

DECEMBER 2023

Allocation Package

SB 125 Transit and Intercity Rail Capital Program (TIRCP) and Zero
Emission Transit Capital Program (ZETCP)



SUBMITTED TO

California State Transportation Agency (CalSTA)

PREPARED BY



Santa Cruz County Regional Transportation Commission

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SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

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December 31, 2023

California State Transportation Agency (CalSTA)
400 Capitol Mall, Suite 2340
Sacramento, California 95814

Dear Secretary Omishakin:

The Santa Cruz County Regional Transportation Commission (RTC) is pleased to submit this allocation package for SB 125 Transit and Intercity Rail Capital Program (TIRCP) and Zero Emission Transit Capital Program (ZETCP) funded projects.

The RTC, in consultation and coordination with Santa Cruz METRO, is requesting allocations totaling \$34.3 million for the following projects:

- **Reimagine METRO: \$28.3 million** for 3 years of transit service restoration and expansion. Funding supports 43% more service, 252,000 additional revenue hours, and an estimated 1.75 million new passenger trips annually.
- **Santa Cruz Zero Emission Intercity Transit Service Expansion (Rapid Corridors): \$4 million** to advance rapid bus enhancements and improve bus speed and reliability. Funding advances implementation of transit signal priority (TSP) infrastructure on high ridership corridors (new Routes 1 and 2) between Watsonville and Santa Cruz.
- **Zero Emission Passenger Rail & Trail: \$2 million** for project development. Funding advances the completion of the project's environmental document within the PA/ED project phase.

We believe these projects directly address the legislative intent of SB 125 by revitalizing existing transit services, improving speed and reliability, and paving the way for a cleaner, more sustainable transportation future for Santa Cruz County. We are confident that this proposal embodies the spirit of SB 125 and promises impactful outcomes for the Santa Cruz County community.

Sincerely,

Mitch Weiss, Interim Executive Director
Santa Cruz County Regional Transportation Commission

www.sccrtc.org

MEMBER AGENCIES Cities of Capitola, Santa Cruz, Scotts Valley and Watsonville, County of Santa Cruz, Santa Cruz Metropolitan Transit District, Caltrans

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Allocation Package Narrative

Funding Approach to Addressing Operational Deficits

Santa Cruz METRO, while navigating the evolving landscape of public transportation, faces operational deficits that can hinder its ambitious vision to increase transit ridership to 7 million trips annually within the next five (5) years, transition to a zero-emissions fleet with a mix of hydrogen and electric vehicles, and increase affordable housing at METRO-owned transit centers to 175 units in the next 10 years.

The Santa Cruz METRO 5 – Year Budget (Table 1) presents a baseline FY24-28 operating budget without any service changes (Phase 1 and 2) or free fares. Revenue assumptions are based on ridership revenue returning to pre-COVID levels plus additional fares, sales tax growing year-over-year based on pre-COVID years, and no additional sources of revenue. Expense assumptions are based on personnel levels back at 100%, cost of living increases forecasted at 4% per year, and inflation (CPI) of 5% in most non-personnel costs through FY28. Despite a \$7.4 million operating surplus in FY24, METRO's financial future could be challenged by projected deficits starting in 2029 (Figure 1).

METRO is actively exploring a critical funding strategy to address its projected deficit: a potential 1/2 cent sales tax measure to be presented to Santa Cruz County voters in the 2024 or 2026 ballot.

TABLE 1 SANTA CRUZ METRO 5-YEAR (FY24-FY28) BUDGET PLAN¹

<i>Figures in \$000's</i>	BUDGET	BUDGET	PLAN	PLAN	PLAN	PLAN
REVENUE:	FY23	FY24	FY25	FY26	FY27	FY28
Operating Revenue						
Passenger Fares	2,437	3,080	3,186	3,256	3,328	3,401
Special Transit Fares	5,953	6,095	6,221	6,344	6,471	6,600
Total Operating Revenue	8,390	9,175	9,407	9,600	9,799	10,001
Operating Expense						
Labor - Regular	20,415	21,542	22,712	23,858	25,260	26,506
Labor - OT	1,325	1,177	1,196	1,220	1,244	1,269
Fringe	21,172	22,454	24,562	26,570	28,875	31,271
Non-Personnel	12,108	17,790	16,885	17,085	17,838	18,587
Total Operating Expense	55,020	62,963	65,355	68,733	73,217	77,633
Operating Surplus/ (Deficit)	(46,630)	(53,788)	(55,948)	(59,133)	(63,418)	(67,632)
<i>Farebox Recovery</i>	<i>15.2%</i>	<i>14.6%</i>	<i>14.4%</i>	<i>14.0%</i>	<i>13.4%</i>	<i>12.9%</i>
Non-Operating Revenue/ (Expense)						
Sales Tax/ Measure D	30,775	31,808	32,126	32,769	33,424	34,093
Federal/State Grants	14,496	21,922	28,468	28,692	29,501	30,334
COVID Relief Grants	15,477	10,420	-	-	-	-
COVID Related costs	(298)	-	-	-	-	-
Pension UAL/Bond Payment*	(5,643)	(4,173)	(4,825)	(5,420)	(6,061)	(6,750)
All Other Revenue	676	1,224	1,184	1,167	1,153	1,162
Total Non-Operating Revenue/ (Expense)	55,483	61,201	56,953	57,208	58,017	58,839
Operating Surplus/(Deficit) before Transfers	8,853	7,413	1,005	(1,925)	(5,401)	(8,793)
Transfers						
Transfers to Capital/Operating & Capital Reserve Fund	(8,853)	(10,903)	(9,357)	(7,607)	(7,631)	(6,873)
(To) / From COVID-19 Recovery Fund	-	3,490	8,352	9,532	9,878	
Operating Surplus/ (Deficit) after Transfers	-	-	-	-	(3,154)	(15,666)

¹ October 27, 2023, Revised Budget.

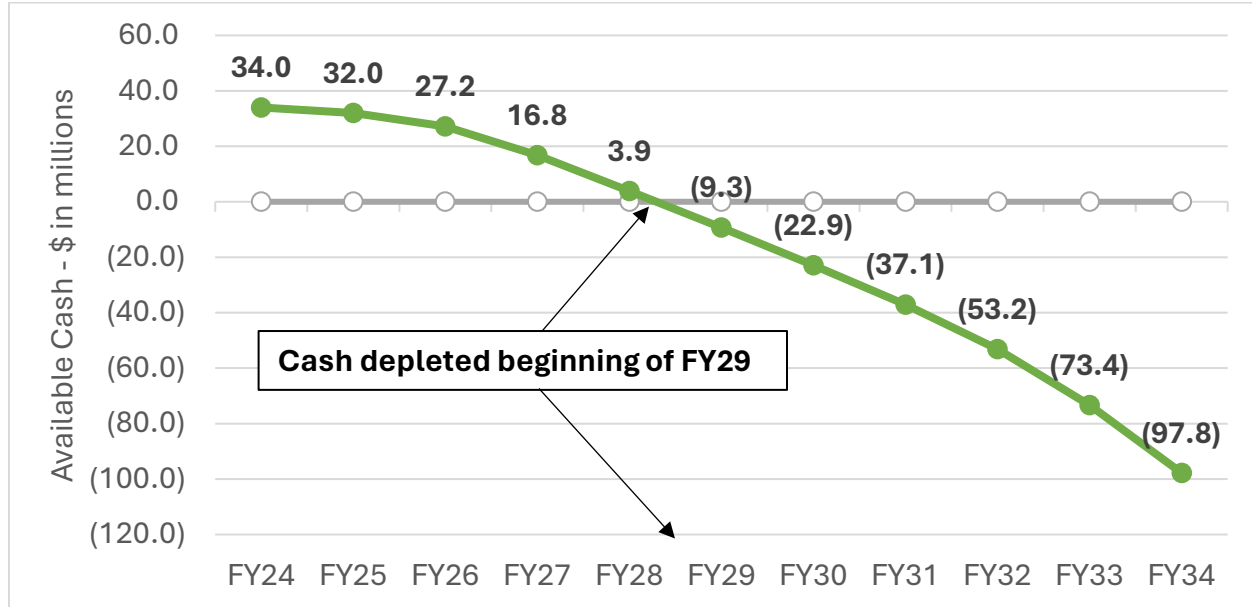


FIGURE 1 SANTA CRUZ METRO BASE BUDGET WITH NO REIMAGINE METRO PHASES OR FREE FARES

Note: Available Cash does not include restricted cash such as the sustainability reserve, cash flow reserve, workers comp, liability insurance, and UAL reserve funds.

Justification for Funding Operating Expenses

Instead of reacting to financial strain, Santa Cruz METRO seeks community support to bring world-class public transit service to Santa Cruz County. To showcase this envisioned future, METRO is leading a 3-year trial implementing major bus service changes and offering free fares throughout the system as part of the Reimagine METRO initiative.² By experiencing these major improvements firsthand, voters can make an informed decision on the proposed ½ cent sales tax measure.

Phase 1, already underway, focuses on providing frequent (every 15 minutes) bus service from UCSC to downtown Santa Cruz ([Phase 1 system map](#)). This requires eight bus drivers and one transit supervisor, with expenses primarily covering their salaries and fuel/consumables.

The vision for Phase 2, planned for March 2024, includes a "Wave" of high-frequency buses running between Watsonville and Santa Cruz ([Phase 2 system map](#)). This expansion requires a significantly larger team – 50 bus operators, five transit supervisors, and two mechanics.

² Funding for this pilot is contingent on SB 125 TIRCP/ ZETCP funds.

Importantly, UCSC is projected to contribute an additional \$2.5 million in FY25, increasing to \$4.5 million in FY26 and beyond.

To further entice riders, METRO is planning a FREE fares trial starting in January 2024. This groundbreaking initiative necessitates more than doubling security expenses across the network, while also eliminating all ticketing and revenue processes within METRO.

Table 2 details the costs of the 3-year pilot, which include implementing Phase 1, Phase 2, and free fares. The total cost is \$29.3 million, with Phase 1 contributing \$3.8 million, Phase 2 adding \$14.8 million (partially offset by UCSC)³, and free fares costing \$10.7 million. While Phase 2 brings additional revenue, annual losses are expected to start at \$10.5 million in FY25 and increase by \$2 million each year. This projected growth in future spending underlines the need for the ½ cent sales tax to ensure financial sustainability.

TABLE 2 IMPACT OF ALL PHASES TO 5-YEAR BUDGET

<i>Figures in \$000's</i>	BUDGET FY24	PLAN FY25	PLAN FY26	PLAN FY27*	TOTAL
Base Budget	7,414	1,005	(1,925)	(2,701)	3,794
<i>Impact of:</i>					
Phase 1 - 8 Bus Drivers, 1 Supervisor	(145)	(1,373)	(1,493)	(812)	(3,823)
Phase 2 - 50 Bus Drivers, 5 Transit Supervisors and 2 Mechanics	(904)	(8,652)	(9,407)	(5,116)	(24,078)
UCSC Contribution	0	2,500	4,500	2,295	9,295
Free Fares	(437)	(4,012)	(4,124)	(2,120)	(10,693)
Total Impact	(1,485)	(11,537)	(10,524)	(5,753)	(29,299)
New All in Budget	5,929	(10,532)	(12,449)	(8,454)	(25,505)

NOTE: FY27 is half year Operating Surplus/(Deficit) ending December 2026

SB125 funding will allow METRO to aggressively pursue transformative changes for Santa Cruz County's public transportation system and fully fund the 3-year Reimagine METRO pilot

³ UCSC is planning to transition select services currently operated by TAPS to METRO and is expected to increase its financial contribution to METRO.

program (Phase 1, 2, and free fares). This translates to a balanced budget for the entire 3-year period, extending net neutrality into FY28.

Table 3 shows METRO's updated 5-year budget projections based on several key assumptions:

- Half-cent sales tax starts collecting in January 2028, securing ongoing funding beyond the 3-year trial for all service enhancements and free fares.
- UCSC's additional contributions to the project begin in FY25, providing sustained financial support.
- The budget excludes the one-time TIRCP funding of \$29.3 million allocated specifically for the initial pilot phase (Phases 1 & 2 and free fares). **When factoring in this funding, the net impact on the baseline budget remains neutral.**

Figure 2 shows the projected lifespan of METRO's finances if the sales tax measure is voted on in November 2026. With revenue collection starting in January 2028, available cash is expected to last until 2034.

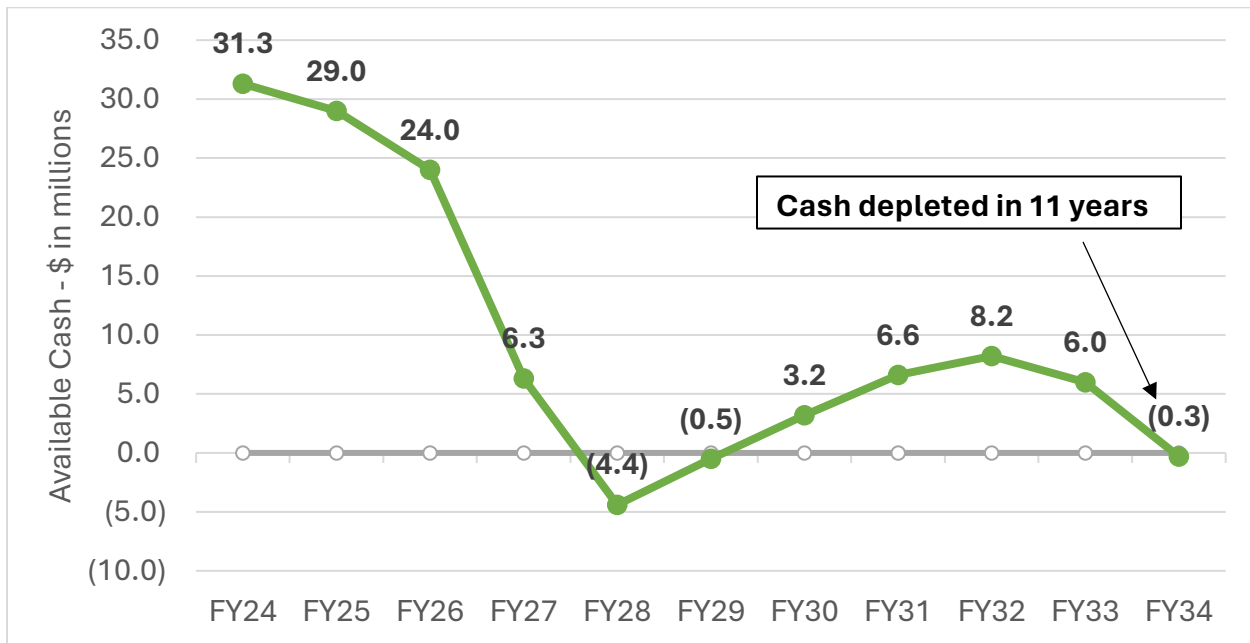


FIGURE 2 SALES TAX MEASURE ON NOVEMBER 2026 BALLOT. CASH COLLECTION STARTS JANUARY 2028.

TABLE 3 SANTA CRUZ METRO 5-YEAR PROJECTION WITH ½ CENT SALES TAX

<i>Figures in \$000's</i>	BUDGET	PLAN	PLAN	PLAN	PLAN
REVENUE:	FY24	FY25	FY26	FY27	FY28
Operating Revenue					
Passenger Fares	1,552	24	24	25	25
Special Transit Fares	6,095	8,721	10,844	11,061	11,281
Total Operating Revenue	7,647	8,745	10,868	11,086	11,306
Operating Expense					
Labor - Regular	22,408	26,437	27,947	29,746	31,378
Labor - OT	1,177	1,196	1,220	1,245	1,269
Fringe	23,606	28,660	31,068	33,817	36,674
Non-Personnel	19,276	19,834	20,087	20,883	21,671
Total Operating Expense	66,467	76,127	80,322	85,691	90,992
Operating Surplus/ (Deficit)	(58,820)	(67,382)	(69,454)	(74,605)	(79,686)
<i>Farebox Recovery</i>	<i>11.5%</i>	<i>11.5%</i>	<i>13.5%</i>	<i>12.9%</i>	<i>12.4%</i>
Non-Operating Revenue/ (Expense)					
Sales Tax/ Measure D	31,808	32,126	32,769	33,424	48,851
Federal/State Grants	25,463	28,468	28,692	29,501	30,335
COVID Relief Grants	10,420	0	0	0	0
COVID Related costs	0	0	0	0	0
Pension UAL/Bond Payment*	(4,173)	(4,927)	(5,623)	(6,380)	(7,199)
All Other Revenue	1,224	1,184	1,167	1,153	1,162
Total Non-Operating Revenue/ (Expense)	64,742	56,851	57,005	57,698	73,149
Operating Surplus/(Deficit) before Transfers	5,922	(10,531)	(12,449)	(16,907)	(6,537)

Assumptions

Collection of Half Cent Sale Tax to start in January 2028.

All Phases and Free Fares will continue beyond the trial period of 36 months.

TIRCP Funding not included above (\$29.3 million expected to be used to cover the trial period of Phase 1, 2 and Free Fares)

UCSC additional help begins in FY25.

SB125 Funding Improves Outcomes in Santa Cruz County

While many transit districts struggle financially, Santa Cruz METRO is daring to dream big. Their "Reimagine Metro" plan boldly proposes both service expansion and free fares, seemingly defying conventional wisdom at a time when other agencies are cutting back.

Other districts depend a lot more on farebox recovery for financial success. METRO, on the other hand, has a 15-20% farebox recovery rate. This means METRO is less vulnerable to fare fluctuations and relies more on creative funding mechanisms like sales tax measures and grants. By strategically expanding service along high-demand corridors, increasing ridership, and leveraging additional funding sources, the plan projects to "pay for itself" without relying solely on passenger fare revenue.

Phase 2 is projecting reaching 10 million annual rides a year in a free fare environment. With ridership soaring, the environmental benefits (reduced car emissions) and social equity gains (free transportation for low-income residents) become undeniable, building public support, and potentially attracting further funding. The plan intertwines transit expansion with affordable housing opportunities. Beyond the financial logic, Reimagine Metro champions a compelling narrative. It envisions a more efficient, equitable, and environmentally friendly city, where transit is a public good accessible to all.

While bold, this vision isn't without its challenges. Gaining voter approval for new funding sources and navigating potential implementation hurdles will require clear communication and community engagement. But if successful, Santa Cruz METRO can become a national model for reimagining public transit, proving that prioritizing accessibility, leveraging smart partnerships, and embracing innovation can lead to a thriving, sustainable transportation system.

Increased Service Frequency

Phase 2 provides 15-minute frequency between buses, adds direct routes, and returns the popular express route between Watsonville and Santa Cruz. Key benefits include:

- **More Service:** Adds 43% more service for residents.
- **More Frequency:** 15-minute all day service
- **Reliability:** Straighter routes with transit signal priority (TSP) at intersections to keep buses moving fast, frequent, and reliable.
- **Access:** In total, more than 100,000 residents will have access to Wave Service within a 5-minute walk.

- **Convenience:** One-seat ride (no need to transfer buses) from Capitola, Live Oak to downtown Santa Cruz, and the UCSC campus. From Watsonville, Wave Service will create a frequent local route extending to Cabrillo College where an easy, free transfer can carry them to destinations along Soquel Avenue, downtown Santa Cruz and on to UCSC.
- **Added Benefits:** Faster service from the San Lorenzo Valley area into Santa Cruz, as well as more frequent service on many of the routes in Watsonville, and the return of METRO's popular all day express service from Watsonville to downtown Santa Cruz.
- **Job Creation:** 64 new positions including 60 bus operators, two mechanics and two supervisors.
- **Reduced traffic congestion** by reducing estimated annual vehicle miles traveled by 9,852,903 miles
- **Reduced greenhouse gas emissions** by cutting an estimated 40,068 metric tons of CO2 annually

The Wave Service name was selected because the service draws inspiration from the reliable and powerful waves that come in from the Monterey Bay. Santa Cruz County residents will be able to rely on frequent Wave Service all day, every day, driving powerful change in how our community utilizes transit.

Increased Ridership

Removing fares attracts new riders, increasing system usage and efficiency. This incentivizes investment in better infrastructure, frequency, and connectivity, creating a self-sustaining cycle of improvement. Removing fares also removes a significant barrier to entry, encouraging people who wouldn't otherwise take public transit to give it a try. This can lead to a dramatic increase in ridership, decongesting roads, reducing emissions, and improving air quality. The increased demand for public transit spurs technological innovation in areas like route optimization, fare-free payment systems, and integrated mobility solutions. This leads to a more efficient and user-friendly system that adapts to changing needs.

Increased Reliability

Santa Cruz METRO has equipped its entire fleet with state-of-the-art technology that enhances its ability to track and optimize bus operations. These advancements include automatic passenger counters installed on every bus, providing real-time data on ridership at each stop. This information allows METRO to analyze passenger distribution and demand, enabling them to optimize routes and allocate resources effectively. METRO also uses

computer-aided dispatch with automatic vehicle location (CAD/AVL) to track the location and performance of each bus in real-time, allowing METRO to monitor key metrics such as vehicle reliability, run time, on-time performance, and travel time. By identifying delays, optimizing schedules, and analyzing travel patterns, this technology significantly improves service efficiency and punctuality, leading to shorter wait times and smoother journeys for passengers.

Justification for Distributing SB125 Funds

As the state-designated regional transportation planning agency (RTPA), as defined in Section 13987(j) of the Government Code, the Santa Cruz County Regional Transportation (RTC) is eligible to receive \$34,686,060 from the formula SB 125 formula-based Transit and Intercity Rail Capital Program (TIRCP) and Zero Emission Transit Capital Program (ZETCP) and set aside up to 1%, or \$346,861, for planning expenses related to preparing and implementing the short- and long-term financial plan.

In August 2023, the RTC issued a consolidated call for projects for \$26.6 million in discretionary funds and \$34.6 in one-time SB125 funds available for transit projects. Applications were evaluated based on how well they advance measures, goals or targets identified in the Santa Cruz County 2045 Regional Transportation Plan. These include metrics related to safety, infrastructure condition, system performance and reliability, sustainability, access for all, health and equity, and climate resilience.

On December 7, 2023, the RTC awarded \$28.339 million of Santa Cruz County's \$34.386 million SB125 funds to Santa Cruz Metropolitan Transit District (METRO) for mitigating operational deficits following a competitive application process and performance-based evaluation with strong community backing⁴. Santa Cruz METRO is the sole State Transit Assistance (STA)-eligible transit operator in Santa Cruz County and is eligible to receive TIRCP and ZETCP funds for transit operating expenses that prevent service cuts and increase ridership, including those related to ensuring safety and state of good repair of the vehicles and infrastructure necessary to operate service, as well as those that pay for free and reduced fare programs.

The awarded funds will allow METRO to implement major bus service improvements as part of [Reimagine METRO](#), a systemwide service restructuring effort whose goals are to increase

⁴ [Resolution 20-24 -Exhibit A](#) includes a list of all 23 projects the RTC selected to receive \$61.3 million collectively in State Transportation Improvement Program (STIP), Regional Surface Transportation Program Exchange (RSTPX), SB1 Local Partnership Program, and SB125 Transit and Intercity Rail Capital Program (TIRCP) and Zero Emission Transit Capital Program (ZETCP) funds.

service, adapt to post-Covid travel patterns, and create a more useful and attractive transit network, for 3 years. METRO's intended use of the SB125 funds is aligned with the legislative intent described in subdivision (d) of Section 75226 of, and subdivision (f) of Section 75260, of the Public Resources Code.

The RTC distributed the remaining \$6 million SB125 funds to two other (2) high-priority, existing TIRCP capital projects: \$4 million to Santa Cruz METRO to support installation of additional transit signal priority (TSP) technology beyond the scope of the existing Santa Cruz Zero Emission Intercity Transit Service Expansion Project (Cycle 6); and \$2 million to the RTC to advance the project development (PA/ED) phase of the existing Zero Emission Passenger Rail and Trail Project (Cycle 6).

The Santa Cruz Zero Emission Intercity Transit Service Expansion Project was awarded \$38.589 million in Cycle 6 to purchases 24 zero-emission buses to expand service frequency on the heavily traversed Highways 1 and Highway 17 corridors while also redeveloping the Watsonville Transit Station and Pacific Station to include more than 180 mixed-use, affordable housing units and implements real time passenger information, bicycle amenities and other multimodal improvements. The existing project includes Line 71 rapid bus enhancements along the Soquel Drive/Main Street corridor which METRO committed to \$2.4 million from its FY23 Operating and Capital Reserve Fund.

The recommended \$4 million in SB 125 TIRCP funds will be used to expand the scope of the existing project to include transit priority improvement at 60 locations along Rapid Route 1 (replaced Lines 69A and 71) and Rapid Route 2 (replaced Line 69W) corridors from the Watsonville Transit Center to Pacific Station in Downtown Santa Cruz. These improvements are 1 of 8 actions⁵ identified in METRO's Rapid Corridors initiative aimed at making transit faster, more reliable, and easier to access between the cities of Watsonville and Santa Cruz.

The Zero Emission Passenger Rail and Trail Project was awarded \$3.45 million in Cycle 6 (Major Projects – Project Development) to fund the project concept report phase of the project. The project concept report refines the locally preferred alternative from earlier planning work and provide a stable project definition that would then be carried through subsequent project phases to and through the draft and final CEQA/NEPA environmental

5 The Rapid Corridors Project proposes eight actions to improve bus reliability, reduce travel time and enhance safety: 1) Bus Stop Consolidation and Relocation, 2) Enhance Bus Stop Amenities, 3) Install Bus Bulbs & Transit Islands, 4) Expand Transit Signal Priority (TSP), 5) Enhance Pedestrian Crossings, 6) Install Queue Jumps, 7) Implement Bus-Only Lanes and Shared Bus/Bike Lanes, and 8) Implement Minor Road & Intersection Reconfiguration. \$24.1 million is needed to implement the full suite of strategies. [[Rapid Corridors Fact Sheet](#)]

documents. Once constructed, the full scope of the project will result in a zero-emission passenger rail service on 22 miles of the RTC-owned Santa Cruz Branch Rail Line, as well as the remaining sections of the Coastal Rail Trail.

The recommended \$2 million in SB 125 TIRCP funds will be used as a local match (along with Measure D funds) to complete preliminary engineering design, initial right-of-way services, and environmental documentation (Tasks 2-4, respectively of PA/ED project phase). The RTC intends to apply for the State Rail Assistance (SRA) Emerging Corridors program competitive funds in 2024 to complete the project's environmental documents. A strong application with a substantial funding match and strong community-wide support will help ensure that the RTC secures the maximum possible amount, with any remaining PA/ED project costs funded with Measure D Rail and Coastal Rail Trail category funds. The RTC has a pre-existing agreement with a qualified consultant team, chosen through a competitive RFP, to produce the project concept report (Task 1). This partnership can be readily scaled up to include Tasks 2-4 if funding permits.

See the **Error! Not a valid bookmark self-reference.** for more information about each project.

Detailed Project Descriptions

After carefully considering project benefits, staff recommendations, advisory committee insights, public comments, and testimony at a December 7th public hearing, the RTC selected three (3) projects to receive the Santa Cruz County share of SB 125 funds (with 1% set aside for RTPA administration):

1. **Reimagine METRO** – Transit Operations Funding – \$28.3 million (83%)
2. **Santa Cruz Zero Emission Intercity Transit Service Expansion (Rapid Corridors)** – Existing TIRCP Project – \$4 million (12%)
3. **Zero Emission Passenger Rail & Trail** – Existing TIRCP Project – \$2 million (6%)

Reimagine METRO - Transit Operations Funding

The RTC recommends \$28.3 million in SB125 TIRCP and ZETCP funds starting in FY23/24 for Transit Operations in Santa Cruz County.

Funding for this project goes toward Santa Cruz METRO's Reimagine METRO service recovery and expansion plans. Project funding responds to community desires for the restoration of transit service in Santa Cruz County and supports the implementation of Reimagine METRO Phase 1 Service Restoration (approved by the METRO Board in September 2023 and launched December 2023) and Phase 2 (Wave) Service Expansion (planned for implementation beginning in March 2024). Funding will support three full years of service recovery and expansion (43% more service compared today) and a total of 252,000 additional revenue hours.

At full implementation, systemwide ridership is anticipated to double to 7 million rides per year. Wave Service is envisioned to transform transit in Santa Cruz County, providing 15-minute frequency between buses, direct routes and returns popular express route between Watsonville and Santa Cruz.

Key goals of the Reimagine METRO effort include 1) Increasing the amount of service provided, 2) Making transit more reliable, and relevant to the community's needs, 3) Adapting to post-COVID travel patterns, and 4) Creating a network that is useful and attractive for many people's trips. The Project encompasses fixed-route service improvements over METRO's entire service area. Map 1 is a Santa Cruz METRO map showing the new service changes launched in Phase 1 and Map 2 shows the planned high frequency service planned for Phase 2 (Wave Service).

Name of Transit Operator: Santa Cruz METRO

2022-23 Santa Cruz METRO Ridership: 3,275,802

Percentage (%) of Region's Total Ridership: 100%

Amount of funding requested, by source (TIRCP or ZETCP) and budget year: Refer to Table 4 below.

TABLE 4 TIRCP/ZETCP FUNDS BY BUDGET YEAR FOR REIMAGINE METRO

Fund Source	FY 23-24	FY 24-25	FY 25-26	FY 26-27	Total
TIRCP	\$13,633,476	\$7,667,149			\$21,300,625
ZETCP (PTA)	\$1,215,715				\$1,215,715
ZETCP (GGRF)	\$1,407,753	\$1,471,702	\$1,471,702	\$1,471,702	\$5,822,859
	\$16,256,945	\$9,138,851	\$1,471,702	\$1,471,702	\$28,339,199

Amount of service being paid for by the additional funding.

Funding will support Reimagine METRO Service Recovery and Expansion Plan in two phases: Phase 1- Service Restoration (Map 1) and Phase 2- Service Expansion (Map 2). Phase 1 will increase service 16% relative to today and add 29,000 annual revenue hours, restoring service to pre-COVID levels. Phase 2 will increase service 43% relative to today to levels last seen in the mid-2000s, funding a completed service expansion plan, and add 66,000 revenue hours over Phase 1. The requested funding will fund three full years of service recovery and expansion and a total of 252,000 additional revenue hours.

Identification of operating expenses invested in increased safety and security measures.

As part of the Reimagine METRO service expansion plan, METRO plans to increase its safety and security budget to staff additional safety ambassadors stationed at METRO's major transit centers and routes. METRO has budgeted an additional \$1.5 million per year in the project to implement a transit ambassador program to have safety ambassadors stationed at major transit centers, riding routes, and responding to disturbances. This program is being implemented for a variety of reasons: anticipated increases in ridership and new customers unfamiliar with the system; new routes and schedules; the planned disruption downtown

due to the closure of the current transit center, relocation to the temporary operations facility, and relocation back to the permanent Pacific Station; and the introductions of free transfers/expanded free fares programs. The level of investment represents a tripling (3x) of safety and security staff.

Identification of operating expenses that are intended to increase ridership, including those that fund actions to improve coordination of routes and schedules.

METRO is not requesting funds for these purposes; however, funding requested will be used to leverage ongoing efforts already in progress and/or funded - including Cycle 6 TIRCP funded activities to increase ridership and improve the passenger experience through schedule coordination, systemwide contactless payment, real time passenger information and Reimagine METRO service planning and outreach.

Identification of benefits to transit dependent riders of funded activities.

The Project would increase the number of County residents with access to service every 30-minutes or better by at least 20 percentage points, compared to existing conditions, with greater increases for low income and minority individuals. The project would also increase access to jobs for over 62% of the population, with greater increases for low income and minority individuals. The Project will help address public health and equity by expanding access to jobs, healthcare, and education, particularly in the historically disadvantaged communities in Watsonville where many of the service improvements are targeted. Phase 1 brings 56% more jobs (+11,500) and 35% (+14,735) more residents within 45 minutes of a trip originating from downtown Watsonville. Phase 2 is projected to double these access numbers.



MAP 1 REIMAGINE METRO PHASE I SYSTEM MAP. EFFECTIVE AS OF DECEMBER 21, 2023. VIA SANTA CRUZ METRO



MAP 2 REIMAGINE METRO PHASE 2 SYSTEM MAP. Wave 15-minute service planned for March 2024. via SCMTD.

Santa Cruz Zero Emission Intercity Transit Service Expansion (Rapid Corridors)

The RTC recommends \$4 million in SB 125 TIRCP funds in FY 24/25 for the Existing TIRCP Santa Cruz Zero Emission Intercity Transit Service Expansion Project.

The project received \$38.5 million in TIRCP Cycle 6 (New Projects) to purchase 24 zero-emission buses to expand service frequency on the heavily traversed Highways 1 and Highway 17 corridors while also redeveloping the Watsonville Transit Station and Pacific Station to include more than 180 mixed-use, affordable housing units and implements real time passenger information, bicycle amenities and other multimodal improvements.

The recommended \$4 million will increase the scope of the existing project to implement additional rapid bus enhancements between the cities of Watsonville and Santa Cruz. The project is located on two Santa Cruz METRO routes (1 and 2)⁶ in the City of Santa Cruz on Water St/Soquel Ave; in unincorporated Santa Cruz County on Soquel Dr and Capitola Rd, and in the City of Watsonville on SR-152 (Main St) between SR-1 and East Lake Ave, Lincoln/Freedom Blvd, and Airport Rd.

These Rapid Corridor improvements will reduce the bus travel time between Watsonville and Santa Cruz by up to 40%, through a combination of transit priority improvements and stop changes (Table 5), while improving access to opportunities for the low-income and minority populations that comprise the majority of METRO's customers.

TABLE 5 RAPID CORRIDORS PROJECT COMPONENTS FUNDED WITH SB124 TIRCP FUNDS

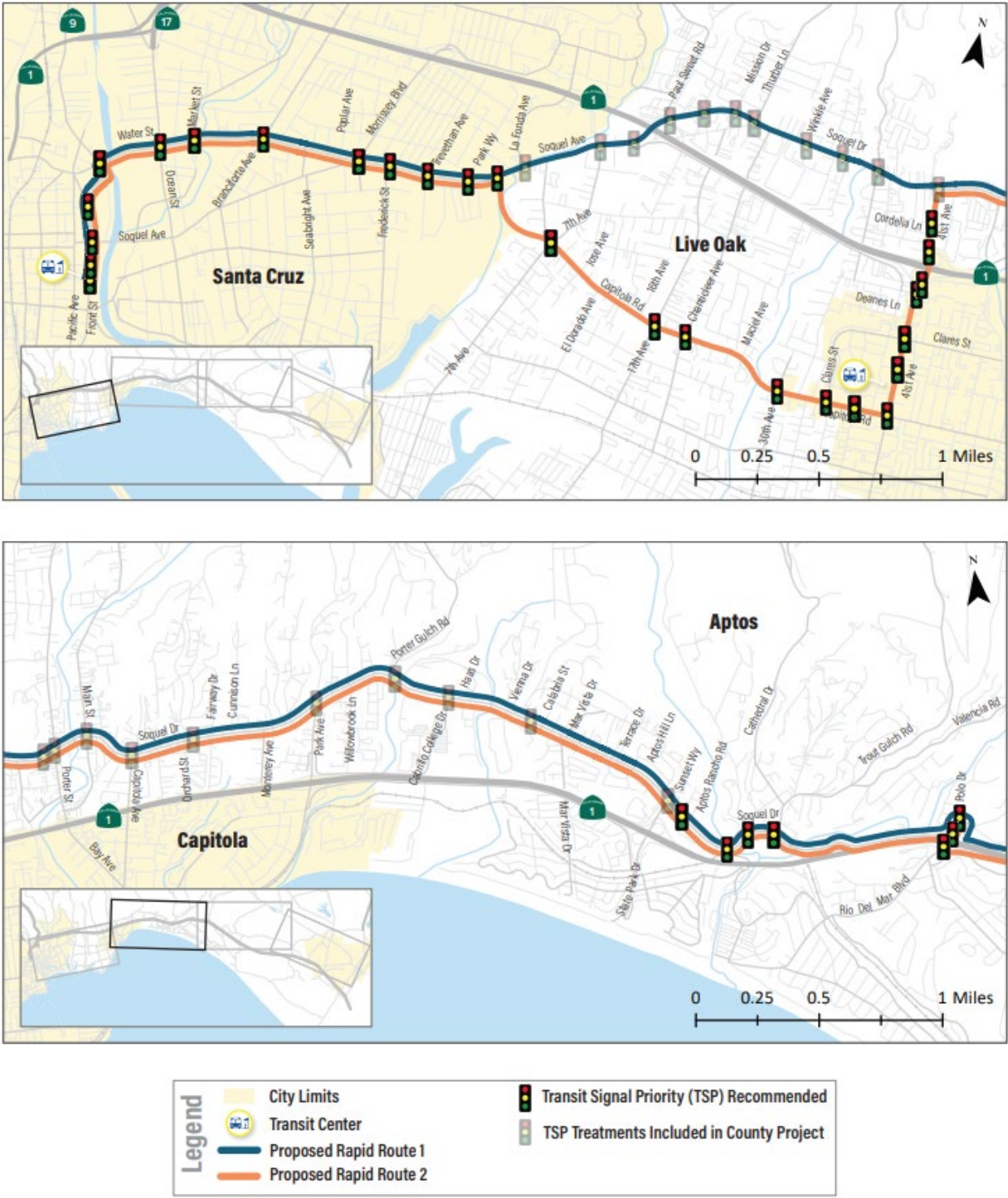
Strategy	Quantity	Travel Time Savings
Transit Signal Priority ⁷	Santa Cruz: 13 Capitola: 9 Watsonville: 27 County: 12	5-9 minutes/trip
Queue Jumps	Watsonville: 2 County: 3	N/A

⁶ Previously routes 69A, 69W, and 71. Rapid routes effective December 21, 2023, with the launch of Reimagine METRO Phase 1.

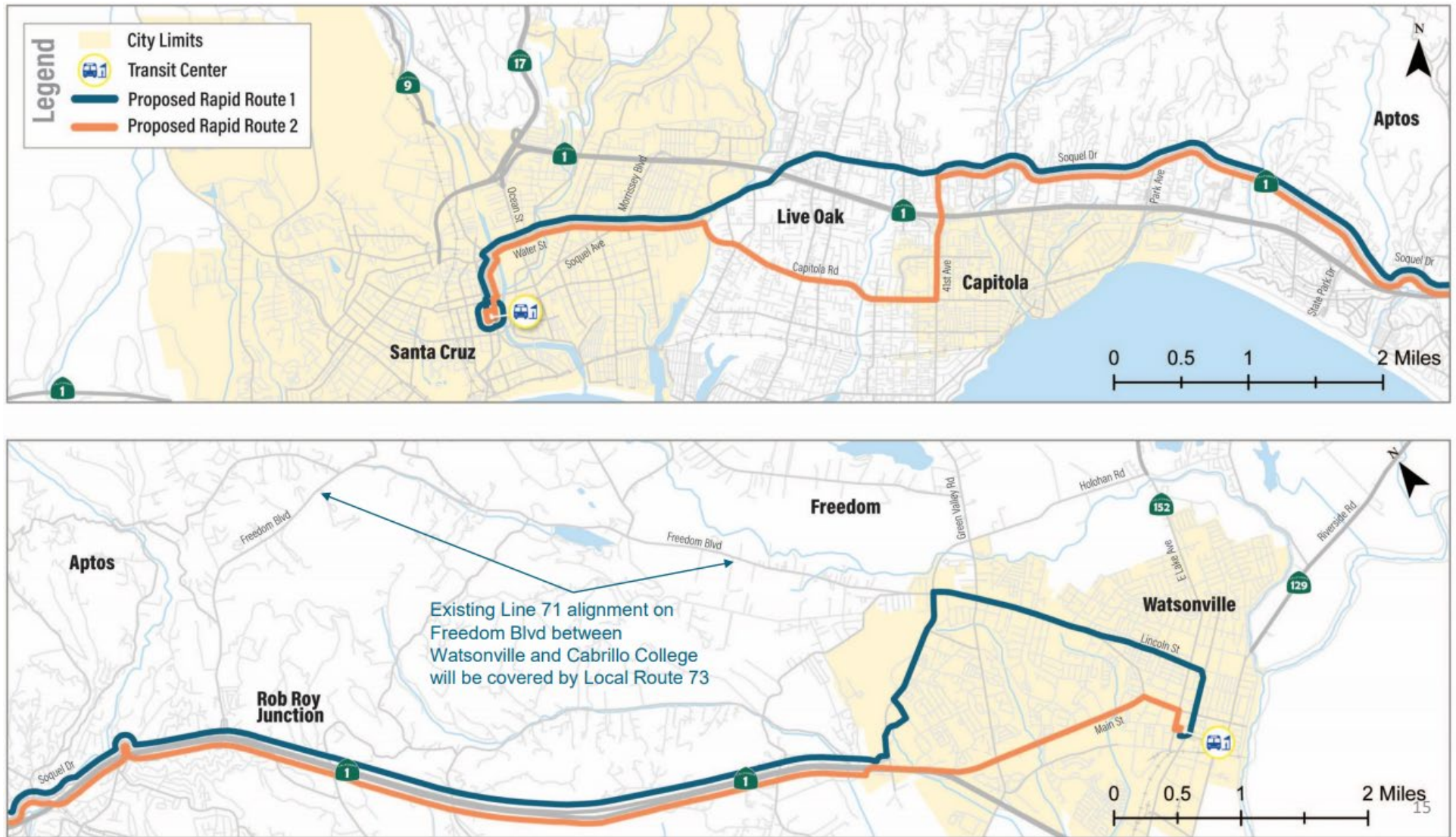
⁷ TSP quantities exclude 21 intersections included in the County Project

Strategy	Quantity	Travel Time Savings
Relocation/ Consolidation of Rapid Bus Stops	Santa Cruz: 11 remain; 5 new/relocated; 8 removed. Capitola: 16 remain; 10 new/relocated; 14 removed. Watsonville: 20 remain; 14 new/relocated; 13 removed. County: 11 remain; 14 new/relocated; 15 removed	7-14 minutes/trip

The project leverages improvements currently under construction as part of the Soquel Ave Buffered Bike Lanes Project and the Highway 1 Bus on Shoulder/ Auxiliary Lanes Project, expanding Transit Signal Priority (TSP) and transit priority treatments on high ridership corridors throughout the County.



MAP 3 RECOMMENDED TRANSIT SIGNAL PRIORITY LOCATIONS



MAP 4 RAPID ROUTES 1 AND 2 BETWEEN WATSONVILLE AND SANTA CRUZ. REPLACED ROUTES 69A, 69W, AND 71.

Zero Emission Passenger Rail & Trail Project

The RTC recommends \$2 million in SB 125 TIRCP funds in FY 24/25 for the Existing TIRCP Cycle 6 Zero Emission Passenger Rail & Trail Project.

The Zero Emission Passenger Rail and Trail Project (the “Project”) is requesting funds for project development of a new high-capacity zero emission passenger rail service and stations on approximately 22 miles of the Santa Cruz Branch Rail Line, from the City of Santa Cruz in the north (MP 22.2) to the Union Pacific Coast Route in the south at Pajaro Junction (MP 0.43). The project also proposes 13 miles of a parallel paved bicycle and pedestrian path, primarily within the rail right-of-way, from Rio Del Mar Boulevard in Aptos to the community of Pajaro in northern Monterey County to complete a continuous multi-use active transportation trail (the Coastal Rail Trail) adjacent to the rail facility. Map 5 shows the proposed rail and trail routes and strategically located stations for passenger access.

The project received \$3.45 million in [TIRCP Cycle 6 \(Major Projects – Project Development\)](#) to partially fund the Project Concept Report (Task 1). The RTC secured additional funds to complete the Project Concept Report, which represents Task 1 of 4 of the Project Approval/ Environmental Documentation (PA/ED) Project Phase.

The \$2 million SB125 TIRCP allocation will fund a subcomponent of PA/ED phase to complete the environmental documents. The RTC intends to apply for State Rail Assistance (SRA) program competitive funds in 2024 to complete the project’s environmental documents, with the \$2 million in SB125 and Measure D funds serving as a match. A strong application with a substantial funding match and strong community wide support will help ensure that the RTC secures the maximum possible amount, with the remainder funded with Measure D Rail and Coastal Rail Trail category funds.



MAP 5 PROPOSED NEW HIGH-CAPACITY ZERO EMISSION PASSENGER RAIL SERVICE AND STATIONS ON THE SANTA CRUZ BRANCH RAIL LINE. VIA SCCRTC

Proposed Uses of SB125 TIRCP and ZETCP funds

				Capital				Operating				
RTPA	Implementing Agency	Project	Fund Source	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 23-24	FY 24-25	FY 25-26	FY 26-27	Total
SCCRTC	SCCRTC	Zero Emission Passenger Rail & Trail	TIRCP	\$2,000,000								\$2,000,000
SCCRTC	SCMTD	Rapid Corridors	TIRCP	\$4,000,000								\$4,000,000
SCCRTC	SCMTD	Reimagine METRO	TIRCP					\$13,633,476	\$7,667,149			\$21,300,625
SCCRTC	SCMTD	Reimagine METRO	ZETCP (PTA)					\$1,215,715				\$1,215,715
SCCRTC	SCMTD	Reimagine METRO	ZETCP (GGRF)					\$1,407,753	\$1,471,702	\$1,471,702	\$1,471,702	\$5,822,859
SCCRTC	SCCRTC	RTPA administration	TIRCP	\$137,712	\$138,052							\$275,764
SCCRTC	SCCRTC	RTPA administration	ZETCP (PTA)	\$14,220								\$14,220
SCCRTC	SCCRTC	RTPA administration	ZETCP (GGRF)	\$12,280	\$14,866	\$14,866	\$14,866					\$56,877
Total				\$164,212	\$6,152,918	\$14,866	\$14,866	\$16,256,945	\$9,138,851	\$1,471,702	\$1,471,702	\$34,686,060

Total RTPA Allocation	\$34,686,060
Less 1% Admin	\$346,861
Available to Program	\$34,339,199

Regionally Representative Transit Operator Data

Existing fleet and asset management plans by transit operator.

The Innovative Clean Transit (ICT) Plan developed for CARB is considered an already-responsive component of this requirement. The Santa Cruz METRO satisfies this requirement with the adopted [Santa Cruz METRO ICT Zero-Emission Bus Rollout Plan](#) (February, 2023)

Methods of revenue collection and annual costs involved in collecting revenue.

Santa Cruz METRO offers a selection of reloadable plastic CRUZ Cards, and disposable paper METRO Passes for purchase on all fixed routes. Additionally, METRO offers ParaCruz Coupons for purchase for all paratransit riders. All passes and coupons are valid for purchase with a VISA or Mastercard.

The METRO Splash Pass, a cash-free and contactless mobile ticketing solution allows Santa Cruz METRO riders to purchase fares and display tickets on their smartphone devices.

Statement of existing service plan and planned service changes.

Santa Cruz METRO is committed to providing accurate and up-to-date transit information. METRO's GTFS feed is regularly updated (permalinks provided below), with the latest update on December 25, 2023.

Existing Service – METRO's Winter Schedule is effective December 21, 2023 – March 13, 2024, and includes changes introduced by Reimagine METRO Phase 1 such as increased transit service, higher frequency service, simpler more direct routes, and better transfers with shorter wait times.

- GTFS Static Feed https://scmtd.com/google_transit/google_transit.zip
- GTFS Real-Time Feeds:
 - Vehicles: <https://rt.scmetro.org/gtfsrt/vehicles>
 - Trip Updates: <https://rt.scmetro.org/gtfsrt/trips>
 - Alerts: <https://rt.scmetro.org/gtfsrt/alerts>

Proposed Service Plan – GTFS data for the Spring Schedule modifications listed below (effective March 14, 2024 – June 5, 2024) are not yet available. However, METRO remains committed to timely updates, and all future service changes, including the anticipated

increased night and weekend service on Routes 1, 2, and 3, and the introduction of Route 90x in Watsonville, will be incorporated into the GTFS format as soon as feasible.

- NEW Routes 1, 2, and 3 would each operate:
 - Every 30 minutes until 9 PM
 - Every 60 minutes until midnight
- A NEW route 90x in Watsonville serving the County's new Health and Human Services facility.

Phasing Plan – METRO's network improvements are planned in three (3) phases:

- Phase 1 – December 2023 and March 2024
- Phase 2 – Over the course of 2024, based on additional funding and operators.
- Phase 3 – Long-range improvements once Phase 2 is complete and further resources become available.

Expenditures on security and safety measures.

As part of the Reimagine METRO service expansion plan, METRO plans to increase its safety and security budget to staff additional safety ambassadors stationed at METRO's major transit centers and routes. METRO has budgeted an additional \$1.5 million per year in the project to implement a transit ambassador program to have safety ambassadors stationed at major transit centers, riding routes, and responding to disturbances. This program is being implemented for a variety of reasons: anticipated increases in ridership and new customers unfamiliar with the system; new routes and schedules; the planned disruption downtown due to the closure of the current transit center, relocation to the temporary operations facility, and relocation back to the permanent Pacific Station; and the introductions of free transfers/expanded free fares programs. The level of investment represents a tripling (3x) of safety and security staff.

Opportunities for service restructuring.

In December 2022, Santa Cruz METRO initiated a 15-month planning and public outreach effort to re-envision where buses go and how often they run. Key goals of the Reimagine METRO effort include:

- Increasing the amount of service provided, assuming a return to pre-COVID bus operator levels by the end of 2023.
- Making transit more reliable, and relevant to the community's needs.
- Adapting to post-COVID travel patterns.

- Creating a network that is useful and attractive for many people's trips.

Based on an initial assessment of METRO's existing fixed-route bus network presented to the Board in March 2023, the project team identified important reasons to redesign parts of METRO's existing fixed-route network. Four issues rose to the forefront:

1. The existing service is infrequent: Most of METRO's bus routes run every 30 to 60 minutes in the daytime. Some buses come just a few times a day, and evening and weekend services are significantly less than in the daytime. As a result, METRO riders experience long waits for the next bus, a service that is difficult to understand and use, and overcrowding in high-demand areas.
2. Service has been reduced several times in recent years: METRO used to provide more service than it does now. By 2015, service had reduced 12% compared to 2002 levels, with an additional 8% service cut in 2016. From 2019 to 2021, service was reduced by 29%, first as a response to COVID-era operating conditions, and later to persistent staffing shortages. Today, METRO operates 13% less than in 2019, and 30% less than it did twenty years ago.
3. Service is often slow and unreliable: A study of METRO's core Watsonville-to Santa Cruz service (Routes 69A, 69W and 71) found that traffic congestion adds up to 20 minutes of delay per trip, while dwell time (i.e., time spent at bus stops) contributes 20 to 45 minutes per trip. Traffic congestion also contributes to high variability of travel times throughout the network.
4. The public and riders are asking for change: In a poll conducted in September and October 2022, Santa Cruz METRO found that county residents think METRO should provide more service, focus on higher frequency in core areas, and prioritize the needs of disadvantaged communities. These priorities were echoed during subsequent rounds of outreach.

As a result, many riders report using METRO less often than they would like, and less often than they have in the past.

Recognizing the urgent problems and challenges laid out by the public, METRO is taking action to improve service quality and make the network more useful to more people as quickly as possible. The [Reimagine METRO – Alternatives Report](#), published in June 2023, analyzed in detail how many people are affected by the changes to coverage and frequency in the alternatives on weekdays in the daytime, weekday evenings, weekend daytimes, and weekend evenings. The analysis considered total population in comparison to low income

and minority individuals, and finally jobs. In general, all alternatives would increase access to service every 30-minutes or better by at least 20 percentage points, compared to existing conditions, with greater increases for low income and minority individuals. All alternatives would also increase access to jobs for over 62% of the population, with greater increases for low income and minority individuals.

In September 2023, the METRO Board of Directors approved the Reimagine METRO service changes. The first wave of Reimagine METRO service changes took effect December 21, 2023. Additional Phase 1 network improvements are planned for March 2024.

Monthly Transit Ridership Data

RTPAs must post monthly ridership data online for all operators, from July 2022 to June 2028. The monthly reports include ridership data for each mode of public transportation service that the agency operates. Screenshots are provided showing compliance with this requirement. Permalink: www.sccrtc.org/data

Monthly Transit Ridership Data

The RTC is required to make publicly available (i.e., posted online) a summary of monthly ridership data, consistent with the data submitted to the Federal Transit Administration (FTA) National Transit Database (NTD), from all transit operators within its jurisdiction and should cover the time period starting on July 1, 2022, through at least June 30, 2028.

Santa Cruz METRO Agency Details

Most Recent Report Year (2022)

Metric	Commuter Bus	Demand Response	Motorbus
Passenger Miles FY	3,528,679	413,360	11,730,286
Unlinked Passenger Trips FY	115,354	62,608	2,659,929
Avg Trip Length FY	31	7	4
Fares FY	\$1,244,850	\$210,547	\$6,792,351
Operating Expenses FY	\$3,503,299	\$5,316,792	\$41,288,210
Avg Cost Per Trip FY	\$30.37	\$84.92	\$15.52
Avg Fares Per Trip FY	\$10.79	\$3.36	\$2.55

Source: [Complete Monthly Ridership \(with adjustments and estimates\) | FTA \(dot.gov\)](https://www.fta.dot.gov/ntd)

Unlinked Passenger Trips (UPT)

Vehicle Revenue Miles (VRM)

Vehicle Revenue Hours (VRH)

Vehicles Operated in Maximum Service (Peak Vehicles)

Monthly Transit Ridership Data

+ Santa Cruz METRO Agency Details

- Unlinked Passenger Trips (UPT)

Year	Month	Commuter Bus	Demand Response	Motorbus
2022	Jul	10,573	5,534	140,733
2022	Aug	10,660	6,099	161,691
2022	Sep	13,344	6,879	294,350
2022	Oct	13,520	6,846	398,031
2022	Nov	12,722	6,304	253,697
2022	Dec	7,709	5,587	137,649
2023	Jan	7,508	5,486	261,520
2023	Feb	8,883	5,723	298,569
2023	Mar	10,428	6,562	274,237
2023	Apr	13,146	6,681	341,578
2023	May	14,069	6,801	345,562
2023	Jun	12,179	6,016	233,444
2023	Jul	11,655	6,018	159,659
2023	Aug	10,813	6,189	183,426
2023	Sep	10,477	5,971	255,854
2023	Oct	13,238	5,608	489,290

Source: [Complete Monthly Ridership \(with adjustments and estimates\) | FTA \(dot.gov\)](#)

+

Santa Cruz METRO Agency Details

+

Unlinked Passenger Trips (UPT)

-

Vehicle Revenue Miles (VRM)

Year	Month	Commuter Bus	Demand Response	Motorbus
2022	Jul	31,366	31,968	171,824
2022	Aug	31,611	35,057	185,633
2022	Sep	30,630	38,339	177,663
2022	Oct	31,597	40,143	187,705
2022	Nov	30,737	37,449	175,568
2022	Dec	32,773	32,857	181,019
2023	Jan	34,120	31,536	177,672
2023	Feb	31,026	33,733	167,837
2023	Mar	35,381	38,253	187,425
2023	Apr	33,944	36,757	176,402
2023	May	35,366	37,341	183,108
2023	Jun	34,234	40,036	177,016
2023	Jul	34,804	34,877	168,809
2023	Aug	35,430	35,269	180,628
2023	Sep	34,467	31,577	171,399
2023	Oct	36,315	34,086	198,966

Source: [Complete Monthly Ridership \(with adjustments and estimates\) | FTA \(dot.gov\)](#)

+ Santa Cruz METRO Agency Details

+ Unlinked Passenger Trips (UPT)

+ Vehicle Revenue Miles (VRM)

- Vehicle Revenue Hours (VRH)

Year	Month	Commuter Bus	Demand Response	Motorbus
2022	Jul	1,194	2,746	12,903
2022	Aug	1,183	3,102	13,876
2022	Sep	1,108	3,133	13,340
2022	Oct	1,104	3,294	14,123
2022	Nov	1,077	3,424	13,186
2022	Dec	1,144	2,681	13,660
2023	Jan	1,209	2,689	13,706
2023	Feb	1,097	2,603	12,994
2023	Mar	1,250	3,243	14,473
2023	Apr	1,212	3,258	13,680
2023	May	1,258	3,110	14,201
2023	Jun	1,246	3,616	13,625
2023	Jul	1,289	2,965	12,826
2023	Aug	1,299	3,056	13,704
2023	Sep	1,238	2,362	13,310
2023	Oct	1,267	2,540	16,180

Source: [Complete Monthly Ridership \(with adjustments and estimates\) | FTA \(dot.gov\)](#)

Monthly Transit Ridership Data

+ Vehicle Revenue Miles (VRM)

+ Vehicle Revenue Hours (VRH)

- Vehicles Operated in Maximum Service (Peak Vehicles)

Year	Month	Commuter Bus	Demand Response	Motorbus
2022	Jul	6	29	41
2022	Aug	6	29	44
2022	Sep	9	29	55
2022	Oct	9	29	55
2022	Nov	9	29	51
2022	Dec	7	29	49
2023	Jan	4	29	47
2023	Feb	5	29	47
2023	Mar	6	29	47
2023	Apr	5	29	46
2023	May	6	29	48
2023	Jun	7	29	47
2023	Jul	5	29	43
2023	Aug	6	29	45
2023	Sep	6	29	49
2023	Oct	10	29	50

Source: [Complete Monthly Ridership \(with adjustments and estimates\)_I_FTA \(.dot.gov\)](#)

Resolution 20-24

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

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

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

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

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

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

California Department of Transportation (Caltrans) District 5;

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

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

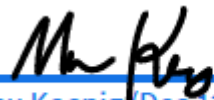
THEREFORE, BE IT RESOLVED BY THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION:

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

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

AYES: COMMISSIONERS **Pedersen, S. Brown, Johnson, Hernandez, Koenig, McPherson, K. Brown, and Commissioner Alternates Schiffrin, Quinn, Pageler, and Kalantari-Johnson**

NOES: COMMISSIONERS


Manu Koenig (Dec 12, 2023 20:36 PST)

Manu Koenig, Chair

ATTEST:



Luis Mendez, Secretary

Exhibit A: Project List

Exhibit B: Amendments to Previously Programmed Projects

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

[Certified Signed Resolution](#)

ID	Agency	Project Name	Project Description	Primary Benefits, Notes & Committee Recommendations	Staff Recommendation	Funds Requested	Total Costs	Anticipated Users
1	Capitola	41st Avenue Pavement Rehabilitation and Multimodal Improvements (41st Ave-Gross Rd)	Pavement rehabilitation, lane selection improvements for the freeway, and upgrades for pedestrian and bicycle facilities along approximately 0.5 miles of 41st Avenue and Gross Road.	System Preservation: Improved traffic flow, enhanced safety, and roadway preservation; 41st is a major arterial.	\$1,000,000	\$2,000,000	\$2,250,000	35,500
2	County of SC	Corralitos Corridor Resurfacing (Amesti Rd & Corralitos Rd)	Pavement maintenance of 4.20 miles of roadway including all of Corralitos Rd and the primarily traveled portion of Amesti Rd. Work shall extend from existing roadway edge to existing roadway edge.	System Preservation: Improved bike/ped connectivity to Green Valley Road; serves Metro Rts 72 & 72W.	\$1,500,000	\$2,125,000	\$2,400,316	6,284
3	County of SC	Emergency Routes Phase 2 Resurfacing	Pavement maintenance of 8.11 miles of roadway including significant portions of Empire Grade and Bear Creek Rd. Work shall extend from existing roadway edge to existing roadway edge.	System Preservation: low ADT but critical routes for emergency access and evacuation during disasters; portion of Empire Grade served by Metro Rt 41	\$3,200,000	\$4,522,000	\$5,107,873	2,724
4	County of SC	Glen Arbor Road Sidewalk	Extend the sidewalk along the northern side of Glen Arbor Rd from Highway 9 to Pine Street. This sidewalk will provide a gap closure connection for residents and children to access destinations in Ben Lomond.	Access for All: Improves pedestrian safety in rural area but low daily use; identified in SR9/SLV plan as need; supported by Ben Lomond Fire Dept., serves Metro Rt 35	\$2,100,000	\$3,632,243	\$4,102,838	40
5	County of SC	Green Valley Road Multi-Use Path	Replace pedestrian trail with a pervious, two-way, multi-use trail to provide a safe, accessible connection between the City of Watsonville and Santa Cruz unincorporated counties to nearby schools, parks, social services, and numerous transit stops. The project will upgrade 5 METRO bus stops with shelters and one more with an accessible landing, all upgrades will include trash receptacles.	Access for All: Leverages Clean California grant award; benefits a disadvantaged community (equity); improves bike/ped access and increases transit access. Metro Rt 75	\$2,000,000	\$3,000,000	\$8,916,097	23,524
6	County of SC	Highway 17 Corridors Resurfacing	Pavement maintenance of 9.65 miles of roadway including all of Branciforte Drive and a significant portion of Soquel San Jose Rd/ Porter St. Work shall extend from existing roadway edge to existing roadway edge. For Soquel San Jose Road/ Porter Street this project will combine with existing STIP funding awarded in the 2021 Grant Cycle under CO-92 to upgrade resurfacing treatment and extend project limits on that road.	System Preservation: 15k users/day; used by bikes but no shoulder widening elements.	\$1,500,000	\$3,724,000	\$5,849,994	15,380

ID	Agency	Project Name	Project Description	Primary Benefits, Notes & Committee Recommendations	Staff Recommendation	Funds Requested	Total Costs	Anticipated Users
7	County of SC	Intercounty Routes Resurfacing	Pavement maintenance of 2.74 miles of roadway including all of Murphy's Crossing and Roggie Ln, and all FAU portions of Lee Rd & West Beach Rd. Base repairs will be followed by resurfacing of the entire roadway surface, then restriping of the work area. Work shall extend from existing roadway edge to existing roadway edge.	System Preservation: Roads heavily used by freight; benefits a disadvantaged community (equity).	\$2,044,000	\$2,044,000	\$2,308,822	6,933
8	County of SC	Rio Del Mar Resurfacing	Pavement maintenance of 1.08 miles of roadway including nearly all of Rio Del Mar Blvd. Work shall extend from existing roadway edge to existing roadway edge.	System preservation: lacks bike/ped improvements considering residential project location.	\$300,000	\$885,000	\$999,661	17,900
9	County of SC	Robertson Street and Soquel Drive Signalization	Convert the existing All-Way stop controlled intersection at Soquel Dr. & Robertson St. to a signalized intersection. Revise existing geometry.	Safety: Enhances the Adaptive Traffic Signal System; Soquel is a major arterial road and transit route; Project located near a school.	\$1,595,536	\$1,595,536	\$1,802,254	21,136
10	Ecology Action	Youth SRTS Bike/Pedestrian Education	School-based bicycle and pedestrian safety education for Santa Cruz County youth through the Walk Safe and Bike Safe programs. These sister programs respectively provide 2nd graders pedestrian safety training and 5th graders bicycling safety training throughout Santa Cruz County.	Public Health/Equity: Continue existing, popular program aimed at reducing crashes and getting more kids biking & walking	\$300,000	\$310,870	\$346,527	1,890
11	Santa Cruz	Bay Corridor Design	Complete streets design for the Bay Corridor between High Street and West Cliff Drive. This design effort will include protected bike lanes on the entire corridor, transit boarding islands, and intersection modifications to improve multimodal roadway safety. Construction funding for this project is secured.	Safety and Access for All: Integrates Complete Streets and innovative elements; leverages AHSC grant; public support for the project.	\$399,000	\$399,000	\$450,000	15,000
12	Santa Cruz	Bay Street Paving	Repave Bay Street between Mission Street (outside Caltrans extents) to 161 feet east of Lennox Street. This would utilize a mill and overlay approach. This segment was last redone in 1988.	System Preservation: Improves road surface for cyclists; enhances connectivity between rail trail and Bayview Elementary.	\$875,000	\$875,000	\$989,000	10,000

ID	Agency	Project Name	Project Description	Primary Benefits, Notes & Committee Recommendations	Staff Recommendation	Funds Requested	Total Costs	Anticipated Users
13	Santa Cruz	Bethany Culvert Replacement*	Reconstruct a 100+ year old culvert that was damaged during the storm events of January 2023. This is a federal aid route currently closed to traffic due to failure. New headwalls will be constructed outboard of the existing walls and new code compliant barrier rails constructed. The roadway grade will be marginally raised to address vulnerability to wave overtopping. The construction results in a larger cross-section of the roadway, allowing for improved multimodal infrastructure.	System Preservation: City's highest priority project; Climate resilience infrastructure; leverages federal funds	\$1,500,000	\$1,500,000	\$11,815,850	10,000
14	Santa Cruz	Escalona Complete Streets	Repave Escalona between Grandview and Bay and between Walnut and Highland using a cold-in-place-recycling (CIR) paving technique. Fifty (50) curb ramps will be upgraded to ADA standards. Sidewalk gaps will be filled on the eastbound side of Escalona, creating a continuous pedestrian facility.	System Preservation: Improved pedestrian access (ADA ramp upgrades, fill gaps in sidewalks); Cold-in-place asphalt recycling.	\$2,941,656	\$3,401,000	\$3,841,000	3,500
15	SCCRTC	Go Santa Cruz County Bicycle Incentives Program	Countywide bicycle incentives program for income qualified individuals, including point-of-sale vouchers for the purchase of an electric or classic bicycle and discounted annual memberships for the regional electric bikeshare service.	Public Health/Equity: Public support of program; promotes mode shift, reduce emissions, benefits disadvantaged communities	\$305,100	\$305,100	\$500,000	850
16	SCCRTC	Felton-SLV Schools Complete Streets Improvements	Improve safety, enhance bicycle and pedestrian access and connectivity, reduce speeding, and address geographic inequities by rectifying underinvestment in rural regions. Improvements include crossing safety enhancements such as curb extensions and refuge islands, transit stop and stop access improvements, and bicycle intersection safety enhancements.	Safety and Public Health/Equity: Public support; enhances safety in rural area, adds bike/ped safety elements, pavement preservation	\$1,800,000	\$2,313,000	\$32,721,746	19,500
17	SCCRTC	Planning, Programming, and Monitoring (PPM)	Per CTC guidelines 5% of STIP funds for regional planning, programming, and monitoring activities (PPM) performed by the RTC to be spread across the years covered by the State Transportation Improvement Program (STIP)	Per CTC guidelines 5% of STIP funds for regional planning, programming, and monitoring activities (PPM) performed by the RTC to be spread across the years covered by the STIP	\$430,000	\$430,000	\$430,000	0

ID	Agency	Project Name	Project Description	Primary Benefits, Notes & Committee Recommendations	Staff Recommendation	Funds Requested	Total Costs	Anticipated Users
18	SCCRTC	Zero Emission Passenger Rail & Trail (SB125 TIRCP)	Project development of a new high-capacity zero emission passenger rail service and stations on approximately 22 miles of the Santa Cruz Branch Rail Line, from the City of Santa Cruz in the north (MP 22.2) to the Union Pacific Coast Route in the south at Pajaro Junction (MP 0.43). Includes 13 miles of a parallel paved bicycle and pedestrian path, primarily within the rail right-of-way, from Rio Del Mar Boulevard in Aptos to the community of Pajaro in northern Monterey County to complete a continuous multi-use active transportation trail (the Coastal Rail Trail) adjacent to the rail facility.	Access for All: Requested funding completes PAED phase of project. RTC staff plans to apply for State Rail Assistance program competitive funds in 2024 to complete the project's environmental document, with Measure D funds serving as a match.	\$2,000,000	\$16,450,000	\$26,237,000	13,169
19	SCMTD	Rapid Corridors Projects (SB125 TIRCP)	Improve bus reliability, reduce travel time and enhance safety: 1) Bus Stop Consolidation and Relocation, 2) Enhance Bus Stop Amenities, 3) Install Bus Bulbs & Transit Islands, 4) Expand Transit Signal Priority (TSP), 5) Enhance Pedestrian Crossings, 6) Install Queue Jumps, 7) Implement Bus-Only Lanes and Shared Bus/Bike Lanes, and 8) Implement Minor Road & Intersection Reconfiguration.	Access for All: Reimagine Metro realignment and enhanced safety; Goal to expand service and reliability; benefits transportation disadvantaged populations. RTC can include remainder of SC METRO's Rapid Corridors Project in the RTC's SB1 Cycle 4 application to the CTC.	\$4,000,000	\$8,179,000	\$25,051,000	4,985
20	SCMTD	Transit Operations (SB125 TIRCP/ZETCP)	Support implementation of Reimagine METRO Service Recovery and Expansion Plan in two phases: 1) Service Restoration and 2) Service Expansion. Phase 1 will increase service 16% relative to today and add 29,000 annual revenue hours, restoring service to pre-COVID levels. Phase 2 will increase service 43% relative to today to levels last seen in the mid-2000s, funding a completed service expansion plan, and add 66,000 revenue hours over Phase 1. The requested funding will fund three full years of service recovery and expansion and a total of 252,000 additional revenue hours.	Access for All: Funds service recovery/expansion; benefits disadvantaged and low-income communities.	\$28,339,199	\$34,339,199	\$34,339,199	20,625
21	Scotts Valley	Mount Hermon Road Improvements	Pavement repairs and pedestrian and bicycle improvements on Mount Hermon Road from La Madrona Dr. to Glen Canyon Rd. The project will evaluate the implementation of ATP projects in this project for inclusion in the scope of work.	System Preservation: Regionally significant road; incorporates multimodal elements.	\$523,000	\$523,000	\$723,000	27,648

ID	Agency	Project Name	Project Description	Primary Benefits, Notes & Committee Recommendations	Staff Recommendation	Funds Requested	Total Costs	Anticipated Users
22	Scotts Valley	Scotts Valley Drive Corridor Improvements*	Pavement improvement project on Scotts Valley Drive. Improvements include studying a lane diet or narrowing lane widths to reduce crossing distances and providing buffered bike lanes. The city is currently spending approximately \$100,000 completing pavement patching and crack seals on the roadway. The City would like to leverage the budgeted funds and expand the scope of work to include the study of the ATP recommendations and implement them as part of the project.	System Preservation: City's highest priority project; regionally significant road; incorporates multimodal elements.	\$500,000	\$500,000	\$1,078,000	16,542
23	Watsonville	Green Valley Road Rehabilitation	Rehabilitate existing roadway, remove and replace existing curb ramps that do not comply with existing accessibility standards, provide Class II bike lane for the length of the project, install high visibility striping, traffic markings and signage	System Preservation: Benefits a disadvantaged community; adds bike/ped improvements; improves accessibility	\$1,833,000	\$1,833,000	\$4,320,000	18,500
Grand Total					\$60,985,491	\$94,885,948	\$176,580,177	291,630