

## **MANU KOENIG**

responses are underlined

### **Question 1: Highway 1 Expansion**

Do you agree with the CFST in advocating that the Regional Transportation Commission:

- Remove the HOV Lane Project from its Regional Transportation Plan

No. The RTP is largely aspirational. I don't think we can completely rule out HOV lanes just yet. Too much technological shift happening

- Designate the Hwy 1 auxiliary lanes between Santa Cruz and Watsonville as lanes for buses and entering and exiting vehicles only, by use of signage and red paint on the pavement.

No, I don't think this is legal. But I have and will advocate that we create a true bus on shoulder project from Mar Vista to the Fishhook as the next project on the highway.

### **Question 2: Supporting the General Plan**

No amount of public transportation infrastructure can offset land use decisions that perpetuate auto dependency. The recent proposal for a Kaiser facility with 300 employees, located over a mile from the nearest bus stop, with plans for the largest parking garage in the county, would have added significant traffic on Hwy 1 and local streets. Kaiser withdrew their proposal, though they had significant support on the Board of Supervisors.

Will you oppose amending the General Plan to allow development that perpetuates auto dependency?

The way to accomplish this is to eliminate parking requirements.

### **Question 3: Public Transit**

Do you believe METRO is underfunded? If so, what is your strategy to redress that?

Do you support free transit passes for youth under 18?

Of course it is. We are going to try to pass another sales tax in 2024. I will also support congestion pricing to fund METRO and transportation funding districts for new developments. However these later solutions will take years to bring sufficient revenue to the agency so a sales tax is the fastest way to avoid our fiscal cliff in 2026. A deal with UCSC could help too.

And yes I support free passes for youth. I proposed it to our METRO CEO and we got it done.

### **Question 4: Rail Corridor**

Do you support bringing electric passenger rail to Santa Cruz County and connecting to the State Rail Plan?

If you can show me 15 minute headways and a plan our community can afford that has a realistic chance of withstanding the sea level rise/storm surge we're likely to see in places like Beach St and Harkins Slough by the end of the century, then you betcha! The conceptual EIR we're doing now should have answers to these questions.

### **Question 5: Safe Streets for Bicyclists and Pedestrians**

In 2015 Santa Cruz County ranked #1 of 58 California counties in rate of injuries to bicyclists and #11 in rate of injuries to pedestrians. Will you vote to:

- Redirect developer fees slated for projects that increase vehicle capacity to projects that make streets safer for bicyclists and pedestrians?
- Adopt Vision Zero as County policy?

Yes, and we'll be adopting Vision Zero Shortly.

### **Question 6: Reducing Transportation Demand**

Building affordable housing near jobs and amenities is the ultimate strategy for reducing transportation demand. Will you support the following demand reduction strategies that also increase housing affordability?

- Require new multifamily development near transit to unbundle the costs of parking from the costs of renting/purchasing the unit, allowing the consumer to opt out of purchasing parking.
- Require developers who take advantage of exemptions to parking requirements to provide bus passes to tenants

I'm generally supportive of unbundling parking. I'm not sure if it's worth requiring it. If we just eliminate parking requirements then less parking than units will be created meaning that parking won't deflect to come with the unit - therefore it's charged separately.

I'm supportive of developers providing bus passes. I added a policy to the sustainability update making this a TDM strategy that allows new housing to build less parking. As far as the state laws that exempt developments from building parking completely near high performing transit - I don't think that we can add an additional local requirement that they buy bus passes for residents to take advantage of this. They're just exempt.