



Santa Cruz County Regional Transportation Commission's
Interagency Technical Advisory Committee (ITAC)

AGENDA
Thursday, May 17, 2018
1:30 p.m.
RTC Conference Room
1523 Pacific Avenue, Santa Cruz, CA

1. Call to Order
2. Introductions
3. Oral communications

The Committee will receive oral communications during this time on items not on today's agenda. Presentations 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.

4. 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.

5. Approve Minutes of the March 15, 2018 ITAC meeting – *Page 3*

REGULAR AGENDA

6. Status of ongoing transportation projects, programs, studies and planning documents – Verbal updates from project sponsors on Measure D, Senate Bill 1 (SB1), and RTC-funded projects, as well as other projects that are underdevelopment or will be under construction in the next few months.
7. Measure D: Five-Year Programs of Projects for Regional Projects – *Page 7*
 - a. Staff report, Sarah Christensen
 - b. 5-Year plans
8. Highway 1 41st/Soquel Auxiliary Lanes Project Delivery Options – *Page 19*
 - a. Copy of the May 17, 2018 Staff Report to the RTC, Sarah Christensen

9. Santa Cruz Branch Rail Line Preventative Maintenance Program – *Page 23*
 - a. Staff report, Sarah Christensen
10. Santa Cruz County Bicycle Signage Project – *Page 25*
 - a. Staff report, Anais Schenk
11. SB743 Transportation Impact Analysis Implementation Updates
 - a. Verbal Update, Claire Fliesler
12. Next Meeting – The next ITAC meeting is scheduled for **June 21, 2018** in the SCCRTC Conference Room, 1523 Pacific Avenue, Santa Cruz, CA. Meetings will be canceled if there are no action items to be brought before the committee.

Anticipated Future Agenda Items:

- Early mitigation planning for transportation projects
- Coastal Commission presentation on expectations for transportation projects
- Transportation performance management and target setting
- Highway 9/SLV Corridor Plan
- Others?

Adjourn

HOW TO REACH US: Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue, Santa Cruz, CA 95060; phone: (831) 460-3200 / fax (831) 460-3215
email: info@sccrtc.org / website: www.sccrtc.org

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**Santa Cruz County
Regional Transportation Commission
Interagency Technical Advisory Committee (ITAC)**

DRAFT MINUTES

Thursday, March 15, 2018, 1:30 p.m.
SCCRTC Conference Room
1523 Pacific Ave, Santa Cruz, CA

ITAC MEMBERS PRESENT

Tim Bailey, County Public Works
Taylor Bateman, Scotts Valley Planning
Teresa Buika, UCSC
Piet Canin, Ecology Action
Sarah Fleming, Santa Cruz Planning
Murray Fontes, Watsonville Public Works
Rich Grunow, Capitola Community Development
Paul Hierling, Association of Monterey Bay Area Governments (AMBAG)
Jessica Kahn, Scotts Valley Public Works
Justin Meek, Watsonville Community Development
Pete Rasmussen, Santa Cruz Metropolitan Transit District (METRO)
Chris Schneider, Santa Cruz Public Works
Todd Sexauer, County of Santa Cruz Planning

RTC Staff Present: Cory Caletti, Ginger Dykaar, Rachel Moriconi

Others:

Ron Marquez, Consultant for City of Santa Cruz
Jim Burr, Santa Cruz Public Works
Rodolfo Rivas, County of Santa Cruz Planning
Juliette Robins, County of Santa Cruz Planning
Janneke Straus, Bike Santa Cruz County

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1. **Call to Order:** Chair Fontes called the meeting to order.
 2. **Introductions:** Self introductions were made.
 3. **Oral Communications:** Rachel Moriconi requested updates for the 2018 Committee Roster, reminded public works departments to finalize updates for the Statewide Local Streets and Roads Needs Assessment survey, and reported that staff will be seeking AB1012-required updates on projects anticipated to obligate federal funds before the end of the federal fiscal year.
 4. **Additions, deletions, or changes to consent and regular agendas:** Item number 7: Transportation Demand Management Program Updates was tabled to a future meeting.

CONSENT AGENDA

The Committee unanimously approved a motion (Buika/Schneiter) approving the consent agenda, with all members present voting "yes".

5. **Approved Minutes of the January 18, 2018 ITAC meeting.**

REGULAR AGENDA

6. **Updates to California Environmental Quality Act (CEQA) Guidelines on Transportation Impact Analysis (SB 743): Vehicle Miles Traveled Thresholds**

Ron Marquez, City of Santa Cruz consultant, presented information on the Governor's Office of Planning and Research (OPR) proposed updates to the California Environmental Quality Act (CEQA) guidelines related to how transportation impacts are analyzed. In response to Senate Bill 743 requirements, transportation impacts of a project will be based on vehicle miles traveled (VMT) generated by the project, though local jurisdictions may also consider level of service.

City of Santa Cruz staff suggested developing a countywide methodology to establish thresholds of significance and to estimate project-level vehicle miles traveled. The committee discussed OPR suggested thresholds and items that would need to be considered, including high quality transit corridors, project impact and transportation improvement fees, assumptions regarding average trip distances, pass through trips, infill development, average VMT per capita countywide, in each city and/or development area, impacts of ride services such as Uber and Lyft on VMT levels, and model types – including state, regional, county-level, and gravity models.

Attendees expressed interest in exploring options at a regional-level. City of Santa Cruz staff agreed to host a meeting of local agencies to focus on SB743 implementation.

7. **Transportation Demand Management (TDM) Program Updates – *Item tabled to a future meeting***

8. **Status of ongoing transportation projects, program, studies and planning documents**

RTC: Rachel Moriconi reported that the RTC continues work on the Unified Corridor Investment Study and received a report on trail scenarios being evaluated in the study at its Transportation Policy Workshop. RTC staff also presented its rail right-of-way maintenance operations plan to the RTC board.

Santa Cruz: Chris Schneiter reported that the city will be going to bid for construction of Segment 7 of the rail trail. Design engineering for a new bicycle/pedestrian bridge over San Lorenzo River next to the railroad trestle is about 50% done. The city is working with the County of Santa Cruz on trail Segment 8/9 environmental review and preliminary design. Storm damage repairs are being done on Upper Park Road.

County of Santa Cruz: Tim Bailey reported that the County is doing several pavement grading and storm damage repair projects, including work on Valencia School Road and Soquel Drive/Aptos Street over Valencia Creek. Redwood Road bridge replacement, Highway Safety Improvement Program (HSIP)-funded striping and guardrail projects, and 70 additional storm damage repair projects are also moving forward.

UCSC: Teresa Buika reported that UCSC is working on its long range plan update and EV charging station projects.

Ecology Action: Piet Canin reported that Bike Week is May 4-12 and that an online bicycle challenge will be available for employers. Ecology Action is also working on implementation of the Caltrans planning grant-funded Watsonville and County safe route to school plans.

Watsonville: Murray Fontes reported that the city is working with, and providing funding to, partners on bicycle and pedestrian education programs and a Bike Santa Cruz County earn-a-bike program. A Measure-D funded flashing beacon project is underway. RTC-funded construction on Airport Blvd. between Freedom Boulevard and the city limits is scheduled to begin in April.

Bike Santa Cruz County: Janneke Straus reported that it is using city and county Measure D funds for earn-a-bike programs in Live Oak and Watsonville. The Watsonville Open Streets event is June 3, 2018.

AMBAG: Paul Hierling reported that public meetings were held on the Metropolitan Transportation Plan (MTP) and AMBAG is working on responses to comments for the final environmental document. AMBAG and RTC staff reminded agencies to immediately submit any final project list updates or other revisions.

Scotts Valley: Jessica Kahn reported that construction started on the Mt. Hermon Rd./Scotts Valley Dr./Whispering Pines intersection project. The Glen Canyon Rd/Green Hills Rd bike corridor and roadway preservation project is out to bid. Design work has started for Glenwood area projects, which includes facilities in the open space reserve and on Glenwood Drive.

9. State Funding Updates

Rachel Moriconi reported that the California Transportation Commission (CTC) staff recommendations for the 2018 State Transportation Improvement Program (STIP) include all of the projects proposed by the RTC. It is expected that all of the projects approved by the RTC in December 2017 can move forward, however if SB1 is repealed there will be a shortfall. RTC and several local agencies have taken positions to support Proposition 69 (June 2018 ballot) which firewalls new SB1 funds for transportation and agencies have taken positions to oppose efforts to repeal transportation funding and SB1.

Ms. Moriconi reported that several agencies also submitted applications to the CTC for the competitive SB1-Local Partnership Program (LPP). The CTC is expected to select projects to receive these and other SB1 funds at its May 16, 2018 meeting. The CTC's guidelines for the next Active Transportation Program (ATP) cycle are being finalized, with applications expected to be due in July 2018. Local jurisdictions reported that they are developing their SB1-Local Streets and Road Program (LSRP) project lists for FY18/19.

10. Measure D Updates

Rachel Moriconi reported that updated revenue estimates for FY17/18 and FY18/19 are available. Several agencies are preparing their annual 5-year plan updates showing how they anticipate using Measure D funds from FY18/19-22/23. Some agencies will include updates on use of FY17/18 funds and any funds carried forward. Final reports on how FY17/18 Measure D funds were use are due December 2018, as part of the annual audit. Staff suggested that agencies take before and after photos of projects funded by Measure D and continue to ensure that the public is aware of which projects are funded by Measure D.

11. **Next meeting:** The next ITAC meeting scheduled for April 19, 2018 was subsequently canceled.

The meeting adjourned at 3:30 p.m.

Minutes prepared by: Rachel Moriconi, RTC Planner

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TO: Interagency Technical Advisory Committee (ITAC)
FROM: RTC Planning Staff
RE: Measure D: Five-Year Programs of Projects for Regional Projects

RECOMMENDATIONS

Staff recommends that the RTC's Interagency Technical Advisory Committee (ITAC):

1. Review and provide input on the "5-year Program of Projects" for the Measure D regional investment categories: Highway Corridors, Active Transportation, Rail Corridor, San Lorenzo Valley-Highway 9 Corridor Improvements and Highway 17 Wildlife Crossing (Attachments 1 and 2).
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BACKGROUND

Measure D, the transportation ballot measure passed by more than a 2/3 majority of Santa Cruz County voters on November 8, 2016, provides funding for five categories of projects - neighborhood projects (30% of net measure revenues), highway corridors (25%), transportation for seniors and people with disabilities (20%), active transportation (17%), and the rail corridor (8%).

Each agency receiving Measure D revenues is required to annually develop, update, hold a public hearing on, and adopt a five-year program of projects. The five-year program of projects identifies how each agency plans to use Measure D funds in the upcoming 5 years. Agencies receiving direct formula allocations (cities, the County of Santa Cruz, Santa Cruz Metropolitan Transit District (METRO) and Community Bridges/Lift Line) typically develop their five-year programs of projects as part of their annual budget and/or capital improvement program. Community members provide input on those plans directly to each recipient agency. The Regional Transportation Commission (RTC) is responsible for developing the five-year program of projects for regional projects, as described below. The first five-year plans for regional projects were approved by the RTC in June of 2017.

DISCUSSION

The RTC is responsible for preparing the five-year plans for each of the Measure D regional transportation categories -- Highway Corridors, Active Transportation/Monterey Bay Sanctuary Scenic Trail Network (MBSST), Rail

Corridor, San Lorenzo Valley-Highway 9 Corridor Improvements and Highway 17 Wildlife Crossing.

This year, the plans include FY 22/23 revenues and planned expenditures, as well as proposing updates to the previously approved plans for FY17/18 through FY21/22. The "5-year programs of projects" are preliminary plans for years 2-5, and are adjusted annually based on updated project schedule and cost information, as well as updated revenue projections. The plans also include the carryover of unspent revenues from prior years. Since annual revenues are sometimes insufficient for larger projects, agencies sometimes carry over, reserve, or "bank" revenues to future years. For several regional projects, staff proposes to reserve funds to serve as match for competitive grant programs and to be used in the event those grants are not secured. The FY18/19-22/23 five year plans reflect the 30-year Measure D revenue projections adopted by the RTC as part of its budget in April 2018. A summary of recommendations for the Measure D regional programs is included as [Attachment 1](#).

Staff recommends that the Interagency Technical Advisory Committee (ITAC) review and provide input on the draft 5-year programs of projects for regional categories ([Attachment 2](#)).

Next Steps

The RTC's advisory committees are providing input at their April and May 2018 meetings. After considering advisory committee and input received at the May 3, 2018 RTC board meeting, staff will update the 5-year program of projects for each regional investment category and present final recommendations to the RTC board for approval following a public hearing at the RTC's June 14, 2018 meeting.

After the close of each fiscal year, agencies must submit an annual report describing actual expenditures, progress made to improve the transportation system, how maintenance of effort requirements have been met to ensure Measure D revenues are supplementing (not supplanting) other revenues, and the degree that Measure D funds were used to secure additional funding from other sources (leveraging other funds).

The Measure D annual fiscal audit and taxpayer oversight committee will review the annual report of expenditures to ensure funds were expended consistent with the requirements of Measure D. The annual reports, including the program of projects approved by each agency, will be posted on the RTC's Measure D website. The RTC is [currently recruiting](#) Santa Cruz County residents interested in serving on the Committee. Applications are due June 1, 2018.

Accelerating project delivery

While "pay-as-you-go" financing is the preferred method of financing Measure D projects, the RTC may determine bonding or other financing is cost-effective to accelerate regional project implementation. Use of bonding, loans between Measure D categories, or other financing options will depend on project delivery schedules, funding needs, matching fund opportunities, and cash flow estimates. Direct

recipients (cities, the County of Santa Cruz, METRO and LiftLine) may not bond against Measure D revenues, but could access options such as cooperative fund agreements among agencies receiving Measure D funds, or other means to advance funding for projects as they near construction. As projects near construction, staff will return to the RTC with an analysis of financial options to accelerate specific projects.

SUMMARY

Measure D requires recipient agencies to annually prepare and update a five-year program of projects identifying how agencies plan to invest Measure D revenues. Staff is seeking input from the RTC and its advisory committees on the FY18/19-22/23 five-year programs of projects for regional investment categories. The RTC is scheduled to review and consider approval of the draft plans at its June 2018 meeting.

Attachments:

1. Measure D Regional Categories
2. 5-Year Programs of Projects for Regional Categories

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Measure D - Regional Categories

Trail Program

17% of net Measure D revenues are designated for the "Active Transportation" category to fund the Monterey Bay Sanctuary Scenic Trail Network (MBSST), also known as the Coastal Rail Trail. As noted in the Expenditure Plan, this funding will be used for bicycle and pedestrian trail construction; maintenance, management and drainage for the rail and trail corridor; and possible installation of conduit for internet and electrical services.

The draft FY18/19-22/23 plan for the Active Transportation category focuses Measure D funds to trail projects currently under development, ongoing trail development and maintenance of the corridor. **New this year, staff recommends adding \$200,000 for preliminary work on Segment 10 from 17th Avenue in Live Oak to 47th Avenue/Jade Street Park in Capitola. The balance of funds will be held in reserve.** At its April 9, 2018 meeting, the Bicycle Advisory supported this recommendation to allocate funding towards Segment 10, as requested by the County of Santa Cruz and City of Capitola. Funds would go towards preliminary design and right of way research.

Reserve funds are expected to serve as match to leverage Senate Bill 1 - Active Transportation Program, Congested Corridors, and Local Partnership Program grants. It is anticipated that some of the reserve funds may be used on the North Coast trail.

Measure D funds are also used for work tasks related to trail project implementation and program management, including design, preliminary engineering, environmental permitting, as well as public outreach for projects currently under way and for development of the network as a whole. Specific tasks include coordination with local public works departments, stakeholders, State Parks, rail operators, California Public Utilities Commission, Environmental Health Services, consultants and technical experts; right-of-way surveying, encroachments and property rights certifications; grant applications for future projects and complete funding for current projects; studies related to trail implementation or corridor uses; management of all funding sources and contracts; partnership building; presentations to community organizations; event planning and participation. Program management and technical work anticipated for specific segments has been incorporated into those lines.

This Measure D category also includes corridor right-of-way encroachments and maintenance, including items such as vegetation abatement; tree, trash and graffiti removal; drainage issues; storm damage repairs, etc.

Highway Corridors

25% of net Measure D revenues are designated for the Highway Corridors category, which includes Highway 1 auxiliary lanes, bicycle and pedestrian overcrossings,

traveler information, transportation demand management (TDM), highway safety and congestion reduction programs. **The five year program of projects uses some Measure D funds in the first few years on pre-construction phases of capital projects – including auxiliary lanes from 41st Avenue to Soquel Avenue and State Park Drive to Bay/Porter interchanges and replacement of the Capitola Avenue overcrossing - and ongoing traveler information and safety programs; while reserving several years of funding for construction of auxiliary lanes and bicycle/pedestrian crossings.** Staff is evaluating options to accelerate environmental review and design on Highway 1 auxiliary lane projects and increase opportunities to secure other state and federal grant funds to supplement Measure D revenues allocated to these projects, including new grant programs which are funded by Senate Bill 1 revenues.

San Lorenzo Valley (SLV) Highway 9 Corridor Improvements

Measure D includes a total of \$10 million for transportation projects along the Highway 9 corridor through San Lorenzo Valley (approximately \$333,000 per year over 30 years). **The 5-year plan includes \$750,000 to serve as a match to an Active Transportation Program (ATP) grant application to improve pedestrian access to the SLV school complex, which has consistently been identified as one of the highest priority projects in SLV.** The RTC is working with a consultant team, Caltrans, County Public Works and Planning, Santa Cruz Metropolitan Transit District (METRO), and the public to develop a comprehensive plan for the Highway 9 corridor. The corridor plan will identify, evaluate and prioritize multimodal investments along the corridor. The new 5-year plan allocates \$50,000 in Measure D funds to complete the corridor plan. The balance of Measure D revenues are reserved for projects to be identified through the Highway 9/SLV corridor plan later this year.

Highway 17 Wildlife Crossing

Measure D includes a total of \$5 million for the Highway 17 Wildlife Crossing (approximately \$167,000 per year over 30 years). Caltrans and the Land Trust of Santa Cruz County secured over \$3 million in State Highway Operation and Protection Program (SHOPP) funds from the California Transportation Commission (CTC) to initiate environmental review and design of a wildlife crossing on Highway 17 near Laurel Curve. The Land Trust has secured right-of-way adjacent to the highway and is raising private funds to complete the project. While Caltrans currently anticipates that pre-construction work will be done and the project ready for construction in FY20/21, Measure D revenues apportioned to the project will not have had time to accumulate to a level sufficient to fully fund the project by FY20/21. RTC staff is investigating financing and other options to accelerate delivery of this project, which may include loans from other entities or other Measure D categories or bond financing. Some of the Measure D funds may be used for debt financing.

Rail Corridor

8% of net Measure D revenues are designated for the Rail Corridor category for infrastructure preservation and analysis (including environmental and economic analysis) to answer community questions about possible future transit and other

transportation uses of the rail corridor. **Slight modifications from the plan approved by the RTC in April as part of the FY18/19 budget adoption are included in the new the 5-year plan.**

As stated in the Measure D Expenditure Plan, projects under this category include “maintaining and repairing the publicly-owned Santa Cruz Branch Rail Line.” Therefore, the 5-year program of projects includes storm damage repair and clean up, bridge analysis and rehabilitation to continue work began in 2012, and track maintenance and repairs. Measure D does not include funding for any new train or rail service.

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DRAFT- May 2018

Measure D: 5-Year Program of Projects (FY18/19-FY22/23)

Agency: Santa Cruz County Regional Transportation CommissionExpenditure Plan Category: Highway Corridors

Measure D Revenues

	FY16/17 & FY17/18	FY18/19	FY19/20	FY20/21	FY21/22	FY22/23	
Estimated Annual Measure D Allocations	\$5,022,242	\$4,854,176	\$4,917,281	\$4,981,205	\$5,045,961	\$5,111,558	\$29,932,423

Amount of Measure funds to be used

Name/Road/ limits	Description	FY16/17 & FY17/18	FY18/19	FY19/20	FY20/21	FY21/22	FY22/23	5-Year Measure D	Update for 2018
Highway 1: 41 st Avenue/Soquel Drive Auxiliary Lanes and Chanticleer Bike/Pedestrian Overcrossing (1)	Freeway operational improvement, rehab roadway and drainage, improve bicycle/pedestrian access over freeway.		\$1,500,000	\$500,000	\$12,000,000	Balance of construction cost if grants not awarded		\$14-28M	Shift some funds from FY20/21 to earlier in order to advance design and right-of-way. Reduce total in anticipation of grants.
Highway 1: Auxiliary Lanes from State Park Drive to Bay-Porter, and Reconstruction of Capitola Avenue Overcrossing (2)	Freeway operational improvement, rehab roadway and drainage, soundwalls and retaining walls, reconstruct Capitola Ave. overcrossing with sidewalks and bike lane		\$2,600,000	\$500,000	\$500,000	\$3,200,000	\$4,600,000	\$11,400,000	Combine Park Av/Bay-Porter and State Park/Park Av. Aux Lanes projects. Shift some funds from FY20/21 to earlier in order to advance environmental review and design.
Highway 1 Bicycle/Pedestrian Overcrossing at Mar Vista Drive (3)	Address restricted bicycle/pedestrian access by building new overcrossing with lighting, traffic calming, and moderate aesthetic treatments				---	\$ 2,000,000		\$ 2,000,000	Funds shifted to FY21/22 based on current schedule.
Cruz 511	Ongoing system & demand management (TDM), includes Cruz511.org traveler information, carpool and other TDM programs	\$50,000	\$150,000	\$150,000	\$200,000	\$200,000	\$200,000	\$950,000	Funds added for FY22/23 added
Safe on 17	Ongoing system management program, involves increased CHP enforcement on Highway 17	\$25,000	\$25,000	\$25,000	\$35,000	\$35,000	\$35,000	\$180,000	Funds added for FY22/23 added
Freeway Service Patrol (4)	Ongoing system management and congestion reducing program. Roving tow trucks removing incidents and obstructions during peak travel periods on Highway 1 and Highway 17	\$100,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,350,000	Funds added for FY22/23 added
Estimated Annual Measure D Expenditures*		\$175,000	\$4,525,000	\$1,425,000	\$12,985,000	\$ 5,685,000	\$ 5,085,000		
Carry over to next fiscal year*		\$4,847,242	\$5,176,418	\$8,668,699	\$664,904	\$25,865	\$52,423		

Notes:

- Hwy 1 41st/Soquel Aux Lane and Chanticleer B/P Overcrossing:** Previously programmed funds used for preliminary and final engineering design and right-of-way phases over the period FY 17/18-through-FY 19/20. Measure D funds for capital construction and construction management activities.
- Hwy 1 Auxiliary Lanes from State Park Drive to Bay/Porter Project:** Measure D funding for preliminary design and environmental documentation (FY 18/19 - FY 20/21) and final engineering and right-of-way acquisition (FY 21/22).
- Mar Vista Bicycle/Pedestrian Overcrossing:** Previously programmed funds used for project development and construction activities. Measure D funds (\$2M) to supplement construction and construction support activities as needed.
- Freeway Service Patrol:** through the State budget more Caltrans funds may become available reducing the need for Measure D fund:

*RTC will seek grants or could decide at future date whether to utilize bond or other financing that may be required in years 4 and 5 to accelerate delivery.

Measure D: 5-Year Program of Projects (FY17/18-FY21/22)

Expenditure Plan Category: **Active Transportation/MBSST-Rail Trail (17 % of Measure D per Expenditure Plan)**

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

Estimated Measure D Revenues

	FY17/18	FY17/18 & FY16/17	FY18/19	FY19/20	FY20/21	FY21/22	FY22/23	Total Measure D
Estimated Annual Measure D Allocations	\$3,192,665	\$3,415,114	\$3,300,840	\$3,343,751	\$3,387,220	\$3,431,253	\$3,475,860	\$20,354,038
Est. carryover from prior year balance			\$2,290,864	\$2,547,454	\$4,831,955	\$1,219,680	\$3,650,683	

Rail Trail Project/Program	Description	Original Estimate FY17/18	Updated Estimate FY17/18	FY18/19	FY19/20	FY20/21	FY21/22	FY22/23	FY16/17-22/23	Updates for 2018 - For all projects capital, project management, oversight, and technical assistance costs were combined
1 Segment 7: Natural Bridges to Wharf, City of Santa Cruz (SC)	Construction of trail. Includes \$1.1M to city of SC for construction and funds for RTC oversight and technical assistance	\$ 1,130,000	\$ 100,000	\$ 1,205,000	\$ 40,000	\$ -	\$ -	\$ -	\$ 1,345,000	Shift capital funds from FY17/18 to FY18/19, based on updated schedule, update RTC and technical assistance costs
2 Seg 8: San Lorenzo River parkway trestle widening, City of Santa Cruz	Widening of existing walkway on the existing railroad bridge over San Lorenzo River near Boardwalk to serve multi-use purposes. \$500k to city of SC for construction. Balance for RTC project management and technical assistance/services.	\$ 500,000	\$ 5,000	\$ 505,000	\$ 5,000	\$ -	\$ -	\$ -	\$ 515,000	Shift funds from FY17/18 to FY18/19, based on updated schedule. Incorporate RTC oversight and technical assistance costs.
3 Seg 8/9: San Lorenzo River parkway to 17th Ave., City of SC lead	\$2M set aside to serve as match for construction grants. Joint project with County. Balance for RTC project management, oversight, outreach, and technical assistance.	\$ -	\$ -	\$ -	\$ 40,000	\$ 2,040,000	\$ 40,000	\$ -	\$ 2,120,000	Incorporate RTC oversight and technical assistance costs.
4 City of SC trail maintenance and operations	Ongoing maintenance of sections of trail once constructed. Includes restriping, sweeping, vegetation management and periodic repaving.	\$ -	\$ -	\$ -	\$ 25,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 175,000	City of Santa Cruz requests to increase from \$20k to \$50k/yr based on required enviro monitoring, plus adds FY22/23 funds
5 Segment 18: Lee Rd-Walker, Watsonville	\$150k to City of Watsonville for trail construction. Balance for RTC project management and technical assistance/services	\$ 170,000	\$ 20,000	\$ 225,000	\$ 20,000	\$ -	\$ -	\$ -	\$ 265,000	Shift funds from FY17/18 to FY18/19, based on updated schedule. Incorporate RTC oversight and technical assistance costs.
6 City of Watsonville trail maintenance and operations	Ongoing maintenance of sections of trail once constructed. Includes restriping, sweeping, vegetation management and periodic repaving.	\$ -	\$ -	\$ -	Postponed	\$ 10,000	\$ 11,000	\$ 11,000	\$ 32,000	Add funds for FY22/23 maintenance
7 North Coast Segment 5	Environmental review and design of north coast section of trail, technical assistance, and project management	\$ 500,000	\$ 380,000	\$ 410,000	\$ 160,000	\$ 160,000	\$ -	\$ -	\$ 1,110,000	Shift funds to match current schedule and incorporate RTC oversight and technical assistance costs.
8 North Coast trail maintenance and operations	Ongoing maintenance of sections of trail once constructed. Includes restriping, sweeping, vegetation management and periodic repaving.	\$ -	\$ -	\$ -	---	\$ 50,000	\$ 100,000	\$ 125,000	\$ 275,000	Add funds for FY22/23 maintenance. Shift maintenance funds FY20/21 and later years.
9 North Coast: Reserve to match future grants for unfunded 2 mi.	Funds set aside to service as match when seeking future grant application.	\$ 173,415	---	---	---	\$ 3,690,245	-	-	\$ 3,690,245	Shift funds to FY20/21, based on updated schedule.
10 Segment 10: Preliminary Analysis of 17th Ave-47th Ave/Jade St. Park	\$200k for preliminary design, right of way research/surveys, assessments, and grant writing services. \$20k/yr for RTC oversight and technical assistance. Likely a joint County DPW/Capitola project.	\$ -	\$ -	\$ -	\$ -	\$ 220,000	\$ 20,000	\$ 20,000	\$ 260,000	NEW: Add funds to begin work on this section in high density area. Includes RTC oversight and technical assistance.

	Rail Trail Project/Program	Description	Original Estimate FY17/18	Updated Estimate FY17/18	FY18/19	FY19/20	FY20/21	FY21/22	FY22/23	FY16/17-22/23	Updates for 2018 - For all projects capital, project management, oversight, and technical assistance costs were combined
11	Capitola Trail: City Hall to Monterey Ave	RTC oversight and technical assistance.	\$ -	\$ -	\$ 15,000	\$ 15,000	\$ -	\$ -	\$ -	\$ 30,000	NEW: Add funds for oversight and assistance on this section.
12	Ongoing RTC oversight, coordination, and assistance, including on development of future trail sections.	Surveys, Environmental Health (EHS), attorneys, coordination, response to public comments, and development of future grant applications	\$ 200,000	\$ 100,000	\$ 165,000	\$ 235,000	\$ 260,000	\$ 260,000	\$ 260,000	\$ 1,280,000	Some costs shifted into specific sections of trail. Add funds for ongoing work in FY22/23
13	Corridor encroachments & maintenance	Ongoing corridor maintenance, including vegetation, tree removal, trash, graffiti, drainage, encroachments, storm damage repairs outside of what is required for railroad operations	\$ 519,250	\$ 519,250	\$ 519,250	\$ 519,250	\$ 519,250	\$ 519,250	\$ 519,250	\$ 3,115,500	Add funds for ongoing work in FY22/23
14	Estimated Annual Measure D Expenditures		\$ 3,192,665	\$ 1,124,250	\$ 3,044,250	\$ 1,059,250	\$ 6,999,495	\$ 1,000,250	\$ 985,250	\$ 14,212,745	
15	RESERVE: Unappropriated balances carried into future year. Balance to be programmed in future 5-year plans (after 2018)									\$6,141,293	Unappropriated amount increased by \$4M

Measure D: 5-Year Program of Projects (FY18/19-FY22/23)

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

Expenditure Plan Category Rail Corridor

Measure D Revenues

	FY17/18 & 16/17	FY18/19	FY19/20	FY20/21	FY21/22	FY22/23
Estimated Annual Measure D Allocations	\$1,607,117	\$1,553,336	\$1,573,530	\$1,593,986	\$1,614,707	\$1,635,699
Estimated Carryover from Previous Year	0	\$946,617	\$162,367	\$21,196	\$48,341	\$44,038
Total		\$2,499,953	\$1,735,897	\$1,615,182	\$1,663,048	\$1,679,737

Name/Road/ limits	Description	Prior Years Measure D funds used	Amount of Measure funds to be used					Total Measure D Funds	2018 Updates
			FY18/19	FY19/20	FY20/21	FY21/22	FY22/23		
Unified Corridor Investment Study	Analysis of rail corridor usage options consistent with Measure D	\$300,000	\$325,000					\$625,000	Carryover FY17/18 unspent funds to FY18/19.
2017 Storm Damage Repair & Cleanup	Repair and cleanup of damage resulting from the 2017 winter storms including one washout, minor slides and various downed or compromised trees	\$150,000	\$250,000					\$400,000	Carryover FY17/18 unspent funds to FY18/19.
Railroad Bridge analysis	Updated engineering analysis of railroad bridges to complete bridge rehabilitation work outlined in engineering analysis completed in 2012	\$150,000	\$300,000					\$450,000	Add \$100k, carryover unspent FY17/18 funds to FY18/19
Railroad Bridge Rehabilitation	Rehabilitation of railroad bridges consistent with analysis completed in 2012 and updated analysis proposed for 2018		\$1,200,000	\$800,000	\$250,000			\$2,250,000	Carryover unspent FY17/18 funds and respread to reflect current schedule
Track infrastructure and signage maintenance and repairs	On-going maintenance, repair and rehabilitation of railroad track infrastructure and signage	\$60,500	\$262,587	\$164,700	\$166,841	\$169,010	\$171,207	\$994,845	Carryover unspent FY17/18 funds and add FY22/23 estimates
Rail Transit or Other Projects Environmental Document	Preparation of environmental documents for projects on rail corridor resulting from the Unified Corridor Study		\$0	\$750,000	\$1,150,000	\$1,450,000	\$650,000	\$4,000,000	Update to reflect current schedule and cost estimate.
Estimated Annual Measure D Expenditures		\$660,500	\$2,337,587	\$1,714,700	\$1,566,841	\$1,619,010	\$821,207	\$8,719,845	
Carry over to next fiscal year		\$946,617	\$162,367	\$21,196	\$48,341	\$44,038	\$858,530		

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Measure D: 5-Year Program of Projects (FY18/19-FY22/23)

Expenditure Plan Category: **Neighborhood Projects: San Lorenzo Valley (SLV)/Highway 9 Corridor**

Agency: **Santa Cruz County Regional Transportation Commission (SCCRTC)**

Measure D Revenues

	FY16/17 &17/18	FY18/19	FY19/20	FY20/21	FY21/22	FY22/23
Estimated Annual Measure D Allocations	\$347,222	\$333,333	\$333,333	\$333,333	\$333,333	\$333,333

Planned use of Measure D funds

Name/Road/ limits	Description, complete streets components	Planned use of Measure D funds							5 Year Measure D Total	2018 update
		FY17/18 Planned	FY17/18 Actual	FY18/19	FY19/20	FY20/21	FY21/22	FY22/23		
San Lorenzo Valley (SLV) Safe Routes to Schools sidewalk (SR 9: SLVHS entrance south to at least Fall Creek Rd)- Preconstruction & ATP grant match	Bike/Ped Pathway & transit stop	\$60,000	---	\$250,000		\$500,000			\$750,000	Shift FY17/18 funds to FY18/19. Add funds to match grant requests
Hwy 9/SLV Corridor Plan - Completion of plan	Identify priorities for limited funds	\$0	\$0	\$50,000					\$50,000	Additional work needed to reflect public input
Estimated Annual Measure D Expenditures		\$60,000	\$0	\$300,000	\$0	\$500,000	\$0	\$0		
Reserve for priorities in Highway 9/SLV Corridor Plan	<i>Exact projects TBD. Use as match to leverage grants</i>	<i>Balance</i>	\$347,222	\$380,556	\$713,889	\$547,222	\$880,556	\$1,213,889		

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Measure D: 5-Year Program of Projects (FY18/19-FY22/23)

Lead Agency: Caltrans

Category: **Highway 17 Wildlife Corridor**

Measure D Revenues

	FY16/17 &17/18	FY18/19	FY19/20	FY20/21	FY21/22	FY22/23	Future
Estimated Annual Measure D Allocations	\$166,667	\$166,667	\$166,667	\$166,667	\$166,667	\$166,667	\$4,000,000

Amount of Measure funds to be used

Name/Road/ limits	Description, complete streets components	Amount of Measure funds to be used						Debt Service*	Total Measure D	2018 Update
		FY17/18	FY18/19	FY19/20	FY20/21	FY21/22	FY22/23			
Highway 17 Wildlife Crossing near Laurel Curve	Construct wildlife undercrossing to connect habitat on either side of the highway. Creates a wildlife corridor enabling animals to safely cross the highway.	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000	\$1,000,000	\$5,000,000	Include placeholder for financing required to advance project delivery.
Estimated Annual Measure D Expenditures		\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000			
Carryover Balance - RESERVE for construction		\$166,667	\$333,333	\$500,000	\$666,667	(\$1,166,667)	(\$3,000,000)			

*At a future date, RTC will evaluate financing options to advance delivery, since full \$5M committed in Measure D will not be available until end of 30 year measure. Total cost will depend on final bids and claims. Pre-construction funded through Caltrans SHOPP - \$3.1M. Land Trust has committed private funds for some of construction costs.

TO: Regional Transportation Commission
FROM: Sarah Christensen, Senior Transportation Engineer
RE: Highway 1 41st/Soquel Auxiliary Lanes Project Delivery Options

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC):

1. Approve being the implementing agency for the Plans, Specifications and Estimate (PS&E) phase (otherwise known as the design phase) for the Highway 1 41st/Soquel Auxiliary Lanes Project with Caltrans responsible for oversight and a portion of the design package; and
 2. Authorize the Executive Director to enter into negotiations with Caltrans for a cooperative agreement outlining the responsibilities of the RTC and Caltrans District 5 for the PS&E phase of the 41st/Soquel Auxiliary Lanes Project.
-

BACKGROUND

The RTC and Caltrans have both taken turns in the lead role for the delivery of projects along Highway 1 in Santa Cruz County. In 2008, the Highways 1 and 17 Merge Lanes project, led by Caltrans, completed construction with many lessons learned, including two cost increases of about \$5M each and a legal settlement of about \$700,000. This led to the RTC taking the lead in the subsequent project, the [Highway 1 Soquel/Morrissey Auxiliary Lanes project](#), which completed construction in 2014. For the Soquel/Morrissey Auxiliary Lanes Project, the RTC hired a consultant to prepare the design plans, specifications, and engineer's estimate (PS&E) package. Caltrans provided oversight and lead the right-of-way portion of the project. The RTC also took the lead on the advertising, awarding, and administration of the project construction, and hired a consultant to manage the construction on behalf of the RTC. The RTC was faced with a claim that concluded in a settlement of \$875,000 with the construction contractor.

In 2016, the voters of Santa Cruz County passed Measure D which allocates 25% of the revenue for highway projects. This includes funding for auxiliary lanes on Highway 1 from 41st Avenue to Soquel Drive and from Bay/Porter to State Park Drive plus bicycle and pedestrian overcrossings at Chanticleer Avenue and Mar Vista Drive. The passing of Measure D makes Santa Cruz a self-help county, which allows the RTC to leverage local funds to advance projects and attract additional funding. The state or federal funds are allocated competitively, with project readiness being the primary factor in awarding of the funds. RTC staff has identified multiple potential sources of funds for the Highway 1 41st/Soquel Auxiliary Lanes

Project which includes the bicycle and pedestrian overcrossing at Chanticleer Avenue.

Environmental clearance of the Tier II Highway 1 41st/Soquel Auxiliary Lanes Project is expected to be achieved at the end of 2018. In order to take advantage of the benefits of being a self-help county, RTC staff recommends leveraging Measure D funds to advance the PS&E phase of this project in order to achieve project readiness to attract funding from state and federal sources.

DISCUSSION

There are three possible approaches to the delivery of the PS&E phase of the Highway 1 41st/Soquel Auxiliary Lanes Project:

- The RTC leads the preparation of the design package by hiring a consultant.
- Caltrans District 5 staff prepares the design package in-house.
- A hybrid approach with the RTC as the lead, and Caltrans preparing a portion of the design package.

Based on past experience, recent communications with Caltrans and the RTC's position as a self-help county to advance design and attract other funds, the hybrid approach is preferable.

Hybrid Approach

There are parts of the project that are appropriate for the RTC and Caltrans each to lead. For instance, it makes sense to have RTC be in charge of the public outreach portion of the project because of our local presence and ability to successfully inform the community on project activities. The RTC also has the ability to advance the design phase of the project using Measure D funds in anticipation of the environmental clearance, which puts the project in a better position to secure competitive funds. Caltrans can be in charge of acquiring the necessary right of way for the project because Caltrans is the owner/operator of the facility and will be the owner of the property acquired.

A benefit of having the RTC and Caltrans working together to prepare the design in a hybrid approach is accountability and quality control. Because the RTC and Caltrans will each be working on parts of the package, each entity will be reviewing and cooperating with the other to coordinate design details and ensure a quality package is put together. Having a strong quality control plan for the project that both the RTC and Caltrans adhere to will reduce the claim liability on the project.

Availability of Caltrans Resources

Caltrans is currently faced with hiring 2,000 employees to meet the demand of the transportation improvements in the works following the passing of Senate Bill 1 (SB1) in 2017. At a recent meeting in April between RTC and Caltrans District 5 staff, Caltrans indicated that they may have an available design squad out of their

Fresno office to prepare the design package in-house starting in early 2019 if the RTC prefers that Caltrans take the lead on the PS&E phase of the project.

Programming of Funds

Currently there are State Transportation Improvement Program (STIP) funds programmed for the design phase of project in fiscal year 18/19. The STIP funds cannot be allocated by the California Transportation Commission (CTC) for the design phase of the project until environmental clearance is achieved, which is expected to be at the end of 2018 with the CTC allocation of the STIP funds occurring in January of 2019. As discussed at the May RTC meeting regarding the Measure D 5-year plan update for the Highway Program, RTC staff proposes to add Measure D funds for preconstruction of the Highway 1 41st/Soquel Auxiliary Lanes Project, which can be used in FY 18/19 prior to environmental clearance. This will allow the RTC to advance the design phase (gaining about 6 to 8 months) before the environmental clearance and have the project ready for construction and to secure other funds sooner.

Ability to Attract Other (non-Measure D) Funds

The Highway 1 41st/Soquel Auxiliary Lanes Project which includes the Chanticleer Avenue pedestrian and bicycle overcrossing can attract a number of funding sources, including SB1 Congested Corridors and Active Transportation funds. Once the design phase is initiated, the RTC staff may decide to split the project elements into separate projects depending on the availability of funds. For instance, the design can be split into multiple packages to separate the auxiliary lanes improvements from the pedestrian and bicycle overcrossing improvements in order to optimize the competitiveness of each of those project's elements.

Staff believes that this project would be competitive for SB1 Solutions for Congested Corridors Program funds, which includes \$250M of funds annually across California. In order to be eligible for Congested Corridor funds, the following should be considered:

- A Comprehensive Corridor Plan must be in place, which is an integrated multimodal plan of a corridor. The Unified Corridor Study would qualify as this document for improvements along Highway 1, Soquel Drive, and the rail corridor.
- Local match is not required, however funding leverage is desirable. Consideration will be given to projects that leverage funding from private, federal, state, local or regional sources that are discretionary funds. The Measure D 5 year plan includes funds for construction.
- Congested Corridor funds would only be available for the construction component of the project.
- Projects that have collaboration between local agencies and Caltrans that are jointly nominated by multiple entities will be given higher consideration.

Staff believes that the Chanticleer Avenue Bicycle and Pedestrian overcrossing would be competitive for Active Transportation Program funds, which includes

\$100M of funds annually across California. Projects that include infrastructure improvements that meet one or more Active Transportation program goals are eligible, with construction readiness being highly considered. Therefore, **staff recommends that the RTC approve being the lead agency for the design of the Highway 1 41st/Soquel Auxiliary Lanes Project with Caltrans responsible for oversight and a portion of the design package, and authorize the Executive Director to enter into negotiations for a Cooperative Agreement with Caltrans District 5 to that effect.**

SUMMARY

Based on past experiences, availability of resources, and the ability to attract funds, the RTC staff recommends the RTC take the lead on the PS&E phase of the Highway 1 41st/Soquel Auxiliary Lanes Project, with Caltrans being generally responsible for oversight and a portion of the design package.

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TO: Interagency Technical Advisory Committee (ITAC)
FROM: Sarah Christensen, RTC Senior Transportation Engineer
REGARDING: Santa Cruz Branch Rail Line Preventative Maintenance Program

RECOMMENDATIONS

This item is for information only.

BACKGROUND

In 2012, the Santa Cruz County Regional Transportation Commission (RTC) purchased the Santa Cruz Branch Rail Line (Branch Line) right-of-way (ROW) from Union Pacific (UP). UP retained a freight easement, which UP transferred to the short line railroad operator. The RTC is responsible for maintaining the Branch Line ROW outside of the freight easement, which is defined as a 10-foot lateral width in each direction from the track centerline. The short line railroad operator, as the owner of the easement, is responsible for maintaining the infrastructure within the freight easement and is a key partner in the preservation of the corridor. The maps of the Branch Line ROW are available on the County GIS [map gallery](#) under transportation.

DISCUSSION

The RTC's preventative maintenance program for the Branch Line ROW includes individual inquiries tracked using ArcGIS. The goal of the preventative maintenance program is to preserve the corridor for future use and limit impacts to adjacent jurisdictions and private properties.

The RTC depends on regular staff inspections as well as reports from the community and local jurisdictions to identify areas in need of maintenance. Reports of maintenance needs within the Branch Line ROW should be emailed to info@sccrtc.org. Reports can also be made via phone to (831) 460-3200. Once the RTC receives a report, it is entered into our ArcGIS system and a ticket number is assigned for reference. Individuals who submit reports of maintenance needs to the RTC via email will receive a reply email with their ticket number, which can be referred to for future status changes and resolution.

For any construction or access needed within the Branch Line ROW, public and private entities and individuals should contact the RTC well in advance of the activity to determine the type of agreement needed, and to execute the agreement

prior to the activity occurring. The RTC requires a right of entry (ROE) agreement be in place prior to entering the Santa Cruz Branch Rail Line right-of-way for access or minor construction purposes (example: replacement of a fence bordering the Branch Line ROW). The ROE agreement requires the applicant to notify the short line railroad operator no less than one week in advance of entry or encroachment with the date, time, location, duration, and nature of the activity in the vicinity of the railroad track and its appurtenant equipment and structures. However, it is advisable to contact the railroad operator much earlier because a ROE agreement may also be required from the operator. The operator owns an easement extending 10 feet from the centerline of the track and the Federal Railroad Administration (FRA) imposes safety requirements for any activity within 25 feet of the centerline of a track.

The RTC requires a crossing agreement for new underground and overhead utilities that cross the Santa Cruz Branch Rail Line right-of-way. The lead time for a crossing agreement is typically 4 to 6 months. It is important to contact the RTC well in advance of planned access in order to allow sufficient time to execute the agreement and make the necessary notifications. Any utility or other construction work that traverses the railroad infrastructure or is in the vicinity of railroad infrastructure within the Branch Line ROW must conform to the American Railway Engineering and Maintenance-of-Way Association (AREMA) standards.

Questions about the rail corridor preventative maintenance program or right of entry process should be directed to Sarah Christensen, RTC Senior Transportation Engineer.

SUMMARY

The RTC owns the Santa Cruz Branch Rail Line right-of-way. The railroad operator owns a freight easement over the tracks. To fulfill its responsibility for maintenance outside of the freight easement, the RTC has a preventative maintenance program. Reports of maintenance needs may be submitted by email to info@sccrtc.org or phone to 831-460-3200. A right of entry from the RTC is required for any work within the Branch Line ROW and a right of entry may also be required from the railroad operator.

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TO: Interagency Technical Advisory Committee
FROM: Anais Schenk, Transportation Planner
RE: Santa Cruz County Bicycle Signage Project

RECOMMENDATIONS

This item is for information only.

BACKGROUND

In 2015, the RTC was awarded an Active Transportation Program grant from the California Transportation Commission (CTC) to install 875 directional signs that direct bicyclists to preferred cycling routes and increase motorists' awareness of shared roadway facilities. The grant scope also includes before and after counts at 40 locations and public outreach. The environmental documentation for the project was completed in early 2017, the Plans, Specifications and Engineering (PS&E) phase was completed in March 2018 and the project is now moving into the construction phase.

DISCUSSION

In November 2017 RTC staff solicited input from the ITAC on the sign layout, content, and placement. Input was also collected from other RTC advisory committees and stakeholder groups. Staff also asked for a "point person" from each public works department to coordinate with on future efforts for this project. Since then staff has finalized the sign database with each city and county public works department representative.

After incorporating comments RTC had to apply to the CTC for a scope change since the final number of signs was approximately 630. Overall the number of sign locations has increased from what was originally proposed in the grant application even though the total number of signs to be installed has decreased. This is due to design choices made during the PS&E phase which allowed a more efficient use of space with fewer signs. Specifically RTC eliminated the M5/M6 signs (stand alone arrows). The scope change was approved and paperwork was submitted for the construction funding allocation which is scheduled for review and approval at the June CTC meeting.

After receiving construction funding the RTC will go out to bid for a contractor to install signage in the County of Santa Cruz, the City of Scotts Valley and the City of Santa Cruz. The City of Capitola and the City of Watsonville have chosen to install

their own signs. Before installing signage the RTC will send maintenance agreements to each of the jurisdictions for review and approval. Additionally, bicycle, pedestrian and vehicle count data collection is scheduled for May 22nd, 23rd and 24th. This data will provide the required before counts. Data will be collected again after all the signs have been installed.

SUMMARY

In 2015, the RTC was awarded an Active Transportation Program grant to install approximately 875 directional signs that direct bicyclists to preferred cycling routes and increase motorists' awareness of shared roadway facilities. A scope change was approved by CTC to increase the number of locations for signage but reduce the overall number of signs. The project is now entering into the construction phase. Maintenance agreements will be distributed to jurisdictions prior to construction for review and approval.

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