



**Santa Cruz County Regional
Transportation Commission's
BICYCLE ADVISORY COMMITTEE**

MEETING AGENDA

Monday, March 17, 2025

5:30 pm to 8:00 pm

In-Person Meeting

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

Remote Participation

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

<https://us02web.zoom.us/j/88629014842?pwd=Lma9KxdktjxB8ZK74yxNvZvrloLeDS.1>

Online meeting ID: 886 2901 4842

Password: 804639

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

COMMITTEE MEMBERSHIP

<u>Member</u>	<u>Alternate</u>	<u>Representing</u>
Scott Roseman	Corrina McFarlane	District 1
Aaron Robinson	Vacant	District 2
Sally Arnold	Vacant	District 3
Anna Kammer	Steven Jonsson	District 4
Rick Hyman	Theresia Rogerson	District 5
Paula Bradley	Vacant	City of Capitola
Matt Farrell	Jae Riddle	City of Santa Cruz
Vacant	Vacant	City of Scotts Valley
Gina Cole	Drew Rogers	City of Watsonville
Matt Miller	Jennifer Villegas Moreno	Ecology Action/Bike To Work
Leo Jed	Kelly Curlett	Comm. Traffic Safety Coalition

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

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

5. Oral communications – members and public

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

6. Additions or deletions to consent and regular agendas

CONSENT AGENDA

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

7. Approve draft minutes of the February 10, 2025, Bicycle Advisory Committee Meeting

8. Receive Summary of Hazard Reports

REGULAR AGENDA

9. Review and provide input on East Cliff "Parkway" Striping Options - Manu Koenig, First District Supervisor, Board of Supervisors

10. Review and provide input on Scotts Valley Drive Complete Streets Project and Mount Herman Rd Improvement Project – Rodolfo Onchi, City of Scotts Valley

11. Review and recommend approval of FY 25/26 Bike Encouragement and Walk and Roll to School TDA funding request – Piet Canin and Tawn Kennedy, Ecology Action

12. Nondiscrimination Plan and Equity Action Plan Updates – Rachel Moriconi, RTC

13. Presentation on Netherlands Cycling Trip - Matt Miller, Ecology Action

14. Adjourn

NEXT MEETING: The next Bicycle Committee meeting is scheduled for April 14, 2025, from 5:30pm to 8:00pm **at the Aptos Branch** Library. Members of the public and non-voting committee alternates may join remotely.

SERVICIOS DE TRADUCCIÓN/TRANSLATION SERVICES

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

HOW TO REACH US

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

AGENDAS ONLINE

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

REMOTE PARTICIPATION –Committee Members (AB 2449)

This meeting is being held in accordance with the California Ralph M. Brown Act as amended by AB2449 of 2022 and AB2302 of 2024 and as interpreted by Attorney General Opinion 23-1002.

1. Members of the committee may attend by teleconference if the location from which they are attending is open to the public to participate and the remote meeting location is listed on the agenda.
2. Members of the committee may attend via zoom up to two times per year due to an emergency or for cause according to requirements set forth in Government Code Section 54953, as long as a quorum of the committee is present in person at one meeting location within the county. The remote location from which the member is participating does not need to be listed on the agenda and does not need to be available to the public.
 - Government Code Section 54953(j) defines “just cause” as:
 - Care of a child, parent, grandparent, grandchild, sibling, spouse, or domestic partner;
 - a contagious illness that prevents a member from attending in person;
 - a need related to a physical or mental disability as defined by statute; or
 - travel while on official business of the RTC or another state or local agency
 - Government Code Section 54953(j) defines “emergency circumstances” as a physical or family medical emergency that prevents a member from attending in person. The committee member must provide a general description of the circumstances relating to your need to appear remotely at the given meeting (not exceeding 20 words). Medical condition does not need to be disclosed. The ITAC must take action to approve the request to participate due to an emergency circumstance at the start of their regularly scheduled meeting.
3. Per Attorney General Opinion 23-1002, members with an Americans with Disabilities Act (ADA) qualifying disability that precludes their in-person attendance may participate remotely as a reasonable accommodation due to their disability.
4. **Under any circumstance that a member is participating remotely:** The members must be connected in real time through both audio and visual means, and they must disclose the identities of any adults present with them at the remote location.

REMOTE PARTICIPATION - Public

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

PARTICIPACIÓN REMOTA – El público

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

ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES

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

TITLE VI NOTICE

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



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

BICYCLE ADVISORY COMMITTEE

**MEETING
DRAFT MINUTES
Monday, February 10, 2025
5:30 pm to 8:00 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 5:35 pm.

2. Introductions

Members Present, in Person:

Scott Roseman, District 1
Aaron Robinson, District 2
Sally Arnold, District 3
Anna Kammer, District 4 (Chair)
Rick Hyman, District 5
Theresia Rogerson, Dist. 5 (Alt.)
Paula Bradley, City of Capitola
Matt Farrell, City of Santa Cruz
Gina Cole, City of Watsonville (Vice Chair)
Matt Miller, Ecology Action
Kelly Curlett, CTSC (Alt.)

**Members Remote, Voting under Just
Cause or Emergency:** None

Staff:

Tommy Travers, Transportation Planner
Max Friedman, Transportation Planner
Grace Blakeslee, Sr. Transportation Planner

Members Remote, Not Voting:

Steven Jonsson, District 4 (Alt.)
Leo Jed, CTSC

Unexcused Absences: None

Excused Absences:

Corrina McFarlane, District 1 (Alt.)
John Hunt, District 2 (Alt.)
Jae Riddle, City of Santa Cruz (Alt.)
Drew Rogers, City of Watsonville (Alt.)
Jennifer Villegas Moreno, Ecology Action
(Alt.)

Vacancies:

District 3 - Alternate
City Capitola - Alternate
City of Scotts Valley - Primary
City of Scotts Valley - Alternate

Guests:

Rob Tidmore, County of Santa Cruz
Jim Helmer, Member of the public
Steven Leib, Member of the public

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

4. Staff announcements

Staff announced that the RTC approved a \$50 per meeting stipend for volunteers serving on the Bicycle Advisory Committee and other RTC advisory committees.

Staff announced that there will be a general update on the Rail Trail presented at Watsonville City Council on February 11th.

5. Oral communications

Scott Roseman commented about mountain biker safety on Smith Grade.

Jim Helmer commented about bicycling safety on Highway 9. Steven Leib expressed similar concerns around safety and bike lanes on Highway 9.

6. Additions or deletions to consent and regular agendas: Item 13-Presentation on Netherlands Cycling Trip, was tabled to a future meeting.

CONSENT AGENDA

7. Approved draft minutes of the December 9, 2024, Bicycle Advisory Committee Meeting

8. Received Summary of Hazard Reports

9. Recommended to the Regional Transportation Commission (RTC) the nomination of new committee appointment

10. Letter to the County of Santa Cruz from Bicycle Advisory Committee on Bicycle Safety in Construction Zones

A Committee member commented that in the past the Committee helped collaborate on the development of the Community Traffic Safety Coalition’s construction guidelines for bicycle and pedestrian safety.

Gina Cole left after item 10.

A motion was made (Farrell/Roseman) to approve the consent agenda. The motion passed unanimously with Roseman, Robinson, Arnold, Kammer, Hyman, Bradley, Farrell, Cole, Miller, Curlett voting in favor.

REGULAR AGENDA

11. Reviewed and provided input on Coastal Rail Trail Segment 10 Park Avenue Alignment - Grace Blakeslee, RTC and Rob Tidmore, County of Santa Cruz

Rob Tidmore (County of Santa Cruz) and Grace Blakeslee (RTC) presented on the Coastal Rail Trail Segment 10 alignment and sought feedback and approval on two alignment options: A and B. The project team explained that Option B preserves critical windbreak eucalyptus trees, reduces cost, provides better connectivity, is consistent with Capitola traffic calming, preserves the rail corridor and monarch wintering grove, and provides a wider buffer between vehicles and trail users. The Project Team recommends Option B. Committee members inquired about buffer protection and questioned if width variation would cause bottlenecking.

Concerns were raised by Johanna Lighthill of the public about safety and design standards.

Some Committee members suggested halting planning for this portion of trail that is now proposed adjacent to, rather than within the rail corridor right-of-way and prioritizing other areas of the trail.

Matt Farrell made a motion to support option B. Sally Arnold offered an amendment to recommend a fence or vegetation be added to the buffer. This amended motion was seconded by Aaron Robinson. **The motion to support option B and recommend a fence or vegetation be added to the buffer passed (7-2) with Robinson, Arnold, Kammer, Bradley, Farrell, Miller, and Curlett voting in favor and Roseman and Hyman voting in opposition.**

12. Reviewed and provided input on Caltrans bicycle pullouts on Highway 9 – Paul Guirguis, Caltrans District 5

Paul Guirguis (Caltrans District 5) provided an update on Caltrans' consideration of bicycle pullouts and turnouts on Highway 9 north of Boulder Creek, stating that the concept has not yet been accepted, and internal discussions are ongoing at Caltrans. Committee members requested data on the size of cyclist groups using Highway 9 and the potential benefits and burdens of vehicle restrictions at passing locations were discussed. The design and layout of the proposed areas were questioned, and committee members were asked to identify any missed considerations for the project team.

Committee members discussed their familiarity with bicyclist needs in this area, and some suggested that Strava heat maps or Strava Metro could be used to verify usage and get cyclist counts for specific segments. Committee members expressed concern about the wording of signage and the potential for drivers to use the pullouts and asked if Paul Guirguis could amalgamate feedback and present it back to the committee.

13. Presentation on Netherlands Cycling Trip - Matt Miller, Ecology Action
This item was moved to the next meeting in March due to time constraints.

14. Updates related to committee functions – Committee members

Draft ZEPRT alignments subcommittee letter re. ZEPRT Milestone 3: **A vote to submit the letter was moved by Rick Hyman, seconded by Matt Farrell, and passed unanimously with Roseman, Robinson, Arnold, Kammer, Hyman, Bradley, Farrell, Miller, Curlett voting in favor.**

Highway 9 subcommittee:

Discussion covered 4 segments of upcoming Caltrans projects between Santa Cruz and Felton that were presented at a public meeting. A subcommittee was suggested to review plans and recommend alignment with the Hwy 9/SLV Plan and past Committee comments about Highway 9. Matt Miller, Theresia Rogerson, and Rick Hyman were appointed to an ad-hoc subcommittee.

15. Adjourn

The meeting adjourned at 8:15 p.m.

NEXT MEETING: The next Bicycle Committee meeting is a special meeting scheduled for March 17, 2025, from 5:30pm to 8:00pm at the RTC offices. Members of the public and non-voting committee alternates may join remotely.

Minutes respectfully prepared and submitted by:
Max Friedman, Transportation Planner

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Bicycle Hazard Reports

March 13, 2025

Date	First Name	Last Name	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response
02/20/25	John	Brown	Freedom Blvd, about 4 miles down from the Highway going towards Watsonville	N/A	Watsonville	Bike: Plant overgrowth or interference	Tree branch hovering over the bike lane, blends in well with the scenery, could seriously injure a bicyclist.	DPW	03/04/25	3/4/25 Stacey Muller: Hello, Thank you for your email. I am forwarding to our Road Maintenance division for review & response.
02/19/25	Not provided	Not provided	General location across from 419 High Street, Santa Cruz	N/A	Santa Cruz	Bike: Debris on shoulder or bikeway	Recent storms have caused debris to flow into the roadway. Bicyclists are forced into the roadway. Additionally, roadway is very dangerous with cars speeding and not enough room for bicyclists and pedestrians. Speed limit is not monitored and roadway is not sufficient for pedestrians and bicyclists on route way to UCSC and other neighborhoods.	Dan Estranero, Joanna Edmonds	02/20/25	2/20/25 Joanna Edmonds: City of Santa Cruz Streets Maintenance will look at this area.
02/17/25	Alex	Woelkers	Roughly 656 High Street. Roughly 36.97725° N, 122.03978° W	N/A	Santa Cruz	Bike: Debris on shoulder or bikeway	Roughly 656 High Street. Roughly 36.97725° N, 122.03978° W, on the right side of the road traveling up high street towards UC Santa Cruz. The rocks/mud is in the bike lane, forcing cyclists out into the roadway around a corner, which is dangerous for drivers and cyclists alike. Along the curve going up towards campus, some rocks, mud, and plants fell off the cliff during the recent rainstorm into the bike lane, creating a hazard that forces bikers out into the roadway to go around it.	Dan Estranero, Joanna Edmonds	02/20/25	2/20/25 Joanna Edmonds: Hi Alex. Thank you for reaching out with your concerns. City of Santa Cruz Public Works staff will take a look at this area and clear any debris from the bike lane as needed. I also wanted to share that you can report issues within City limits directly to the City of Santa Cruz at https://www.cityofsantacruz.com/how-do-i/report .
01/24/25	Stephanie	Diaz	308 Anthony St	Bay St	Santa Cruz	Bike: Rough pavement or potholes	Large area of the road was cut out and filled in with asphalt but it has sunken in over time and fills with water any time in rains. It is now so deep that the pavement around the sides of the cut out area are chipping away.	Dan Estranero, Joanna Edmonds	01/28/25	1/30/25 Joanna Edmonds: I'm reaching out to our Streets Maintenance crew and will respond accordingly once I hear back. 2/11/25 Joanna Edmonds: The City of Santa Cruz Public Works Streets Maintenance staff will address this issue. 2/20/25 Joanna Edmonds: Hi Stephanie, Thank you for reaching out with your concerns. City of Santa Cruz Public Works staff will reach out to the contractor who did this work to request they repair it. In the meantime we will fill it with more asphalt. I also wanted to share that you can report issues within City limits directly to the City of Santa Cruz at https://www.cityofsantacruz.com/how-do-i/report .

TO: Bicycle Advisory Committee
FROM: Tommy Travers, Transportation Planner
RE: East Cliff "Parkway" Striping Options

RECOMMENDATION

Staff recommends that the Committee provide input on the County of Santa Cruz’s preliminary design options for the segment of East Cliff Drive between 32nd Ave and 41st Ave.

BACKGROUND

Supervisor Koenig’s office frequently hears concerns about the conditions along East Cliff "Parkway" ranging from speeding to bike and pedestrian conflicts. This facility currently consists of a one-way street with one-way bike lane, plus an adjacent two-way pathway for pedestrians and bicyclists with ocean views and coastal access. Funds have been set aside in the County’s 2024-2025 budget to address some of these issues, therefore County staff is seeking public input on how to proceed.

DISCUSSION

County staff have devised options to refresh or reconfigure the bicycle facilities on East Cliff Drive in the Pleasure Point area. Options (Attachment 1) range from simply updating the paint, which formerly indicated "keep right" but has worn off in many places, to reconfiguring bike and pedestrian zones. The set aside funds are not sufficient to pay for the cost of changing the curb-to-curb width of the street, therefore the options consist of changes to markings and signage.

In December and January, Supervisor Koenig surveyed constituents via his newsletter on their preferences. Results of the survey are shown in Table 1 below.

Table 1			
	Description	Responses	
Option E	Fully separated bike and pedestrian areas with "surfcheck" contraflow lane	348	38.6%
Option D	Fully separated bike and pedestrian areas	180	20.0%
Option A	Refresh paint on current layout	162	18.0%
Option B	Add a bike lane on the sidewalk	124	13.9%

Option C	Add a bike lane on the sidewalk that faces pedestrians	87	9.7%
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SUMMARY

The County of Santa Cruz is seeking the input of the Committee on design options to refresh or reconfigure the bicycle facilities on East Cliff Drive.

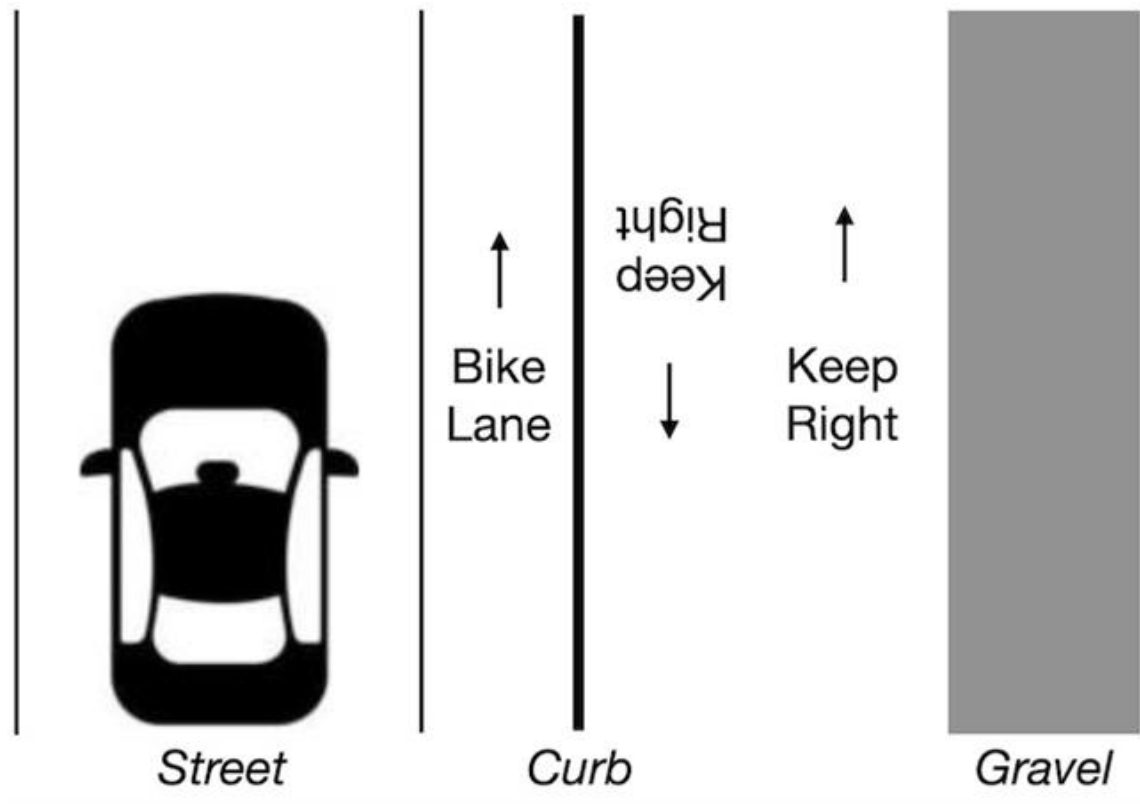
ATTACHMENT

1. Options A-E Exhibit



East Cliff Parkway Improvement Options

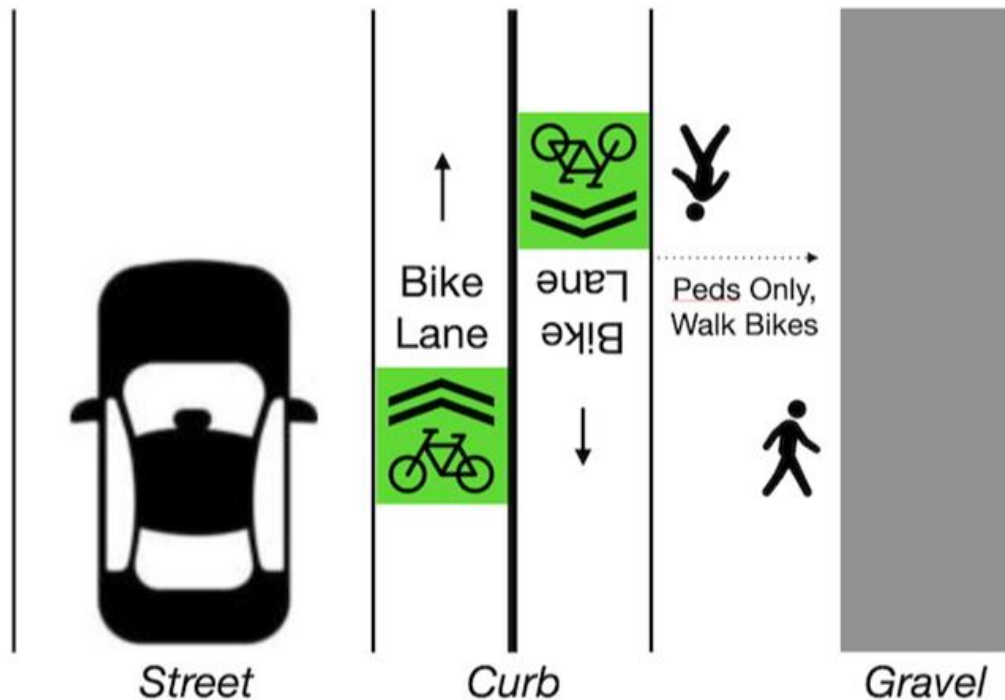
Option A - Refresh Paint on Current Layout



Pros - It's the layout everyone is used to. Allows for maximum flexibility on the sidewalk.

Cons - Notably, the current layout does not separate bikes and pedestrians on the sidewalk. It says, "Keep Right," but this applies the same to everyone. Many people walking west (down in the diagram) walk right next to the curb, as instructed. This forces bikes going west to weave around them and into oncoming pedestrians causing conflicts.

Introducing Option B: To address this, the striping could be updated to create a bike lane on the sidewalk nearest to the curb.

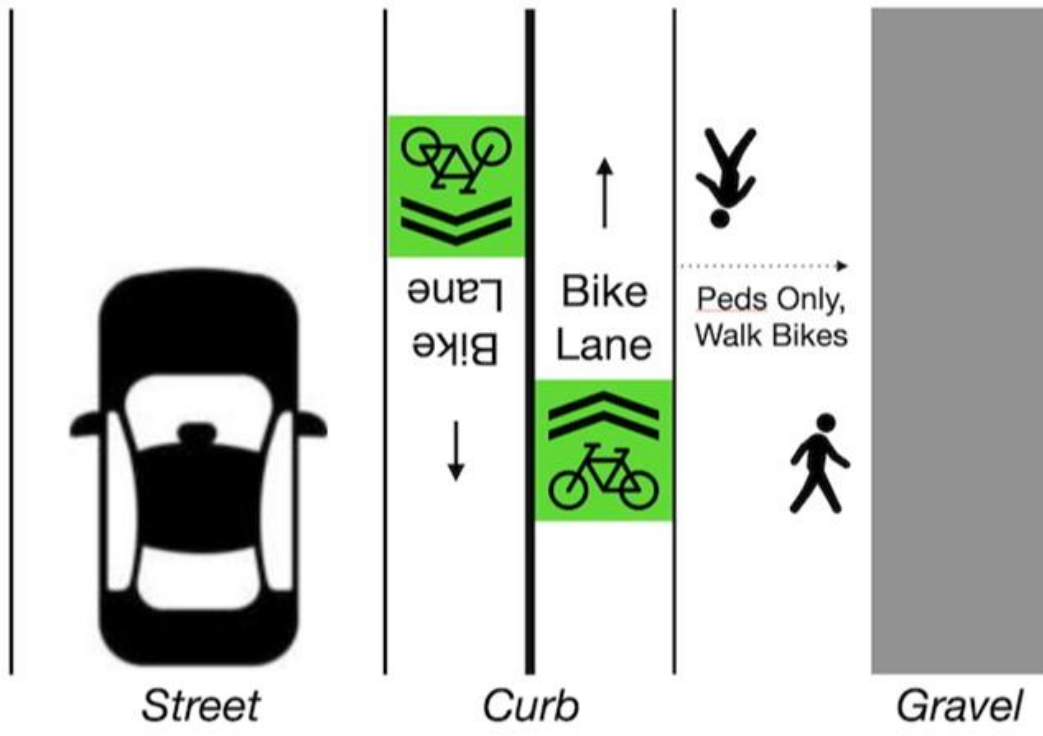
Option B – Add a Bike Lane on the Sidewalk

Pros – Safety improvements from separating bikes and pedestrians on the sidewalk.

Cons – Space constraints to accommodate separate lanes for cyclists and pedestrians. Wheelchairs and strollers will end up competing for space on limited, paved pedestrian area.

Option B could help reduce bike and pedestrian conflicts. However, the bikes on the sidewalk will still be coming up behind pedestrians, who may stray into the bike lane. Furthermore, when considered on their own, the bike lanes in Option B, are actually flipped compared to a normal configuration.

Introducing Option C: To correct this, the direction of the bike lanes could be switched, with westbound bike traffic going into the street and eastbound traffic moving to the sidewalk where it faces oncoming pedestrians.

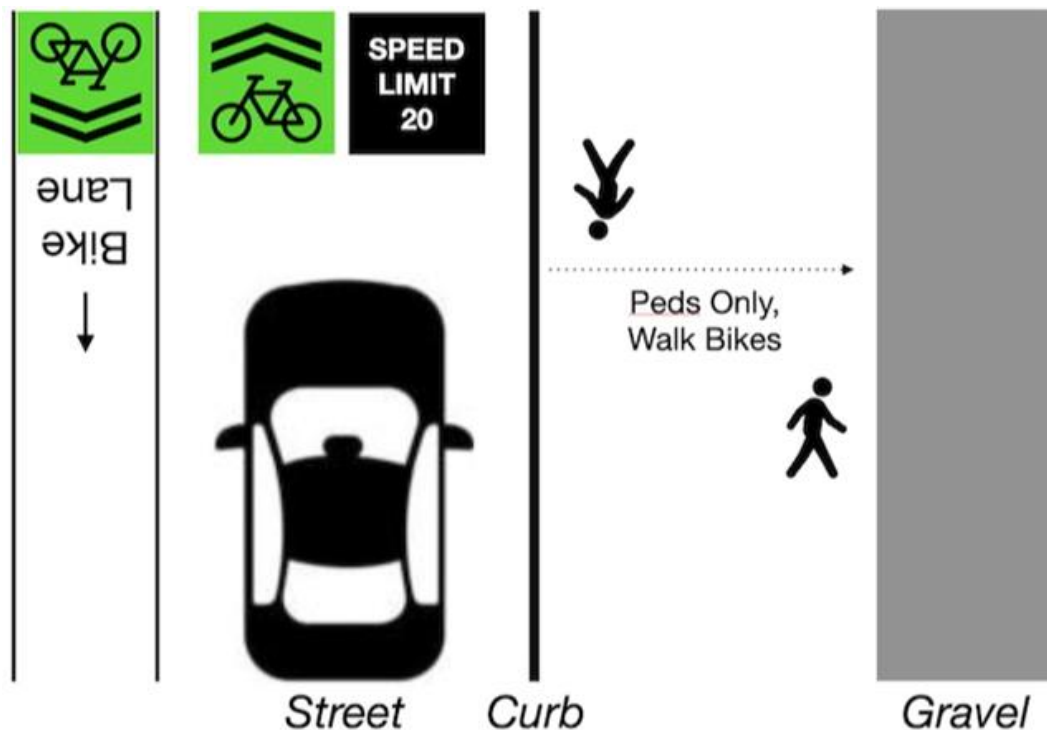
Option C – Add a Bike Lane on the Sidewalk that Faces Pedestrians

Pros – Pedestrians can see oncoming bikes. This design also eliminates a problem in Option B where the bike lanes would have to cross over each other at the Hook and Pleasure Point Park.

Cons – More change could be harder for people to adjust to. Still does not address the width limitations on the sidewalk.

All of the options so far still involve bikes and pedestrians sharing the walkway. There are several areas where the walkway narrows, notably around Jack's house or 36th Ave, meaning that it will be impossible to eliminate conflicts with any of these designs.

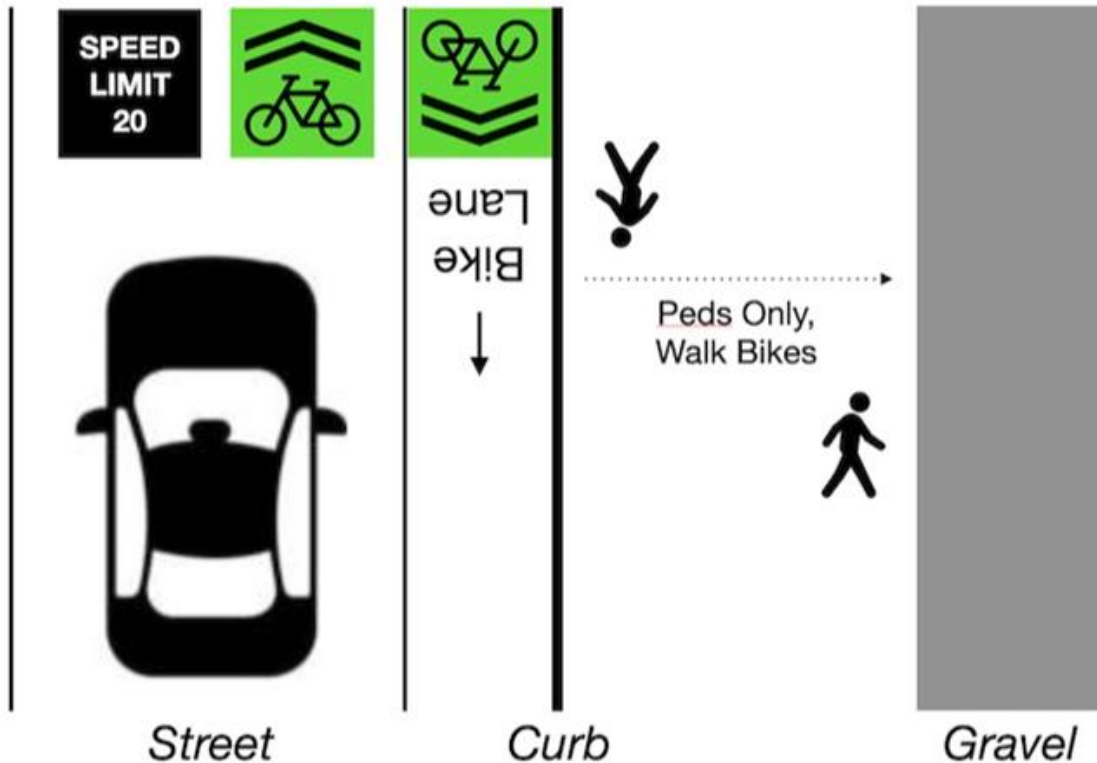
Introducing Option D: All of the bikes could also be moved onto the street. As more and more people ride e-bikes, there's a good argument that they should be treated more like vehicles. A contraflow or westbound bike lane could be added on the inland side of the street and the eastbound car traffic could share the road with bikes. Additionally, the speed limit could be reduced from 25 mph to 20 mph. While this may sound strange at first, it's actually the way that Pacific Avenue works Downtown.

Option D – Fully Separated Bike and Pedestrian Areas

Pros – Reduces bike and pedestrian conflicts. Increases space for wheelchairs and strollers, which don't do well on the gravel. Cars would be forced to slow down because they'd share the road with bikes and be closer to the curb. Easiest transitions at the Hook and Pleasure Point Park.

Cons – Bikes looking at the surf have to cross over the car lane in order to continue riding westbound. It could be difficult for bikes turning onto East Cliff from the avenues to see oncoming bike traffic in the contraflow lane. This level of separation between bikes and pedestrians may feel excessive on days that are not busy.

Introducing Option E: Finally, let's look at an option to keep bikes and pedestrians separated but also keep some of the elements that are working about the existing configuration, like the ability to check the surf while riding your bike west. To do this we could put sharrows in the existing car lane and reverse the existing bike lane, making it a "surfcheck" contraflow lane for westbound bike traffic. This is essentially how bikes ride today on the sidewalk but move into the street.

Option E – Separated Bike & Pedestrian Areas w/ “Surfcheck” Contraflow Lane

Pros – Maintains maximum separation between bikes and pedestrians. Maximizes pedestrian room on the sidewalk. More space for wheelchairs and strollers, which don't do well on the gravel. Similar enough to the existing conditions that people will more easily adjust.

Cons – The directional flow of bikes is non-standard. This requires the bike lanes to cross over each other at the Hook and Pleasure Point Park. This level of separation between bikes and pedestrians may feel excessive on days that are not busy.

Note: All options can be completed in a matter of months. Curb rounding or extending pavement to the coastal fence may be considered in the future but come with higher costs, permitting challenges, and longer construction timelines. That said, ...

Which option does the Bicycle Advisory Committee like best?

TO: Bicycle Advisory Committee

FROM: Max Friedman, Transportation Planner
The information provided was primarily prepared by Rodolfo Onchi for your review

RE: Scotts Valley Drive Complete Streets Project and Mount Herman Rd Improvement Project

RECOMMENDATION

Staff recommends that the Bicycle Advisory Committee review and provide input on the Scotts Valley Drive Complete Streets Project and Mount Herman Rd Improvement Project.

BACKGROUND

Scotts Valley Drive Complete Streets

Scotts Valley Drive has been identified as a priority corridor for multimodal improvements in the City's Active Transportation Plan (ATP). To support this effort, a traffic analysis was conducted, which included:

- Traffic counts (May 2024) for vehicles, bicycles, and pedestrians during peak periods.
- Bike and pedestrian collision data (2013–2023) from the Transportation Injury Mapping System (TIMS).
- Speed and volume analysis:
 - Average speeds: 34–39 mph
 - Daily traffic: 7,905–8,732 vehicles
 - Bicycle mode share: 1.0% (up from 0.8% in 2019)

The project will implement buffered bike lanes along approximately one mile of Scotts Valley Drive, from Civic Center Drive to Victor Square, improving safety and accessibility for cyclists. At its September 2024 meeting, the Scotts Valley City Council selected buffered bike lanes as the preferred design alternative for Scotts Valley Drive. The Council directed staff to proceed with additional design refinement and public outreach to finalize the improvements. The buffered bike lane design will narrow existing vehicle lanes to accommodate striped or landscaped buffers, enhancing safety and comfort for cyclists while maintaining efficient traffic operations.

Mount Herman Rd Improvements Project

The Mount Hermon Road Project includes pavement repairs and improvements to pedestrian and bicycle infrastructure along Mount Hermon Road, from La Madrona Drive to Glen Canyon Road. The project aims to enhance the safety and mobility of all road users, particularly cyclists and pedestrians, by adding buffered bike lanes and making necessary pedestrian sidewalk improvements.

This project supports the region's goals of improving infrastructure for cyclists and pedestrians. The addition of buffered bike lanes will enhance cyclist safety, while the pedestrian sidewalk improvements will make the corridor more accessible. The evaluation of ATP projects for inclusion will ensure that the latest safety standards and best practices are implemented. Furthermore, the pavement repairs will provide a smoother and safer surface for all users.

DISCUSSION

The City of Scotts Valley seeks feedback from the RTC Bicycle Advisory Committee on:

- Design considerations for the buffered bike lanes along Scotts Valley Drive.
- Opportunities to improve multimodal connectivity along the Scotts Valley Drive corridor.
- Design considerations for the buffered bike lanes along Mount Hermon Road.

Both projects include significant funding from the Regional Surface Transportation Program Exchange (RTC discretionary grant funds).

SUMMARY

The City of Scotts Valley is providing information on the Scotts Valley Drive Complete Streets Project and Mount Herman Rd Improvement Project and seeking feedback regarding design considerations for buffered bike lanes on both corridors and opportunities to improve multimodal connectivity.

TO: Bicycle Advisory Committee
FROM: Max Friedman, Transportation Planner
RE: FY 25/26 Bike Encouragement and Walk and Roll to School
TDA funding request

RECOMMENDATION

Staff recommends that the Committee:

1. Review the attached FY 25/26 Bike Encouragement and Walk and Roll to School funding request, work plan and budget from Ecology Action (Attachment 1) and provide input; and
 2. Recommend that the Regional Transportation Commission approve \$72,000 in FY 25/26 Transportation Development Act (TDA) funds.
-

BACKGROUND

The RTC has supported the Bike Encouragement and Walk and Roll to School (WRTS) (previously Bike to Work/School) program for the more than 35 years that the program has been in existence, either through RTC staff support, sponsorship, or as the program’s major funder. Bike to Work is a project of Ecology Action, a non-profit environmental organization, which houses a number of other transportation programs, including MODO which focuses on active transportation. In February 2003, the Commission approved \$40,000 in FY 03/04 TDA funds for the Bike to Work program and committed to providing on-going funding at a level of \$40,000 per year as approved each year in its annual budget. The most recent budget increase was approved by RTC in 2022 to fund the program with \$72,000.

WRTS’s goals of increasing levels of bicycling in Santa Cruz County are consistent with goals in the RTC’s Regional Transportation Plan, and the project provides an unparalleled level of bicycle promotion throughout the county on an ongoing basis.

Per the agreement with the RTC for receipt of TDA funds, the RTC has the opportunity to provide input or contingencies on funding or the work plan as part of any funding approval; therefore, the Committee should advise the RTC as to what changes or contingencies are recommended.

DISCUSSION

Ecology Action submitted a FY 25/26 Bike to Work TDA request letter and other required materials ([Attachment 1](#)) for Bicycle Committee and RTC review and approval. They anticipate holding in-person Walk and Roll to School Day (formerly Bike/Walk to School) events this fall and next spring, the return of an in-person Bike To Work Day event in Spring, and continuing general-public online encouragement and education campaigns, including Bike Challenge months where community members are motivated to increase bicycle use for all trips in a friendly competition. Events including group rides, workshops, and e-bike demos will also be held, similar to the previous fiscal year. The amount of \$72,000 has been budgeted in the RTC's FY 25/26 budget for the Bike to Work program.

The Transportation Development Act Claim form and the FY 25/26 scope of work provide a detailed description of services Ecology Action proposes to provide during the coming fiscal year. A summary of services provided by Ecology Action during the 2024 calendar year is also attached, as is the FY 25/26 budget. The requested amount represents less than half of BTW's annual budget which is \$155,000.

Funding the programs will be accomplished in three steps: 1) Inclusion in RTC budget for next fiscal year, 2) Bicycle Committee review and recommendation, and 3) RTC review and approval which is scheduled for the June RTC meeting.

SUMMARY

Attached is a request from Ecology Action for TDA funding for the Bike Encouragement and Walk and Roll to School Program for \$72,000 in FY 25/26. Staff recommends that the Bicycle Advisory Committee provide input, including possible changes and contingencies, and recommend approval of the requested amount to the Regional Transportation Commission.

Attachments:

1. Letter and supplemental materials from Piet Canin, Ecology Action's Strategic Development Director
 - a. Letter
 - b. Previous year summary
 - c. Proposed scope of work
 - d. Proposed budget
 - e. Claim form



February 23, 2025

Sarah Christensen
Executive Director
SCCRTC
1101 Pacific Avenue, Suite 250
Santa Cruz, CA 95060

Dear Director Christensen,

Ecology Action (EA) is requesting \$72,000 in Transportation Development Act (TDA) funds for FY 2025-2026 to support the Santa Cruz County Bike Encouragement and Walk and Roll to School (WRTS) program which includes Fall/Spring campaigns Bike Month and Biketober. The BTW program is one of the largest sustainable transportation campaigns in Santa Cruz County, providing critical opportunities to increase bike transportation, catalyze community scale behavior change, and provide bike encouragement to K-12 students and adults.

This foundational work allows Ecology Action to support the many current and soon-to-be bike improvements throughout the county including current sections of the Rail Trail in Santa Cruz and Watsonville, the expansion of a county wide ebike share service, local and state ebike rebate programs, and various local jurisdictions' bike infrastructure projects. Plus, future improvements such as two bike and pedestrian bridges over highway one, Soquel Corridor bike improvements, and completion of sections of the Rail Trail.

Ecology Action has been delivering popular, inclusive encouragement bike programs for 38 years helping to foster the evolution of bike transportation in our coastal and mountain communities. We are well positioned to cultivate the accelerated adoption of bike transportation with improved access to e-bikes and e-bike sharing programs that equitably support underserved members of the county.

The Spring 2025 Bike to Work Day will be our first since fall 2019, and we are eager to collect data and feedback on the impact of this event in advancing bike transportation. Given that we don't have this information and analysis yet, we'd are proposing an in-person community bike event that creates the connection and encouragement that Bike to Work Day has sparked. We will work with local stakeholders and RTC staff to determine the specific nature of this in-person event for the spring of 2026. With ongoing Bike Challenges and Love to Ride initiatives encouraging year-round ridership, we hope re-imagined in-person event will catalyze new ridership. We anticipate varied responses due to hybrid work patterns and are excited to see how this event interacts with our year-round programs to increase bicycling for transportation.



We have transitioned the long running, Bike to School Day to Walk and Roll to School Day (WRTS) to be more inclusive of all physical abilities and more modes of transportation. WRTS supports schools in the Pajaro Valley School district that have the highest turnout each season. The PVUSD is comprised of a 95.5% Hispanic student population and 80.7% of students are economically disadvantaged, which includes students eligible for Free and Reduced-Price Meals. WRTS also supports schools in unincorporated areas Freedom Elementary, Soquel Elementary School, Santa Cruz Gardens, New Brighton Middle, Main Street Elementary, Aptos Junior High School.

Our active transportation brand, Modo, enhances our mission of equitably providing community climate solutions in high GHG emitting sectors like transportation. Modo was launched in 2023 to create a more inclusive, multi culturally resonant brand as we expand and deepen our work of bringing active transportation to all Santa Cruz County residents.

We will continue to leverage online platforms to strengthen our behavior change message, provide the social infrastructure for individuals and large employers alike to participate in a common challenge, and continue to track and try to respond to the barriers community members face in riding more often. We will also leverage other grant funding to build on the foundational funding we receive from TDA, and be able to target equity priority communities with focused bike education and encouragement events throughout the year in areas like the Beach Flats, Live Oak, and Watsonville.

Ecology Action's Bike Encouragement program continues to leverage RTC funding with approximately \$60,000 in cash and in-kind product support. We also partner with local businesses, public agencies, and community organizations and groups to support and amplify our work.

Ecology Action is sincerely grateful to the RTC for your continued support and consideration of this \$72,000 allocation request for FY 25/26 to support our community bike programs.

Sincerely,

A handwritten signature in black ink that reads "Piet Canin".

Piet Canin
Strategic Development Director
Ecology Action



Bike To Work Program Scope of Work FY 25-26

Ecology Action's (EA) Bike Encouragement Programs turns 39 in the Spring of 2026! A testament to the incredible growth from a small affair to a large-scale community tradition that continues to evolve and meet the moment. Our Bike Encouragement program is one of the largest public sustainable transportation campaigns in Santa Cruz County, providing critical opportunities to increase bike transportation, catalyze community scale behavior change, and provide bike encouragement from K-12 students to adults.

As we move back to an in-person first approach to activities, we'll continue to bring back a reimagined in-person Bike Encouragement event. The specific name and nature of the event will be researched and tested in the spring of 2025.

In addition to inspiring the behavior of biking for transportation, the return of in person Bike program events will offer a host of other benefits. Local agencies will have opportunities to reach community members and share about transportation projects and plans. Community based organizations will be able to share about their programs and services. Go Santa Cruz County can reach commuters. Local police departments and County Health can offer supportive education on e-bike safety and rules of the road. Ecology Action staff can help outreach about programs like local and statewide e-bike incentives. In addition to these specific benefits, the magic and spark that this event has created for decades can help reignite the curiosity and positive disruption these large in person gatherings can generate to change transportation behavior.

Our FY 25-26 programs will continue advancing active transportation across Santa Cruz County with a range of encouragement, education, and support activities with both online and in-person components.

We use a mix of online platforms and in person activities to enhance our behavior change message and resources to meet the ever-changing needs of our community. We'll leverage this funding with ATP grants to provide a robust suite of offerings to Santa Cruz County residents and workers.



Ecology Action's main Bike Encouragement program components are:

- 1) Fall Walk/Roll to School Day (in person).
- 2) Spring Walk/Roll to School Day (in person).
- 3) Fall Biketober, which features fun, inclusive, positive, and educational bicycle activities ranging from rides to workshops, ebike demo events, and collaborations with local organizations. (October)
- 4) Spring Bike Month, which features fun, inclusive, positive, and educational bicycle activities ranging from rides to workshops, ebike demo events, and collaborations with local organizations. (May)
- 5) Spring Bike Encouragement in person event. (May)
- 6) Ongoing support targeting new and regular bike commuters via digital communications including electronic newsletters and social media
- 7) In addition to tips and content to support new and intermediate riders, we'll also include regular updates and highlight new bike infrastructure projects that will have a positive impact on local commuters (i.e. Rail Trail, Chanticleer Bike/Ped bridge, new striping/bike lane additions etc.)

Fall Biketober October 2025

Work Schedule/Tasks:

EA will coordinate the Fall Bike Transportation Campaign for work, school and health activity which features incentives, resources, encouragement, peer and EA support and engagement to bike to work, school, errands, health, and wellness.

The following are tasks to be completed:

- Implement a Fall Biketober featuring a variety of in person and on the bike activities
- Implement Fall Walk & Roll to School Day at K-12th grade schools throughout the County.
- Conduct comprehensive promotional campaign including print ads, online ads, electronic newsletters, website, social media, and hardcopy flyer distribution.
- Create original artwork and campaign visuals
- Coordinate Walk & Roll to School efforts with bike safety presentations conducted by EA's Bike Safe Youth Bike Safety program
- Conduct outreach to school teachers, administrators and parents to continue to expand student participation.
- Recruit, train, and coordinate volunteers for 35-40 school sites across the county for Walk & Roll to School.
- Continue to innovate programming to engage new audiences and test new programs and initiatives to inspire bike ridership.



Performance Goals for Fall Biketober, 2025

- Increase participation levels by 5% for fall activities, Walk and Roll to School.
- Place hundreds of campaign posters at local businesses and locations around the community
- Develop and send targeted emails to over 6,000 participants with campaign information
- Create bilingual Walk and Roll to School and Biketober assets.

Spring Bike Month May 2026

Work Schedule/Tasks:

EA staff will coordinate the 39th annual Santa Cruz County Spring Bike Month, which will include Bike to Wherever Day, Bike Month, Bike Month Challenge and Spring Bike Transportation Campaign for work, school and health activities that includes that includes Walk and Roll to School. The main objective will be to continue to promote bicycling for transportation for trips that replace single occupancy vehicle trips.

The following are tasks to be completed:

- Conduct in person, Bike Encouragement.
- Implement a Spring Bike Month featuring a variety of in person and on the bike activities
- Implement Spring Walk & Roll to School Day at K-12th grade schools throughout the County.
- Work with large employers to offer incentives and encourage participation in Bike to Wherever Day.
- Promote bike commuting resources and safety tips through social and web platforms
- Maintain regular online presence via Ecology Action's social media channels including Facebook, Instagram, and LinkedIn and our campaign landing pages.
- Conduct comprehensive promotional campaign including print ads, online ads, digital newsletters, website, social media and hardcopy flyer distribution. Campaign will focus on storytelling, relevant and timely content, social diffusion and positive peer pressure, incentives, and fun – all designed to invite and sustain more participation, ridership, and a local bike culture.
- Create original artwork and other campaign assets
- Coordinate with bike safety presentations conducted by EA's Bike Safe Youth Bike & Walk Safety Education Team
- Promote Bike Month, bringing in partnerships with additional agencies and businesses to promote Bike Month activities and bike resources throughout the year.
- Recruit, train, and coordinate volunteers for 35-40 school sites across the county
- Continue efforts in South County to improve outreach to underrepresented populations.



Performance Goals for the Spring Bike Month, 2026

- Increase participation by 5% from the previous spring Walk and Roll to School Day and Bike Month activities/events.
- See an in-person participation of 600 community members on Spring Bike Encouragement event
- Place hundreds of campaign posters at local businesses and locations around the community.
- Develop and send targeted emails to over 6,000 participants with campaign information
- Create bilingual Walk and Roll to School and Bike Month campaign assets



Ecology Action’s Bike to Work/Bike Campaign Program 2024 Results

Program Summary

Ecology Action has continued to provide both digital and in person activities to provide flexible programming options for participation. Our community bike programs continue to recruit new commuters, encourage students to choose active forms of transportation, and engage more businesses every year.

Alongside physical infrastructure improvements like the rail trail and enhanced on street bike facilities that local jurisdictions are putting in place, Ecology Action’s programming actively provides the social infrastructure to get more locals biking and biking more often for transportation. Our Bike Month events, bike challenge, group rides, and Walk and Roll to School Day help provide active transportation resources and opportunities to build habits and become regular bike riders.

2024 accomplishments:

Bike Challenge (May Bike Month & Biketober)

1,818 riders - those who logged one ride or more (6% decrease from 2023)

- 178 active workplaces (.6% decrease from 2023)
- 119 new to biking sign ups (11% increase from 2023)
- 116,255 total bike trips (9% increase from 2023)
- 51,114 transport trips (31% increase from 2023)
- 1,346,954 miles biked overall (1% increase from 2023)
- 44% transportation trips (22% increase from 2023)
- 184,863 lbs CO2 saved (13% increase from 2023)

Bike Month and Biketober Activities

- 17 activities
- 2,953 Spring Bike and Walk to School participants
- 3,364 Fall Walk and Roll to School participants

Ecology Action worked with partner public agencies, local community-based organizations, and businesses/employers to host in person events like Walk & Roll to School Days for grade schools throughout the county and created and increased in-person community bike rides and workshops. We now have low stress bike routes for our community rides established in the City of Watsonville, City of Scotts Valley, and three routes between Aptos Village and the westside of Santa Cruz, with routes that go through the City of Capitola.

**EA's Bike to Work/School 25/26 Budget -
\$72,000 TDA Funds**

	SCCRTC	Match*
Personnel		
Program Management/Delivery/Marketing	\$ 72,000.00	\$ 10,000.00
Material*		
Other Direct Costs:		
Incentives		\$ 15,000.00
Advertising + Promotion		\$ 13,000.00
Food + Beverage		\$ 16,000.00
Misc material/supplies/mileage		\$ 6,000.00
Total	\$ 72,000.00	\$ 60,000.00
TOTAL PROJECT BUDGET		\$ 132,000.00
<p><i>* Local business and public agencies donations annually contribute approximately \$60,000 in cash and in kind products.</i></p>		

Transportation Development Act (TDA) CLAIM FORM

Submit a separate form for each project.

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

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

Project Information

1. Project Title: Bike Encourage/Bike to School Program
2. Implementing Agency: Ecology Action
3. Sponsoring Agency (if different) – must be a TDA Eligible Claimant: SCCRTC
4. Funding requested this claim: TDA– Local Transportation Funds (LTF) \$____\$72,000_____
STA (transit/paratransit only) \$_____
5. Fiscal Year (FY) for which funds are claimed: FY____25__/_26_____
6. General purpose for which the claim is made, identified by the article and section of the Act which authorizes such claims:
 - Article 8 Bicycle and/or Pedestrian Facility
 - Article 4 Public Transportation
 - Article 8 Specialized Transportation via city sponsor
 - Article 3 & 8 TDA Admin or Planning
7. Contact Person/Project Manager
Name: Piet Canin
Telephone Number: 831-515-1327 E-mail: pcanin@ecoact.org

Secondary Contact (in event primary not available): Tawn Kennedy
Telephone Number: 916-849-6220 E-mail: tawn.kennedy@ecoact.org
8. Project/Program Description/Scope (use additional pages, if needed, to provide details such as work elements/tasks):

Our FY 25/26 programs will continue advancing active transportation across Santa Cruz County with a range of encouragement, education, and support activities with both online and in-person components.

We use a mix of online platforms and in person activities to enhance our behavior change message and resources to meet the ever-changing needs of our community. We'll leverage this funding with other ATP grants to provide a robust suite of offerings to Santa Cruz County residents and workers.

Ecology Action's main Bike Encouragement program components are:

- 1) Fall Walk/Roll to School Day (in person).
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- 4) Spring Bike Month, which features fun, inclusive, positive, and educational bicycle activities ranging from rides to workshops, ebike demo events, and collaborations with local organizations. (May)
- 5) Spring in-person Bike Encouragement event. (May)
- 6) Ongoing support targeting new and regular bike commuters via digital communications including electronic newsletters and social media

- 7) In addition to tips and content to support new and intermediate riders, we'll also include regular updates and highlight new bike infrastructure projects that will have a positive impact on local commuters (i.e. Rail Trail, Chanticleer Bike/Ped bridge, new striping/bike lane additions etc.)

9. Project Location/Limits (attach a map and/or photos if available/applicable, include street names):

The project includes the entire Santa Cruz County area including all the incorporated cities.

10. Justification for the project. (Why is this project needed? Primary goal/purpose of the project; problem to be addressed; project benefits; importance to the community)

Ecology Action's Bike Encouragement program provides incentives and tools for local commuters to bicycle for transportation therefore reducing their single-occupancy vehicle trips. Bike Encouragement provides a variety of resources and services to support commuters in switching to bicycle transportation and to bike commute more often. One of the primary objectives of Bike Encouragement is to normalize bicycling as a mode of transportation and provide residents with a variety of opportunities throughout the year to experience how bicycling is possible for many different types of trips they would otherwise take by car. Bike Encouragement includes a multi-pronged promotional and outreach approach that reaches community members throughout Santa Cruz County. The benefits associated with Bike Encouragement including reduction of traffic congestion, reduction of air, water, and noise pollution, reduction of greenhouse gasses, as well as the promotion of a healthy means of active transportation that helps combat obesity. Bike Encouragement therefore provides a means for addressing some of the more pressing issues that Santa Cruz County is facing including worsening traffic congestion, growing childhood obesity rates, and climate change. Bike Encouragement is an effective approach to building a more sustainable community.

Biking also offers a low cost means for shorter trips, therefore buffering everyone from rising gas prices, and with local, regional and soon to come state ebike rebates, ebikes are more affordable. And ebikes extend the travel range of riders with less effort therefore making cycling more attractive to a greater number of locals.

11. Project Productivity Goals for this fiscal year:

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

To measure the success of the Bike Encouragement/Bike School program, Ecology Action (EA) tracks the following data using participant surveys: the number of program participants, the participant's bike commute mileage, the number of beginning and infrequent bike commuters, the number of first time participants, and the number of participants who usually drive alone to work. EA also tracks the number of K-12 school students who bike, walk, roll (non car trips) to school. Our Bike Month Challenge uses bike trip and mileage tracking apps to quantify bike commuter/transportation trips. We also survey program participants. EA also measures success by the amount of publicity generated through social media, news articles, radio talk shows, TV newscasts, the number of newsprint ads, and the number of radio and TV PSA's aired. Success is also measured by the number of website visits, emails delivered and the growing number of people that sign-up for our electronic newsletter. The number of community, business and school events staffed with informational booths is also tracked.

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

We anticipate 7,000-10,000 people will participate directly in the program.

12. Consistency and relationship with the Regional Transportation Plan (RTP) - Is program/project listed in the RTP and/or consistent with a specific RTP Goal/Policy? Project RTC #26

13. Impact(s) of project on other modes of travel, if any (ex. parking to be removed):
The Bike Encouragement/Bike School program helps reduce single-occupancy vehicle trips and parking demand while increasing the number of bus/bike combined trips. There also is an increase in people walking to work, especially those walking, skateboarding, scooting, (non-car trips) to school for our newly named Walk & Roll to School Day.

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

What is the total project cost? \$133,000.

Is project fully funded? No.

What will TDA (and STA, if applicable) funds be used on (ex. operations, administration, brochures, engineering, construction)? Staff to operate the numerous activities that direct engage grade school students, college students, families, adults and seniors.

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

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

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

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

d. SCMTD: Quarterly disbursement

16. TDA Eligibility:

	YES?/NO?
A. Has the project/program been approved by the claimant's governing body? Form of approval _____ (eg resolution, work program, budget, other document) If "NO," provide the approximate date approval is anticipated. _____	YES
B. Has this project previously received TDA funding? If yes, date RTC approved: <u>May, 2024</u>	YES
C. For capital projects, have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: _____)	
D. Has the project already been reviewed by the RTC Bicycle Committee and/or Elderly/Disabled Transportation Advisory Committee? (If "NO," project will be reviewed prior to RTC approval).	To be reviewed by

	the RTC Committees
E. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: http://www.dot.ca.gov).	
F. For Article 4 transit claims: Does operator meet Article 4 eligibility requirements? i. Farebox recovery ratio? and/or, ii. 50 percent expenditure rule as an older operator, defined as service starting prior to 1974?	

Bike/Ped (Article 8) Only

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

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

	Planning	Environ- mental	Design/ Engineering	ROW	Construction	Other *	Contingency	Total
SCHEDULE (Month/Yr) Completion Date /								
Total Cost/Phase								
\$TDA Requested (this claim)								
Prior TDA:								
Source 3:								
Source 4:								
Unsecured/ additional need**								

*Please describe what is included in "Other":

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

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

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

18. Improving Program Efficiency/Productivity

- Describe any areas where special efforts have been made in the **last fiscal year** to reduce operating cost and/or increase ridership/program usage. Note any important trends.

To increase program visibility, engagement and impact, we continue to use a new branding for all of our active transportation programs – under the heading of Modo. Modo allows us to better communicate and connect with a wide audience throughout Santa Cruz County including grade school students in Watsonville, university students at UCSC, seniors in Live Oak and residents of all ages, backgrounds, abilities and mobility needs throughout the county. This branding eliminates industry inside jargon to make our widespread programs more accessible.

EA works to reduce operating costs by investing in our volunteer program. EA continues to develop and foster our volunteer base through consistent volunteer retention with engagement events, regular communications, and recruitment of new volunteers. In addition, EA continues to solicit a wide array of product donations, both financial and in-kind. Local businesses, public agencies, and individuals provide a high level of skilled volunteer labor to assure the smooth running of the program. EA has built on its 38 years of success to generate non-TDA cash donations from local businesses, individuals and public agencies. Last year the program raised over \$20,000 in cash donations and \$40,000 in in-kind services and product donations to match the TDA funds. These cash donations are from non-transportation funding sources. EA also actively seeks other funding sources such as federal and state Active Transportation, local foundations, and applicable funders.

- Goals for next fiscal year (ex. identify opportunities to maximize economies of scale, planned productivity improvements). Describe any areas where special efforts will be made to improve efficiency and increase program usage/ridership:

We'll conduct an in-person event that replicates the impact of Bike to Work Day (with potential new name for wider appeal) to engage more residents with community building live interaction.

For the upcoming fiscal year, EA will engage more people by hosting in person activities while growing a robust and active online community. We are all starved for positive, safe and fun personal interaction, and fortunately biking offers this connection. EA will provide inviting and inclusive venues for these type of gatherings that build community which in turn fosters sustained bike transportation.

EA will leverage the re-introduction and expansion of ebikeshare to reach more residents by highlight an ebike scheme that eliminates the purchase cost, secure storage and maintenance expense barriers of owning a quality ebike. We will work with BCycle and the local host jurisdiction to educate county residents on the basics of ebikeshare and its benefits. We will also leverage our program to promote the soon to be launched statewide ebike rebate program.

EA will continue to foster ridership with year-round communication on our social media platforms and electronic newsletters as well as collaborative work and/or events with community partners, agencies, and organizations.

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

We will implement a Bike to Work Day like in person event based on our analysis of the spring 2025 event.

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

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

¹ If feasible, the quarterly TDA reports submitted by Community Bridges for Lift Line as the Consolidated Transportation Services Agency (CTSA) should include on-time performance of the service.

HSA/BTW: Bicycle Committee _April, 2024_ (Month, year); RTC May, 2025 (Month, year)

SCMTD, CTSA and Volunteer Center Only

21. a. Are these transportation services responding to transportation needs not otherwise being met within the community or jurisdiction of the claimant?

b. Does the project meet an unmet transit need from the most recently approved RTC **Unmet Paratransit and Transit Needs List**? Describe.

CTSA and Volunteer Center (Article 8) Only

22. Where appropriate, are these specialized transportation services coordinated with other transportation services, including METRO service? Describe.

23. Provide performance information, as pertinent, which demonstrate service efficiency and effectiveness, such as: verification of the operating cost per passenger, operating cost per vehicle service hour, passengers per vehicle service hour, passengers per vehicle service mile, and vehicle service hours per employee for last fiscal year (definitions available in Section 99247 of TDA Guidelines). *(99246d, per Performance Audits)*

a. *Volunteer Center, only:* provide a minimum 4,000 rides per year

24. Discuss the needs and types of the passengers being served, the employment of part-time drivers and the contracting with common carriers of persons operating under a franchise or license to provide services during peak hours, as defined in subdivision (a) of Section 99260.2. *(99246d, per 2010 Performance Audit)*

SCMTD, CTSA, Volunteer Center & RTC Only

25. List the recommendations provided in the last TDA Triennial Performance Audit and your progress toward meeting them.

- Describe the work your agency has undertaken to implement each performance audit recommendation and the steps it will take to fully implement the recommendation.
- For any recommendations that have not been implemented, explain why the recommendation has not been implemented and describe the work your agency will undertake to implement each performance audit recommendation.
- Describe any problems encountered in implementing individual recommendations.

SCMTD Only

26. TDA Article 4 Eligibility Compliance – *Provide documentation for 50% expenditure limitation (PUC Section 99268.1).*

50 percent expenditure limitation

(use if LTF is below 50 percent of operating costs; if LTF is greater than 50% of operating costs, provide farebox recovery ratio)

- Overall operating cost for fiscal year: \$ _____
- TDA-LTF claim: \$ _____

Vehicle on-time arrival to pick up a passenger at the scheduled time is an important measure of operational effectiveness and customer service.

- TDA percent of operating cost: %
- Source of information: (e.g. audited financial statements, budget, etc)

27. Did the SCMTD operating budget increase over 15% from the prior fiscal year?

If the answer is yes, please provide a statement identifying and substantiating the reason or need for the increase in the transit operating budget in excess of 15% above the preceding year, and identify substantial increases or decreases in the scope of operations or capital provisions for major new service - (transit claimants only, if applicable).

28. Operating statistics/Performance Measures *(attach list of operating statistics that compare current fiscal year to date to last three full fiscal year.; *TDA required performance indicators)*

- Annual passengers
 - Rides/passenger trips provided by type (student, senior, adult, pass holders, etc, or however stat's kept) and amount of TDA \$ used for each type of ride
- Annual service hours
- Passengers per vehicle service hour*
- Annual service miles
- # of fixed-route miles
- Service Area – square miles
- Service Area Population
- Passengers per vehicle service mile*
- Average passengers per weekday
- Total operating costs
 - Paratransit operating costs
 - Fixed route transit operating costs
- Operating cost per vehicle service hour*
- Total operating cost per ride*
- Average Farebox Revenue per passenger (describe what is included)
- Farebox Recovery Ratio (%): $\text{Total Fare Revenue} + \text{Local support revenues} \div \text{total operating costs}$
- # of FTE employees (all employees, not just drivers)
- Vehicle Service hours/Employee*
- # of routes
- Average route length
- Average travel times/rider
- # of bus stops
- # of vehicles in operation
- # of monthly bus passes in circulation
- Max vehicles in service at any time:
- Hours of service:
- Approximate # of unduplicated passengers
- Cost per unit of service plus text about long range plans to make/keep this low
- Funds and percentage spent on administration/overhead/grantee allocation/etc
- Actual financials compared with budget
- Actual number of rides provided compared with goal and text about whether goal was met and why/why not
- Other statistics or performance metrics used

Definitions:

- a) "Operating cost" means all costs in the operating expense object classes exclusive of the costs in the depreciation and amortization expense object class of the uniform system of accounts and records adopted by the Controller pursuant to Section 99243. "Operating cost" excludes all subsidies for commuter rail services operated on railroad lines under the jurisdiction of the Federal Railroad Administration, all direct costs for providing charter services, all vehicles lease costs, and principal and interest payments on capital projects funded with certificates of participation.

- b) *"Operating cost per passenger," means the operating cost divided by the total passengers.*
- c) *"Operating cost per vehicle service hour," means the operating cost divided by the vehicle service hours.*
- d) *"Passengers per vehicle service hour" means the total passengers divided by the vehicle service hours.*
- e) *"Passengers per vehicle service mile" means the total passengers divided by the vehicle service miles.*
- f) *"Total passengers" means the number of boarding passengers, whether revenue producing or not, carried by the public transportation system.*
- g) *"Transit vehicle" means a vehicle, including, but not limited to, one operated on rails or tracks, which is used for public transportation services funded, in whole or in part, under this chapter.*
- h) *"Vehicle service hours" means the total number of hours that each transit vehicle is in revenue service, including layover time.*
- i) *"Vehicle service miles" means the total number of miles that each transit vehicle is in revenue service.*
- j) *"Vehicle service hours per employee" means the vehicle service hours divided by the number of employees employed in connection with the public transportation system, based on the assumption that 2,000 person-hours of work in one year constitute one employee. The count of employees shall also include those individuals employed by the operator, which provide services to the agency of the operator responsible for the operation of the public transportation system even though not employed in that agency.*

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

All Claims

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

Article 8 Bicycle/Pedestrian Claims

- Evidence of environmental review for capital projects

Article 8 Bicycle/Pedestrian Claims sponsored by RTC (Bike to Work, HSA)

- A budget including the name (for key personnel), classification, actual hourly rate, and billing rate for labor (later changes must be approved in writing by RTC TDA coordinator in advance of billing period and should not result in a reduction in scope identified in this claim).
- Approved indirect cost ratio in effect, if planning to use TDA for indirect costs. Indirect costs are only eligible if the organization has a current ICAP approved by Caltrans for the period covering when expenditures are incurred.

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

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

Article 4 Transit Claims

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

Local Agency Certification:

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

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

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

Signature 

Title: Director of Strategic Development __ Date: February 27, 2025

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TDA Standard Assurances Checklist (for Transit and Specialized Transportation Services)

Claimant: _____

Fiscal Year: _____

Assurance	Initial
<p>1. STATE CONTROLLER REPORT Claimant certifies that it has submitted a State Controller’s report in conformance with the uniform system of accounts and reports, to SCCRTC and to the State Controller, pursuant to PUC 99243, for the prior year (project year minus two). Claimant assures that this report will be completed for the current fiscal year (project year minus one). <i>This requirement does not apply to new transit operators.</i></p>	
<p>2. USE OF FEDERAL FUNDS (Claimants Receiving Federal Funds) Claimant filing a claim for TDA funds for capital intensive projects pursuant to PUC 99268.7 certifies that it has made every effort to obtain federal funding for any project which is funded pursuant to PUC 99268.7.</p>	
<p>3. REVENUE RATIOS FOR COMMUNITY TRANSIT AND CONTRACTED TRANSIT SERVICES (CTSA & Volunteer Center Only) Claimant filing a claim pursuant to PUC 99275.5c and 99405c further certifies that, for the project year, it reasonably anticipates achieving the performance criteria, local match requirements, or fare recovery ratios adopted by the transportation planning agency or county transportation commission.</p>	
<p>4. EXTENSION OF SERVICES (METRO Only) Claimant that received an allocation of LTF funds for an extension of service pursuant to PUC 99268.8 certifies that it will file a report of these services pursuant to CCR 6633.8b within 90 days after the close of the fiscal year in which that allocation was granted.</p>	
<p>5. RETIREMENT SYSTEM (METRO Only) Claimant filing claim pursuant to PUC Section 99260 certifies that (check one):</p>	
<p>a) The current cost of its retirement system is fully funded with respect to the officers and employees of its public transportation system (PUC Section 99271a); or</p>	
<p>b) The operator is implementing a plan approved by the transportation planning agency which will fully fund the retirement system for such officers and employees within 40 years (PUC Section 99271a); or</p>	
<p>c) The operator has a private pension plan which sets aside and invests on a current basis funds sufficient to provide for the payment of future pension benefits and which is fully compliant with the requirements stated in PUC Sections 99272 and 99273.</p>	
<p>6. REDUCED FARES FOR ELDERLY AND HANDICAPPED (METRO Only) A claimant filing a claim pursuant to PUC 99260 which offers reduced fares to senior citizens and disabled persons certifies that it is in compliance with PUC 99155.</p>	
<p>7. DRIVERS PULL NOTICE PARTICIPATION (METRO & CTSA Only) A claimant filing a claim for public transit assistance must include a certification completed within the prior 13 months by the California Highway Patrol indicating the operator has participated in a "pull notice system" to examine driver's records.</p>	
<p>8. STAFFING ON VEHICLES (METRO & CTSA Only) Claimant certifies that it is in compliance with PUC Section 99264 that it does not routinely staff, with two or more persons, a vehicle for public transportation purposes designed to be operated by one person.</p>	
<p>9. PART-TIME EMPLOYEES (STAFF ONLY) (STA Claimants Only) Claimant certifies that it is not precluded, by any contract, from employing part-time drivers or contracting with common carriers of persons operating under a franchise or license.</p>	

<p>10. INCREASE IN OPERATOR'S COST PER HOUR (STA Claimants Only)</p> <p>Claimant filing a claim for operating assistance from STA funds must include a supplemental schedule which identifies either: A - 1) the most recent audited cost per revenue vehicle hour (year 1) and the cost per revenue hour for the year prior to the most recent audit year (year 2) and 2) the Consumer Price Index for the year prior to the most recent audit year (year 2); or B - 1) the most recent audited cost per revenue vehicle hour (year 1) and the cost per revenue hour for the three years prior to the most recent audit year and 2) the Consumer Price Index for the three years prior to the most recent audit year. The supplemental schedule information will be used to determine eligibility pursuant to PUC 99314.6.</p>	
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(Legal Name of Applicant/Claimant)

(Authorizing Signature of CEO/CFO)

(Name and Title)

TO: Bicycle Advisory Committee
FROM: Rachel Moriconi, Transportation Planner
RE: Nondiscrimination Plan and Equity Action Plan Updates

RECOMMENDATIONS

Staff recommends that the Bicycle Advisory Committee:

1. Receive information about the Santa Cruz County Regional Transportation Commission's [2025 Nondiscrimination Plan](#), which also serves as the agency's Title VI Civil Rights Program, Language Assistance Plan, and Section 504 of the Rehabilitation Act and Americans with Disabilities Act Program;
 2. Receive information about \$50 stipends available for committee members; and
 3. Provide input on the draft RTC regional definition of "equity priority communities" (also referred to as "disadvantaged communities"), including indices and thresholds to use to identify areas and individuals who have been overburdened or underserved due to historic or systemic inequities or racism and draft maps of these communities ([Attachment 1](#)) for use in RTC planning and outreach.
-

BACKGROUND

The Regional Transportation Commission (RTC) is responsible for planning for regional transportation projects, selecting projects to receive certain federal, state, and local funds (programming), providing services to assist travelers, and implementing capital infrastructure projects. The work of the RTC can improve the quality of life of Santa Cruz County residents, workers, and visitors. It can increase access to jobs, schools, recreation, and other destinations. It can also improve health and reduce emissions. Unfortunately, transportation can also result in barriers or disproportionate benefits or negative impacts to some people.

It is critical to ensure that no person is excluded from participation in, is denied the benefits of, or is subjected to discrimination under any RTC services,

planning, programming, and project implementation activities conducted by RTC employees and the board (Commissioners), as well as recipients of RTC funding, including RTC partner agencies and contractors. At its February 6, 2025 meeting, the RTC board adopted the RTC's [2025 Nondiscrimination Plan](#), which documents anti-discrimination efforts and compliance with Title VI of the U.S. Civil Rights Act (1964), Americans with Disabilities Act, and other antidiscrimination statutes and regulations.

The RTC is also preparing a Transportation Equity Action Plan for Santa Cruz County, which includes updating the regional definition of "Disadvantaged Communities" used to identify communities and individuals that have faced greater barriers due to historic or systemic inequities or racism and identifying transportation projects and engagement strategies that reduce disparities. The Equity Plan work also includes trainings and an assessment led by the RTC's consultant The Justice Collective.

DISCUSSION

Nondiscrimination Plan

The Santa Cruz County Regional Transportation Commission (RTC) is committed to ensuring that no person is excluded from participation in, denied the benefits of, or subjected to discrimination under any RTC program or activity on the grounds of race, color, or national origin, due to limited English proficiency, due to ability, age or sex, or on the basis of sexual orientation, gender identity, ancestry, religious creed, veteran's or socioeconomic status. The RTC strives to provide meaningful access to its programs, services, and activities to all individuals.

The *2025 Nondiscrimination Plan* includes state and federally required components, policies, a summary of RTC efforts to expand access and combat inequities, and information on how to file a complaint if anyone feels that they have been discriminated against. The Nondiscrimination Plan includes suggestions and information provided by committee members in the survey distributed to you in December 2024. The plan is online at: <https://www.sccrtc.org/wp-content/uploads/2025/01/2025-RTC-TitleVI-Program.pdf>

Stipends

Consistent with civil rights, nondiscrimination guidance and best practices for engaging underrepresented community members, staff has also been working to increase participation in RTC programs, planning and project development from community members that represent groups that have

faced greater barriers due to historic or systemic inequities or racism. This includes recruiting members to RTC advisory committees that reflect the diversity of Santa Cruz County.

In order to help with recruitment and to increase representation on RTC committees and workgroups from individuals that have been historically underserved, underrepresented, and/or discriminated against on the grounds of race, color, or national origin, due to limited English proficiency, due to ability, age or sex, or on the basis of sexual orientation, gender identity, ancestry, religious creed, veteran's or socioeconomic status, the RTC authorized stipends of \$50 per committee meeting attended to members of the Bicycle Advisory Committee, Elderly and Disabled Transportation Advisory Committee (E&DTAC), Measure D Taxpayer Oversight Committee, and Transportation Equity Workgroup. Staff is in the process of finalizing the policy, procedures, and stipend request form and will share additional information at this meeting.

Identifying Equity Priority Communities and Needs

As part of development of the RTC's anti-discrimination work and forthcoming Transportation Equity Action Plan, the RTC is updating regional definitions, terminology and criteria used by the RTC to identify equity priority communities in Santa Cruz County. The draft regional definition and maps of "Equity Priority Communities" ([Attachment 1](#)) include areas in Santa Cruz County with higher concentrations of people of color or low-income residents, as well as areas serving higher concentrations of seniors, youth, and people with disabilities.

The regional definition of "Equity Priority Communities" (also sometimes referred to as "disadvantaged communities" or "environmental justice populations") will be used for RTC planning, programming, and project development, including evaluation of projects in the Regional Transportation Plan, RTC grant programs, and RTC outreach activities. The regional definition and maps can also be used by partner agencies, including to help secure some state and federal grant funds. **Staff recommends that the Bike Committee provide input on the draft indices and thresholds to use to identify Equity Priority Communities at this meeting and identify projects or transportation needs that should be addressed help reduce inequities.**

Next Steps

As part of the RTC's ongoing efforts to address discrimination and as part of development of the Transportation Equity Action Plan, RTC Commissioners,

staff, and committee members will be receiving a training from the RTC's consultants "The Justice Collective" this spring. Staff appreciates survey responses from committee members in December 2024 that were needed for the Nondiscrimination/Title VI Plan and your responses to The Justice Collective survey distributed in late February, which they are using to inform the training.

Through development of RTC's Transportation Equity Action Plan, the RTC's Transit Unmet Needs List, the Association of Monterey Bay Area Governments' (AMBAG) Coordinated Human Services Plan, Regional Transportation Plan (RTP) update, and 2026 Regional Transportation Improvement Program (RTIP), and other planning and project implementation efforts, staff will continue soliciting feedback from RTC committees, the public and other stakeholders on the transportation challenges and priorities of equity priority communities. Geographic information about Equity Priority Communities will be used to target outreach and be considered when evaluating and identifying transportation priorities.

SUMMARY

As part of the RTC's work to advance equity to better ensure and document compliance with nondiscrimination laws and regulations, including Title VI of the Civil Rights Act (Title VI) and Americans with Disabilities Act (ADA), the RTC adopted the *2025 Nondiscrimination Plan*. In order to recognize their time and effort and recruit members of the community that reflect the diversity of Santa Cruz County, the RTC authorized stipends of \$50 per meeting for RTC committee and workgroup members. Staff is also seeking input from Commissioners and the public on the preliminary definition of equity priority communities for Santa Cruz County.

Attachments:

1. Draft Equity Priority Communities Metrics and Maps
2. RTC 2025 Nondiscrimination Plan- online: <https://www.sccrtc.org/wp-content/uploads/2025/01/2025-RTC-TitleVI-Program.pdf>

Draft Equity Priority Communities Metrics & Maps

The following is a list of demographic metrics or indices recommended for use in the Santa Cruz County Regional Transportation Commission's (RTC) updated regional definition of Equity Priority Communities (*previously referred to as Transportation "Disadvantaged Communities" or DAC*).

Geographic areas in Santa Cruz County would be considered Equity Priority Communities based on the percentage of people meeting the definition and concentration thresholds, as compared to other areas in Santa Cruz County. The project team is still soliciting input on and evaluating potential concentration thresholds, but ***proposed concentration thresholds are shown in italics***.

These criteria were identified based on a review of dozens of criteria used by state, federal and regional agencies, input received from the U.S. Department of Transportation (DOT) Thriving Communities team, rankings by the RTC's Transportation Equity Workgroup, and input received from the RTC's Interagency Technical Advisory Committee (ITAC) and the Elderly and Disabled Transportation Advisory Committee (E&DTAC). Criteria previously used by the RTC for the 2045 Regional Transportation Plan (RTP) are denoted with an asterisk (*); those that were previously used but for which new thresholds are recommended are noted with a caret (^). Data for most of these metrics come from the U.S. Census.

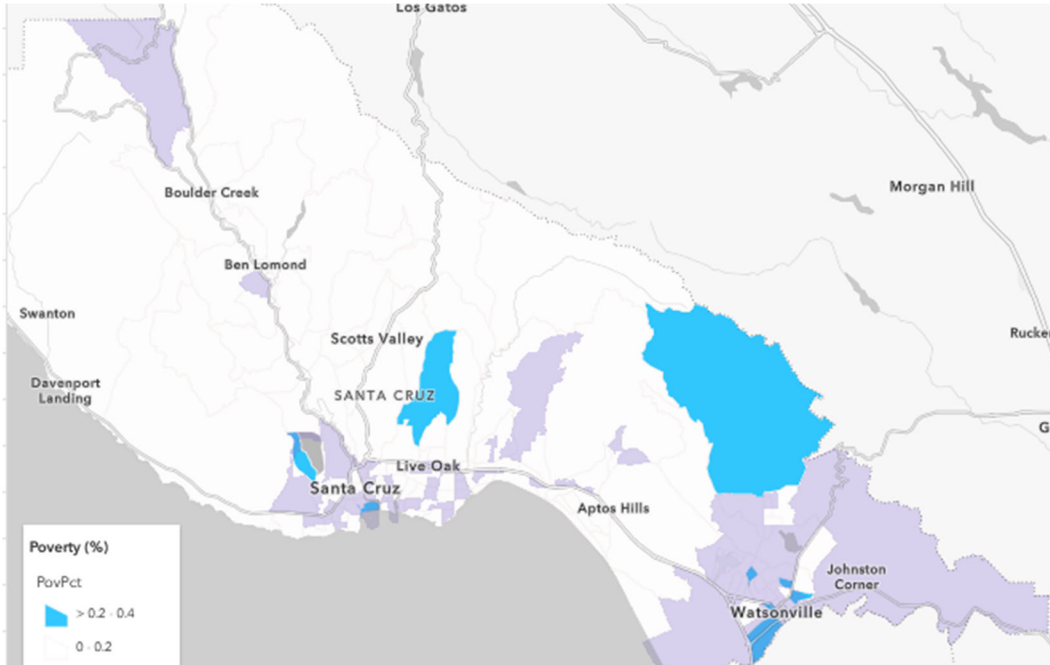
Census blocks are the smallest geographic unit in the census (sometimes covering just a single city block), however most census data is only available for larger areas. A census tract is a geographic area that contains multiple block groups, and a block group is made up of multiple census blocks.

The colors of the map related to each of the metrics and thresholds listed below are shown in parentheses after each metric.

Metrics & Areas identified as Equity Priority Communities

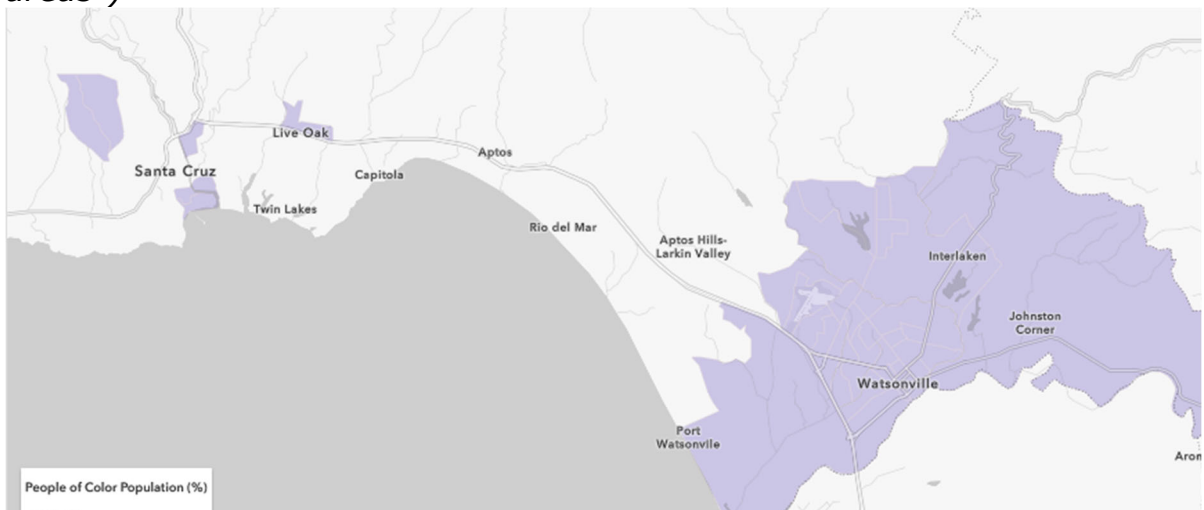
- 1. Low-Income (purple):** *An area would be considered low income if 40% or more of residents earn less than 80% of the statewide median income or are at or below the most recent county limit set by the California Housing and Community Development (HCD) or 200% of the federal poverty level.*

- 1b. Poverty-Level (blue & grey):** *Even if an area does not meet the Low-Income threshold above, an area would still be considered an equity priority community if greater than 20% of residents earn less than the federal poverty level.*



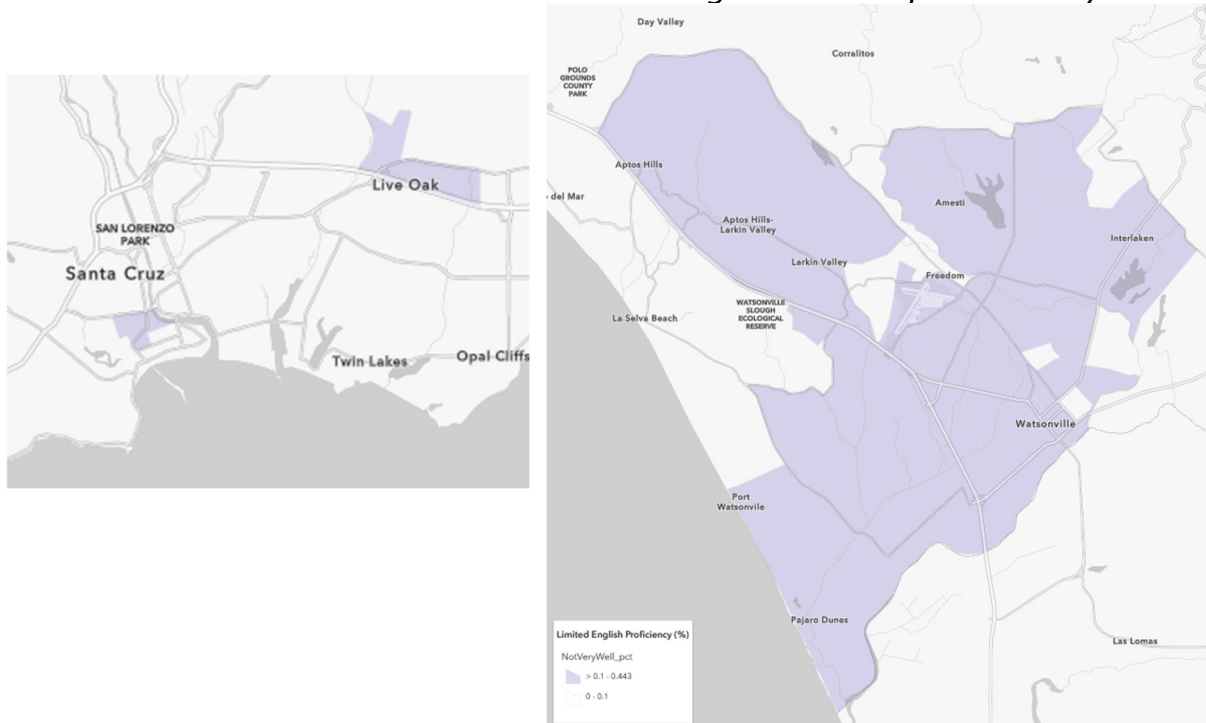
Data source: U.S. Census (block group level)

- 2. People of Color (purple):** *50% or more of the residents in an area are non-white, mixed-race, or Hispanic, Latino, Latinx or Latine ("minority areas")*



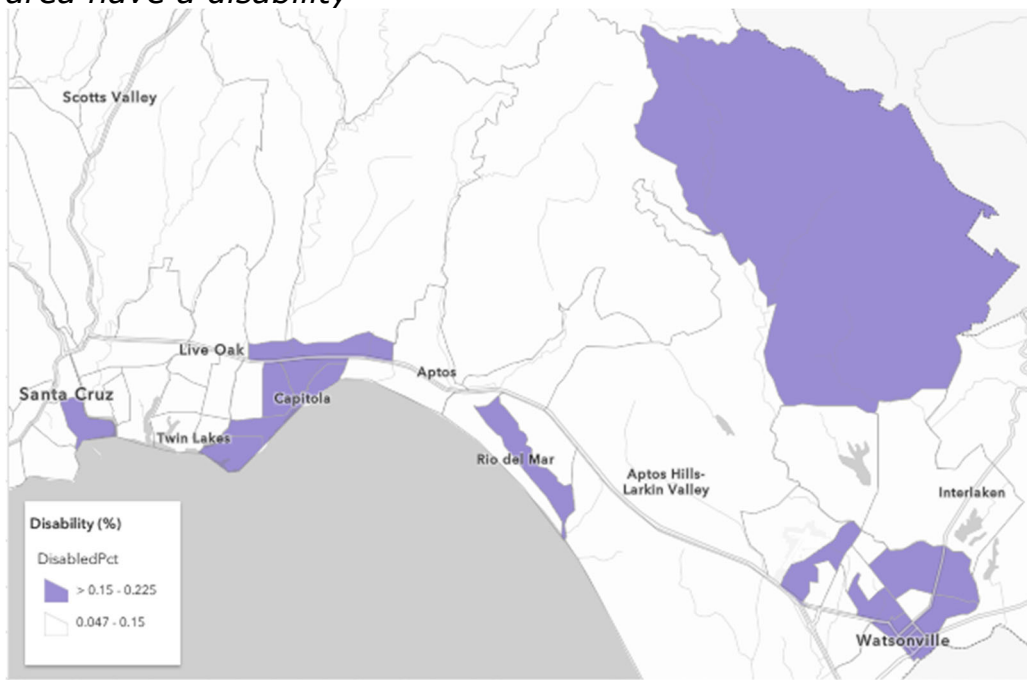
Data source: U.S. Census (block group level)

3. Limited English Proficiency/Linguistic Isolation (purple): 10% or more of households in an area where English is not spoken "very well."



Data source: Census American Community Survey (block group level)

4. People with a Disability (purple): 15% or more of residents in an area have a disability



Data source: Census American Community Survey (census tract level)

5. Housing Affordability and Renters:

- a. **Rentals (purple):** Areas where greater than 50% of occupants are renters.

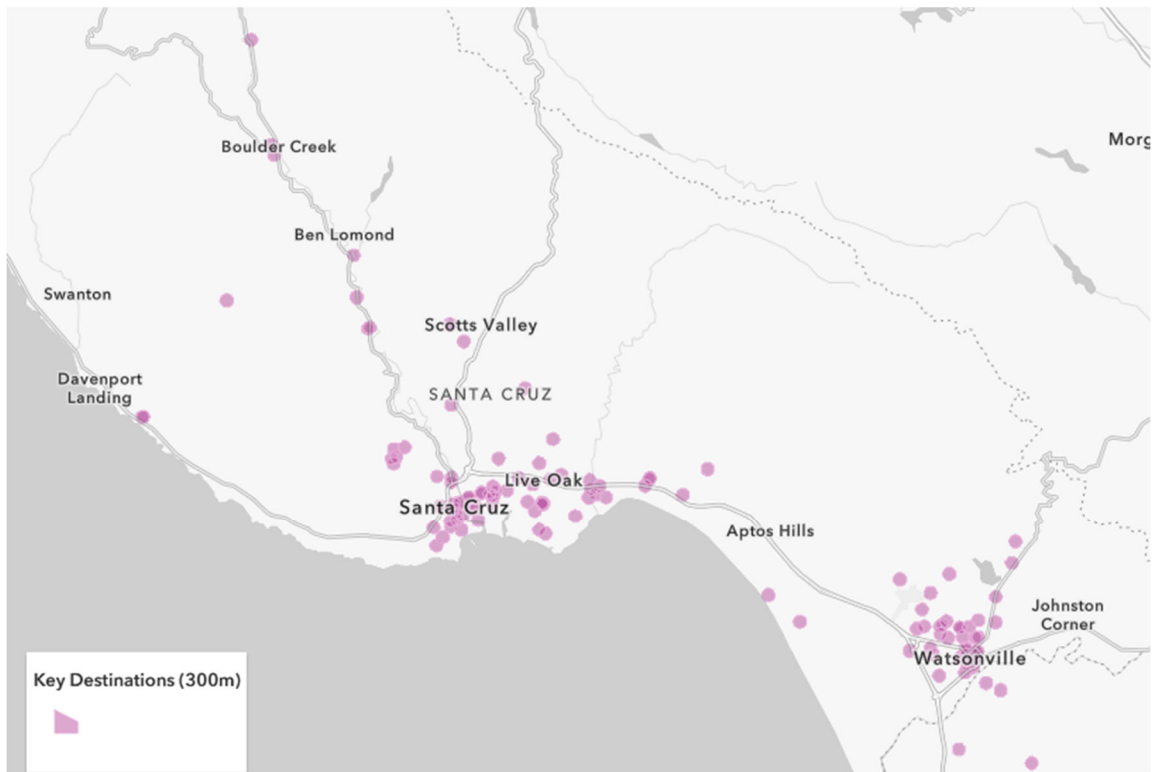


Data source: U.S. Census

- b. **Farmworker Housing:** Areas within a 300m radius of farmworker housing (map under development)
- c. **Unhoused:** Areas within a 300m radius of known concentrations of unsheltered individuals, as well as publicly- or privately-funded shelters (map under development)

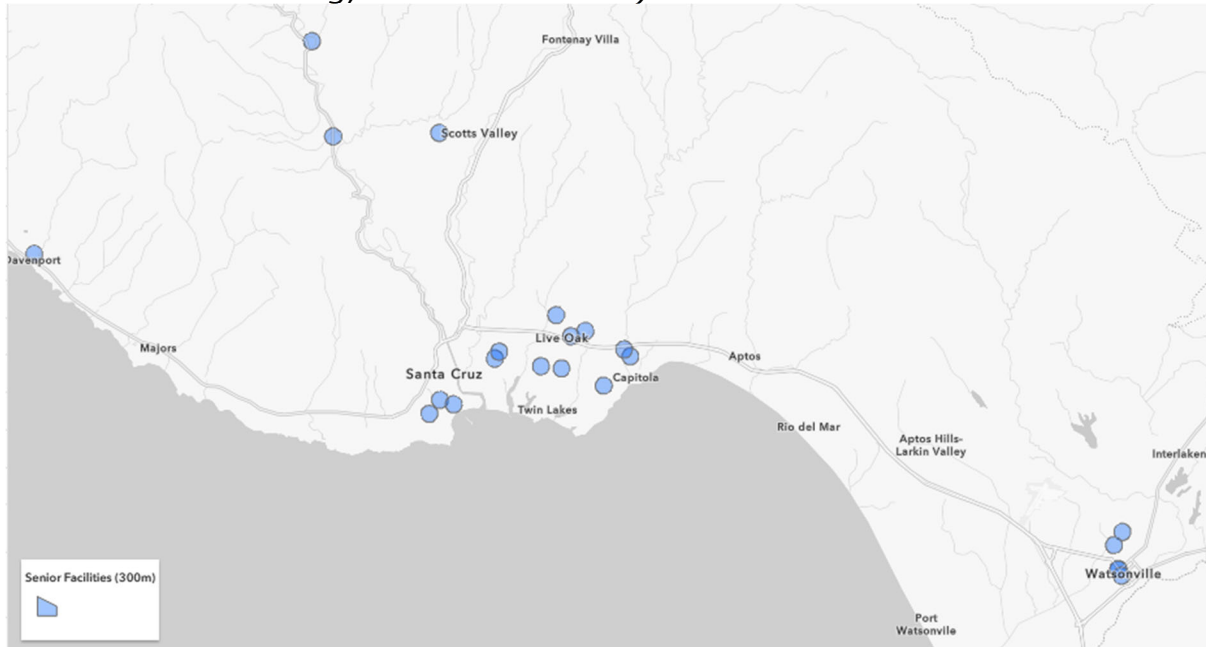
6. Destination-based criteria:

- a. **Destinations serving low-income individuals** (e.g. 300 foot radius around senior and community centers, food banks, health and human service departments, Title I schools, and other key destinations serving higher proportion of low-income individuals)



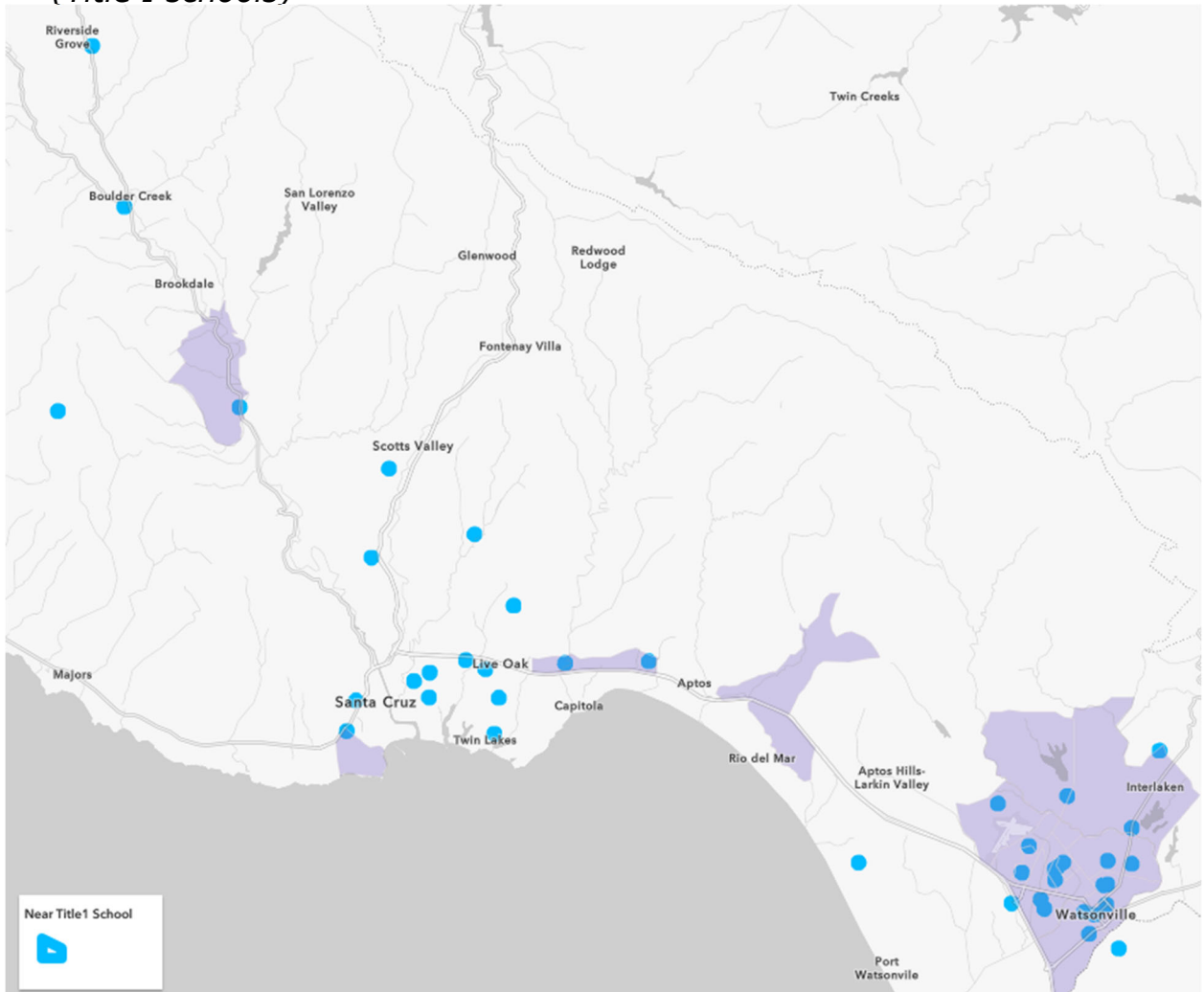
Source: Local agencies, resource centers, County Health Services

b. Senior Destinations (dots): Areas within 300 meters of locations where seniors go more often than rest of population (senior centers, senior housing, medical facilities)



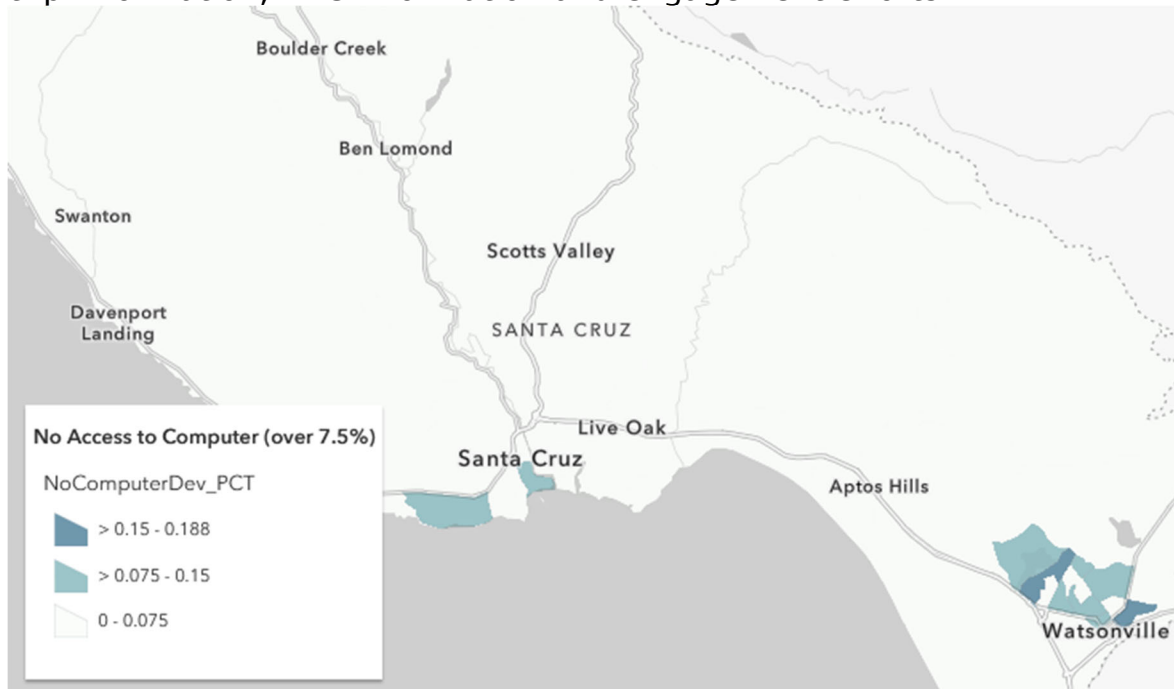
Data source: Local senior service providers

c. **Youth under age 18 (purple and blue dots):** 20% or more of residents are under 18 years old and areas immediately adjacent (300 foot radius) to schools serving a high proportion of low-income youth (Title I schools)



Data source: Census American Community Survey (census tract level) and California Department of Education

- 7. Digital divide (blue):** Areas where 7.5% or more of residents do not have access to a computer. This can prevent or limit access to transit trip information, RTC information and engagement efforts.



Data source: Census American Community Survey (census tract level)