master Plan.



**Figure 4: Conceptual Cross Section of the Branch Line Corridor in Segment 11, Obtained from the Monterey Bay Sanctuary Scenic Trail Master Plan**

For segments of the Coastal Rail Trail completed or under development, the projects previously secured approval from the California Public Utilities Commission for the 8.5-foot minimum horizontal setback for the trail assuming infrequent freight rail service at speeds at or below 10 miles per hour. Due to the change in service, it is assumed that the 11 to 12-foot minimum horizontal clearance will be required for the proposed passenger rail service.

Staff is actively coordinating with our partner agencies to incorporate, to the maximum extent practicable, revisions to the vertical and horizontal alignments of both facilities in order to align with the guidelines for horizontal clearance distances from track centerline for passenger rail service on the Branch Line. Such revisions are being prioritized where new structures are proposed by the trail projects under development, locations constrained by other existing significant structures such as bridges, and in areas where acquisition of additional right-of-way would be required to meet the typical design section guidelines.

If staff's request for partner agencies to modify their designs to optimize the right-of-way for rail and trail is not feasible, the Project will need to reconstruct portions of the trail or acquire right-of-way on the opposite side of the railroad tracks to gain the width required for passenger rail service.

#### Development Setbacks for Areas Outside of the Railroad Right-of-Way

The April 4, 2024 staff presentation to the Commission discussed the need for setbacks from the railroad for areas outside of the railroad right-of-way and for coordinating with partner agencies regarding development setbacks on properties adjacent to the Branch Line in order to potentially reduce future conflicts for the Project.

During construction of the Project, construction access will be needed such that construction vehicles and materials can operate and move adjacent to and outside of the railroad roadbed area. The railroad roadbed area comprises the subgrade area that supports the sub-ballast, ballast, and trackage. A width of 25 feet from track centerline is desired for construction of the railroad roadbed and appurtenant structures. In areas of constrained right-of-way width, temporary construction easements may be required for this purpose.

Local jurisdiction partner agencies have development and building setback code requirements which are reviewed and employed during building and development reviews. Code setback requirements vary based on type of zoning district, building type, and parcel orientation, for example, but such existing code setback requirements would, in many cases, provide for sufficient temporary construction access for the Project. This need should be balanced with the desire to maximize developable space of adjoining properties, especially for transit oriented development.

In some situations, planning departments of partner agencies may issue variances or exceptions to standard code setback requirements for certain developments or buildings. In areas adjacent to the Branch Line, such variances or exceptions could constrain the construction of the Project. Conversely, variances or exceptions could be granted for other code requirements that would enable development on adjacent properties to occur farther away from the Branch Line right-of-way boundary and preserve additional space for future use of the Branch Line for transportation related facilities. In some situations, state legislation may limit the ability of partner agencies to enforce code objective setback standards for housing developments in residential areas adjacent to the Branch Line. Coordination between partner agencies and Commission staff in the review of proposed developments adjacent to the Branch Line will be imperative in preserving space for future optimal use of the Branch Line.

In order to preserve, to the maximum extent practicable, the ability to construct the Project, to effectively operate freight and passenger rail service, and to optimize use of the Branch Line for transportation related facilities, **staff recommends that the Commission adopt, as a standard guideline, a 25-foot wide setback for the construction of new structures, as measured from either the centerline of the Branch Line main track at the time of development review or from the established Project centerline alignment, whichever is closest to the proposed development; and to coordinate with partner agencies to refine and optimize the implementation of the setback standard during review of specific proposed developments adjacent to the Branch Line.**

**FISCAL IMPACT**

There are no new fiscal impacts associated with receiving an update on the Zero Emission Passenger Rail and Trail Project, adopting cross section guidelines for passenger rail service on the Branch Line, in coordinating with the Commission’s partner agencies regarding design revisions of Coastal Rail Trail projects, or regarding development setbacks from the Branch Line tracks. The coordination with the Commission’s partner agencies on design revisions could result in increased project costs for the trail projects or the passenger rail project.

**NEXT STEPS**

The Project team is developing the initial conceptual alignment and plans to seek community input in the summer of 2024 as milestone 2, followed by the refined conceptual 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. Figure 5 provides a visual depiction of the Project’s concept report milestones. The Project team plans to present an update on passenger vehicle type selection at a future Commission meeting.



Figure 5: Project Concept Report Milestones

**SUMMARY**

An update on the Zero Emission Passenger Rail and Trail Project development was provided, including information on Project alignment review, development of typical design sections, and development setbacks for areas outside of the railroad right-of-way. Staff recommends adopting guidelines for typical design sections for passenger rail service on the Branch Line, coordinating with partner agencies who are actively developing designs for Coastal Rail Trail segments to align with the Commission’s adopted guidelines for horizontal clearance distances from track centerline for passenger rail service on the Branch Line, and adopting a standard 25-foot building and development standard setback guideline in areas outside of the railroad right-of-way in order to preserve additional space for future optimal use of the Branch Line for transportation related facilities. Staff will return to the Commission at subsequent meetings to provide additional updates and recommendations as the Project development progresses.

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