



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

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**AGENDA**  
**Thursday, June 21, 2018**  
**1:30 p.m.**  
**RTC Conference Room**  
**1523 Pacific Avenue, Santa Cruz, CA**

**Note: ITAC Meeting will be preceded by meeting of  
Active Transportation Program (ATP) applicants from 12:30-1:30pm**

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 May 17, 2018 ITAC meeting – *Page 3*
6. FY18/19 Regional Surface Transportation Program Exchange (RSTPX) Budgeted Projects – *Page 8*

**REGULAR AGENDA**

7. North Coast Rail Trail Project Update – *Page 11*
  - a. Staff report, Grace Blakeslee
8. Transportation Performance Management and Target Setting – *Page 17*
  - a. Staff report, Paul Hierling, AMBAG

9. Early Mitigation for Transportation Improvements in Santa Cruz County – *Page 25*
  - a. Staff report, George Dondero
10. Coastal Commission updates – Tentative
  - a. Verbal Update
11. Senate Bill 1 and Other Transportation Funding Updates – *Page 41*
  - a. Staff report, Rachel Moriconi
  - b. Proposition 69 News Release
  - c. SB1 Project Map
12. 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.
13. Next Meeting – Staff proposes to move the next ITAC meeting to **August 23, 2018. This is one week later than the usual meeting date.** The meeting will be held 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.

## Adjourn

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**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](mailto:info@sccrtc.org) / website: [www.sccrtc.org](http://www.sccrtc.org)

**AGENDAS ONLINE:** To receive email notification when the Committee meeting agenda packets are posted on our website, please call (831) 460-3200 or email [rmoriconi@sccrtc.org](mailto:rmoriconi@sccrtc.org) to subscribe.

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**SERVICIOS DE TRADUCCIÓN/ TRANSLATION SERVICES:** Si gusta estar presente o participar en juntas 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.)

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

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**DRAFT MINUTES**

Thursday, May 17, 2018, 1:30 p.m.  
SCCRTC Conference Room  
1523 Pacific Ave, Santa Cruz, CA

**ITAC MEMBERS PRESENT**

Piet Canin, Ecology Action  
Claire Fliesler, Santa Cruz Planning  
Murray Fontes, Watsonville Public Works and Planning Proxy  
Paul Hierling, Association of Monterey Bay Area Governments (AMBAG)  
Kelly McClendon, Caltrans  
Kailash Mozumder, City of Capitola Public Works  
Chris Schneider, Santa Cruz Public Works  
Steve Wiesner, County Public Works

**RTC Staff Present:** Cory Caletti, Sarah Christensen, George Dondero, Anais Schenk

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1. **Call to Order:** Chair Fontes called the meeting to order.
2. **Introductions:** Self introductions were made.
3. **Oral Communications:** Anais Schenk reminded members that an Active Transportation Program (ATP) grant workshop will be held at the RTC office on May 24. Cory Caletti announced that Anais Schenk is now staffing the RTC's Bicycle Committee. Anais reported that the RTC is recruiting members for the Bicycle Committee, especially from South County.
4. **Additions, deletions, or changes to consent and regular agendas:** None.

**CONSENT AGENDA**

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

5. **Approved Minutes of the March 15, 2018 ITAC meeting.**

**REGULAR AGENDA**

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

**Ecology Action:** Piet Canin reported that Ecology Action completed the 31st annual Spring Bike Week with seven bike activities including bike to work and school day. The month kicked

off with an online Bike Month Challenge with eight local employers. Work began on the recently awarded Caltrans Planning grant for a Scotts Valley Active Transportation Plan. Ecology Action hired Amelia Conlen to lead three Caltrans Planning grants for the production of active transportation plans for the County of Santa Cruz, Watsonville, Scotts Valley, Marina and Seaside. Ecology Action and Community Traffic Safety Coalition (CTSC) are available to partner with agencies on ATP grant applications. Ecology Action did an electric vehicle and e-bike event with the City of Santa Cruz in May.

**RTC:** Anais Schenk reported that the RTC may apply for funds for a program that would support employers in providing commute benefits and assistance to employees. Sarah Christensen reported that there are eight storm damage repair projects on the rail corridor, construction for the railing repair over Highway 1 is planned for this summer, and grade crossing replacement at the Laurel/Chestnut intersection is expected in late summer. Structure inspections and load ratings on the entire branch line are planned. Cory Caletti reported that the RTC expects to release the California Environmental Quality Act (CEQA) Environmental Impact Report (EIR) for the North Coast section of the Rail Trail this summer. FHWA is the lead for NEPA and design of the project.

**County of Santa Cruz:** Steve Wiesner reported that the County continues to address storm damage and is using SB1 gas tax funds to repair roadways and leverage federal and state funds from FEMA. The County is working with California State Association of Counties (CSAC) and the County Engineers Association of California (CEAC) to educate about the importance of SB1. He shared a map of County SB1-funded projects. Agencies are working to create a countywide SB1 map. The County's Measure D-SB1 funded roadway repairs projects are expected to begin construction in June. He noted that if SB1 is repealed it will set back the County by a decade. Full depth recycle project on Granite Creek Road and some of Branciforte is expected to begin construction in July. Storm damage repairs have been completed on Soquel Drive and Valencia Road in Aptos. The County's signalized intersection project at Trout Gulch/Soquel Drive is almost completed, with minor signal adjustments ongoing. Three storm damage projects are under construction on Bear Creek Road. Several new sink holes have recently been discovered, with more anticipated due to storms and aging infrastructure. Currently these repairs are unfunded. 10 bridge replacement projects are under design, with construction on the Redwood Road Bridge off Browns Valley in Corralitos expected to begin this summer. HSIP-funded guardrail and striping projects are also going to construction this summer. The County also plans to partner with Ecology Action to seek a grant for a countywide Active Transportation Plan that includes mapping existing bicycle and pedestrian facilities and prioritizing future projects. New public works director, Matt Machado, will begin in June. Also plan to seek an AB2766 grant for an adaptive signal system.

**Capitola:** Kailash Mozumder the new Public Works Project Manager for the City of Capitola provided updates on several projects. Working on a small section of the Rail Trail crossing Monterey Avenue, geotech studies expected later this year. Slurry seal project going out to bid this summer on several local roads. The city plans to use SB1 funds to repave major arterials next year. Engineering work is underway for sidewalks on 38th Avenue, with construction expected Fall 2018. Engineering contract awarded for the Park Avenue Storm Damage Repair, with construction expected Spring 2019. Park Avenue Sidewalks – Engineering underway, construction expected Spring 2019. The city plans to submit an AB2766 grant application for an adaptive signal system on 41st Ave.

**Santa Cruz:** Chris Schneider reported that the Highway Safety Improvement Program (HSIP) funded Bay/King Left-Turns and Streetlights project and the Bay Street Sidewalk project between Escalona and King St are going out to bid. The city will also be repaving Cedar St. downtown, in combination with CDBG-funded sidewalks and ramps. It includes pulling up some of the concrete. The San Lorenzo River (SLR) Trestle Walkway Widening (part of Trail Segment 8) Initial Study/Mitigation Negative Declaration (IS/MND) 30 day review period starts May 18. The design is 90% complete. Phase 1 of the Segment 7 Rail Trail project (Natural Bridges to California Ave) will be out to bid in June, with construction expected to begin late summer. The Phase 2 Initial Study/Mitigated Negative Declaration (IS/MND) is expected to be released for review once federal agencies complete their review. Upper Park Road storm damage repair construction will begin at the end of May. Several other storm damage repair projects are also going out to bid. Claire Fliesler reported that the new bike share program has launched in Santa Cruz, with a ribbon cutting event on May 22. The city has begun work on its Caltrans' funded adaptation plan. City of Santa Cruz plans to apply for Active Transportation Program (ATP) funds for three projects: construction of Segments 8/9 of the Rail Trail, Westside Safe Routes to School (SRTS) and Gap Closure project, and Market Street Bike/Ped improvements to fill in gaps. The City may be applying to HSIP for pedestrian crossing or auto-safety projects, and may seek an AB2766 grant for a replacement downtown trolley. Chris Schneider is getting honored by City Council for his APWA person-of-the-year award.

**AMBAG:** Paul Hierling updated the group that the AMBAG Board is scheduled to approve the Metropolitan Transportation Plan (MTP)/Sustainable Communities Strategy (SCS) and associated Environmental Impact Report (EIR) at its June 13 meeting. AMBAG will be going to Request for Proposals (RFP) for the Central Coast Highway 1 Climate Resiliency Study near Moss Landing. He reported that TAMC received a Transit and Intercity Rail Capital Program (TIRCP) grant for Gilroy to Salinas rail service, with the service expected to be active in 2020 if there are no unexpected delays.

**Caltrans:** Kelly McCleandon made announcements about the federal BUILD program (formerly TIGER), including upcoming webinars, with applications due July 19; ATP Cycle 4 call for projects was released, with Caltrans workshops at the RTC offices and in Monterey on May 24 and a headquarters webinar on May 21. He urged agencies to work with Caltrans staff early if any projects are proposed on the state highway system. He said that Caltrans is looking at incorporating bicycle and pedestrian projects along Highway 9 into SHOPP projects. Caltrans is soliciting members to participate in the statewide bicycle and walk technical advisory committee. District 5 is going to prepare district-wide bicycle and pedestrian plan. U.S. Bike Route designation along the coast is also being evaluated, with Caltrans to coordinate with local agencies. He also reported that Caltrans is updating its 3-year workplan for Project Initiation Documents (PID) for projects that local agencies plan to implement on the state highway system. The California Transportation Plan 2050 planning effort has kicked off and is in the early stages of development. The California Freight Mobility Plan is also being updated, which will include prioritization of infrastructure improvements.

**Watsonville:** Due to time constraints, Watsonville staff did not provide updates at the meeting. *Murray Fontes subsequently provided the following updates after the meeting - Construction is underway on Airport Blvd from Freedom to City limits. At its May 17, 2018 meeting, the California Transportation Commission (CTC) allocated State Transportation Improvement Program (STIP) funds for construction phases of Airport Blvd Westgate/Larkin Valley to Hanger and Green Valley Rd from*

*Struve Slough to Freedom Blvd projects, as well as allocating Active Transportation Program (ATP) funds for Lincoln St. Safety Improvements design and non-infrastructure work. A kickoff meeting is being held on May 29 for the Caltrans Planning Grant - Complete Streets to Schools plan. Public outreach being done for the Caltrans Planning Grant-funded Downtown Complete Streets Plan. The Lee Rd Trail project from the Rail Trail to Harkins Slough Rd as awarded a Coastal Conservancy grant for design and environmental review. Rail Trail Lee Rd & Walker St – Completed survey, geotech, and environmental studies, with construction delayed 16 months.*

## **7. Measure D: Five-Year Programs of Projects for Regional Projects**

Sarah Christensen presented the draft 5-Year programs of projects for the Highway Corridors, Rail Corridor, San Lorenzo Valley-Highway 9 Corridor, and Highway 17 Wildlife Crossing. Cory Caletti presented the plan for Measure D funds allocated to the Active Transportation/Rail-Trail category. Chris Schneiter requested additional funds for maintenance due to monitoring and vegetation management required. The city is also considering requesting Measure D funds for other highway projects. The committee also discussed bonding options for local projects. Steve Wiesner appreciated RTC staff for reaching out for input on the 5-year plans.

## **8. State Funding Updates**

Sarah Christensen reported that the RTC has decided to be the implementing agency for the design phase of the Highway 1 41<sup>st</sup> Avenue/Soquel Auxiliary Lanes project. The RTC evaluated a range of implementation options, with the goal of expediting project delivery and increase the ability to leverage Measure D funds to compete for other grants.

## **9. Santa Cruz Branch Rail Line Preventative Maintenance Program**

Sarah Christensen reported on the RTC's preventative maintenance program. She noted that while the RTC conducts regular inspections, the RTC also urges the community and local jurisdictions to report areas in need of maintenance via the RTC's main phone line and [info@sccrtc.org](mailto:info@sccrtc.org) email. She also reported that any entity or individual that has access needs on the rail line, that a right-of-entry agreement is needed each time. She also reported that encroachment/utility agreements can take several months to process and are needed for any work going in or across the corridor. Sarah is also the point person for utility crossing agreements and encroachment requests. George Dondero emphasized that RTC staff wants to work with agencies to address needs as quickly as possible and welcomed suggestions on the process. Sarah also introduced RTC staff Tommy Travers who is working on rail corridor.

## **10. Santa Cruz County Bicycle Signage Project**

Anais Schenk reported that design work, based on input from local agencies, has been completed. Installation of the signs is expected to begin later this year.

## **11. SB743 Transportation Impact Analysis Implementation Updates**

Claire Fliesler reported that a working group has been formed to discuss local implementation options for SB743. Local agencies are reviewing SB743 requirements and VMT-standards implemented in other areas. The group will consider if region-wide or city-by-city standards are more appropriate. She urged agencies to actively participate. George Dondero reported

that agencies statewide are requesting pragmatism from the California Air Resources Board on implementation of SB743.

- 12. Next meeting:** The next ITAC meeting is scheduled for June 21, 2018. Murray Fontes suggested that SB1 be discussed at the next meeting.

**The meeting adjourned at 3:15 p.m.**

*Minutes prepared by: Rachel Moriconi, RTC Planner*

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**AGENDA:** June 21, 2018

**TO:** Interagency Technical Advisory Committee (ITAC)

**FROM:** Rachel Moriconi, Senior Transportation Planner

**RE:** FY18/19 Regional Surface Transportation Program Exchange (RSTPX)  
Budgeted Projects

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## **RECOMMENDATION**

This item is for information only.

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## **BACKGROUND**

Because Santa Cruz County is considered a relatively small county, Caltrans usually allows the RTC to trade the regions' formula shares of federal Surface Transportation Block Grant Program (STBG) funds for Regional Surface Transportation Program Exchange (RSTPX) each year. Once the funds are received, the RTC then allocates these funds to projects previously approved for STBG funds that will be implemented in the next year through the RTC's budget and work program.

## **DISCUSSION**

On June 14, 2018, the RTC amended the Regional Transportation Improvement Program (RTIP) and FY18/19 RTC budget to trade STBG for RSTPX funds for several previously approved projects that are expected to be implemented in FY18/19 and amended the budget to carry forward balances of RSTPX funds, as shown in Attachment 1. Local agencies invoice the RTC for these funds when the projects are implemented.

## **SUMMARY**

RSTPX funds have been budgeted for several projects. The RSTPX program trades federal STBG funds for state funds.

Attachment: RTC FY18/19 RSTPX Budget

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## STP EXCHANGE PROGRAM

FY2018-2019 BUDGET

1 **RSTP EXCHANGE PROGRAM: 722000**

2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49	WORK ELEMENT #101	FY18-19 APPROVED 04/05/18	FY18-19 PROPOSED 06/14/18	DIFFERENCE	NOTE
<b>REVENUES:</b>					
	State RSTP Exchange Funds	3,023,985	3,207,014	183,029	Anticipated Caltrans exchange
	Interest	30,000	30,000	-	
	RSTP Exchange Funds Budgeted - Carryover	10,914,026	9,295,692	(1,618,334)	Updated anticipated carryover
	<b>TOTAL REVENUES</b>	<b>13,968,011</b>	<b>12,532,706</b>	<b>(1,435,305)</b>	
<b>EXPENDITURES:</b>					
<b>City of Capitola</b>					
	Clares Street Traffic Calming	100,000	100,000	-	
	38th Avenue Rehabilitation	438,000	96,540	(341,460)	Funds invoiced in FY17/18
	Bay Ave/Capitola Ave Intersection Modification/Roundabout	31,000	31,000	-	
	Upper Pacific Cove Parking Lot Pedestrian Trail and Depot Park bus stop	200,000	200,000	-	
<b>City of Santa Cruz</b>					
	Soquel Ave at Frederick St Intersection Modifications	188,000	188,000	-	
	Water St. Pavement Rehab - design phase	47,000	47,000	-	
	Pacific Ave. Sidewalk	-	250,000	250,000	Exchange funds programmed 12/7/17
<b>City of Scotts Valley</b>					
	Mt. Hermon Rd/Scotts Valley Dr/Whispering Pines Dr Intersection Improvement	346,000	-	(346,000)	Funds invoiced in FY17/18
	Glen Canyon Rd/Green Hills Rd/S. Navarra Dr Bike and Roadway Preservation	-	106,000	106,000	Exchange funds programmed 12/7/17
	Glenwood Drive Rehabilitation and Bicycle Improvement Project	-	310,000	310,000	Exchange funds programmed 12/7/17
	Kings Village Road/ Bluebonnet Lane Sidewalk	-	271,000	271,000	Exchange funds programmed 12/7/17
<b>City of Watsonville</b>					
	Freedom Blvd Reconstruction (Broadis to Alta Vista Ave)	900,000	-	(900,000)	Funds invoiced in FY17/18
	Freedom Blvd Plan Line (Green Valley to Buena Vista)	135,000	135,000	-	
	Airport Boulevard Improvements: Westgate/Larkin to Hanger Way	-	177,000	177,000	Exchange funds programmed 12/7/17
	Green Valley Road Reconstruction (Struve Slough-Freedom Blvd)	-	306,000	306,000	Exchange funds programmed 12/7/17
<b>County of Santa Cruz</b>					
	Aptos Village Plan Improvements	1,340,000	627,231	(712,769)	Carryover balance. \$712,769.45 invoiced in FY17/18
	Aptos Creek Road Traffic Signal	-	1,900,000	1,900,000	Exchange funds programmed 12/7/17
	Branciforte Drive Chip Seal	174,000	-	(174,000)	Combined into 2018 Recycle and Overlay Project
	East Cliff Dr. Cape Seal (12th to 17th Avenues)	147,000	-	(147,000)	Shift funds to 2018 Recycle and Overlay Project
	Granite Creek Road Recycle & Overlay	500,000	-	(500,000)	Combined into 2018 Recycle and Overlay Project
	Summit Rd Chip Seal (Soquel-San Jose Rd-Old SC Hwy)	87,102	-	(87,102)	Project completed; shift balance to 2018 Recycle & Overlay Project
	2018 Recycle and Overlay Project	-	1,500,102		Funds shifted from other projects & exchange funds approved 12/17
	Glen Arbor Road Recycle, Overlay & Chip Seal	400,000	400,000	-	
	State Park Drive Improvements	587,000	587,000	-	
	Twin Lakes Beachfront	200,000	200,000	-	
	Health Services/Bike Santa Cruz County - Open Streets	-	40,000	40,000	Exchange funds programmed 12/7/17
<b>Santa Cruz METRO</b>					
	CNG Bus Replacement	500,000	500,000	-	

## SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

## STP EXCHANGE PROGRAM

FY2018-2019 BUDGET

1 **RSTP EXCHANGE PROGRAM: 722000**

2		FY18-19	FY18-19		
3	WORK ELEMENT #101	APPROVED	PROPOSED	DIFFERENCE	NOTE
4		04/05/18	06/14/18		
50					
51	<b>University of California at Santa Cruz (UCSC)</b>				
52	Great Meadow Bike Path Safety Improvements	-	700,000	700,000	Exchange funds programmed 12/7/17
53					
54	<b>SCCRTC</b>				
56	Ecology Action - Countywide Safe Routes to Schools Education	25,000	25,000	-	Actual carryover to be shown in fall budget amendment
57	Ecology Action - Every Day is Bike to Work Day	-	50,000	50,000	Exchange funds programmed 12/7/17
55	MBSST - North Coast Phase 2 Environmental Review (FHWA-CFL)	300,000	300,000	-	Actual carryover to be shown in fall budget amendment
58	Freeway Service Patrol	150,000	150,000	-	Actual carryover to be shown in fall budget amendment
59	Park and Ride Lot Program	83,422	83,422	-	Actual carryover to be shown in fall budget amendment
60	Bike Route Signage	60,906	60,906	-	Actual carryover to be shown in fall budget amendment
61	Highway 1 HOV - PA/ED	500,000	500,000	-	Actual carryover to be shown in fall budget amendment
62	Highway 1 Bicycle/Ped Overcrossing near Mar Vista	636,679	636,679	-	Actual carryover to be shown in fall budget amendment
63	CRUZ511	293,224	262,224	(31,000)	\$31,000 changed to STIP 12/7/17
64	Monterey Bay Sanctuary Scenic Trail Network	42,000	42,000	-	Actual carryover to be shown in fall budget amendment
65	<b>TOTAL PROJECT EXPENDITURES</b>	<b>8,411,333</b>	<b>10,782,103</b>	<b>2,370,770</b>	
66					
67	<b>Unobligated Funds</b>	5,556,678	1,750,603	(3,806,075)	Funds for projects programmed for STBG, to be exchanged in future
68	<b>TOTAL EXPENDITURES</b>	<b>13,968,011</b>	<b>12,532,706</b>	<b>(1,435,305)</b>	

Note: STBG = Surface Transportation Block Grant Program (STBG)

**TO:** Interagency Technical Advisory Committee (ITAC)  
**FROM:** Grace Blakeslee, Transportation Planner  
**RE:** North Coast Rail Trail– Project Update and Schedule for Release of Draft EIR

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## **RECOMMENDATIONS**

Staff recommends that the Interagency Technical Advisory Committee (ITAC) receive information about on the North Coast Rail Trail Draft Environmental Impact Report.

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## **BACKGROUND**

The 7.5-mile North Coast Rail Trail project is being implemented through a Federal Lands Access Program (FLAP) grant by the Federal Highway Administration's (FHWA) Central Federal Lands (CFL) Department. The 5.4-mile section from Wilder Ranch to Yellowbank/Panther Beach received full funding through the FLAP grant, the California Coastal Conservancy and the Land Trust of Santa Cruz County. The 2.1-mile section from Yellowbank/Panther Beach to Davenport and parking lots in Davenport and at Yellowbank/Panther Beach are additionally funded through the Land Trust and the RTC for design, environmental clearance and permitting stages; construction funding is yet to be secured. Per a signed agreement with FHWA, federal funds must be obligated by December 2020.

## **DISCUSSION**

Regional Transportation Commission (RTC) staff provided information about the North Coast Rail Trail Draft Environmental Impact Report Schedule to the RTC at the June 14, 2018 meeting. The staff report prepared for the June 14, 2018 RTC meeting is included as Attachment 1 for informational purposes.

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**AGENDA:** June 14, 2018

**TO:** Regional Transportation Commission

**FROM:** Cory Caletti and Grace Blakeslee, Senior Transportation Planners

**RE:** North Coast Rail Trail – Project Update and Schedule for Release of Draft Environmental Impact Report (EIR)

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## RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC):

1. Accept an update on North Coast Rail Trail project implementation, and
  2. Accept anticipated schedule for release of Draft Environmental Impact Report (EIR) with a 45-day public review period and public meetings.
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## BACKGROUND

The 7.5-mile North Coast Rail Trail project (Project) is being implemented through a Federal Lands Access Program (FLAP) grant by the Federal Highway Administration's (FHWA) Central Federal Lands (CFL) Department. The 5.4-mile section from Wilder Ranch to Panther/Yellowbank Beach received full funding through the FLAP grant, the California Coastal Conservancy and the Land Trust of Santa Cruz County. The 2.1-mile section from Panther/Yellowbank Beach to Davenport and parking lots in Davenport and at Panther/Yellowbank Beach are additionally funded through the Land Trust and the RTC for design, environmental clearance and permitting stages; construction funding is yet to be secured. Per a signed agreement with FHWA, federal funds must be obligated by December 2020.

The RTC directed staff to engage an environmental consultant to prepare an Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA), to evaluate Project impacts and inform decision-making. The RTC also directed that an economic analysis be conducted in parallel with the EIR. The Final EIR and an economic analysis, to be completed as part of the Unified Corridor Investment Study, are all scheduled to be brought before the Commission by the end of this calendar year. CFL has suspended design work and federal environmental clearance on the project until the RTC selects a preferred project through the EIR process.

## **DISCUSSION**

### **Notice of Preparation**

The North Coast Rail Trail EIR was formally initiated with release of the Notice of Preparation (NOP) on September 13, 2017, and its submission to the State Clearinghouse in compliance with CEQA for distribution to state agencies. Additionally, a copy of the NOP was sent to 183 federal, state, and local agency representatives; 145 members of various organizations; and 1,190 individual members of the public who have expressed interest in RTC projects in the past. The NOP was also posted on the RTC website. The 30-day NOP review period was from September 13, 2017 to October 16, 2017.

Public scoping meetings were held on September 27, 2017 at Pacific Elementary School in Davenport, and September 28, 2017, at the Santa Cruz Police Station Community Room in Santa Cruz. Approximately 85 people attended the scoping meetings, based on sign-in sheets provided at the meetings. The scoping meetings provided another opportunity for attendees to comment on environmental issues of concern and the alternatives that should be discussed in the EIR.

In response to the NOP and public scoping meeting, the RTC received written comments from nine agencies and 132 members of organizations and the public. Comments received included requests for evaluation of a “third” alternative (Farmers’ Alternative) that would remove the rail and locate the trail on top of the tracks north of Scaroni Road, and would locate the trail along Highway 1 (instead of the rail corridor) south of Scaroni Road before returning to the rail corridor just north of Wilder Ranch. This alternative was requested by farmers, their legal representative, as well as other members of the community. Subsequently, RTC staff notified the farmers’ legal representative that this additional proposed alternative would be included among the alternatives considered, and it is being evaluated in the EIR in accordance with CEQA requirements for an alternatives analysis. Additionally, the EIR is evaluating a “trail only” alternative as described in the NOP, an inland side alternative as previously considered by RTC, and the no-project alternative as required by CEQA.

### **EIR Scope and Content**

The scope and content of the EIR is guided by the requirements set forth in the *CEQA Guidelines* and input gathered during the NOP and scoping process identified above. Although the EIR will not be formally “tiering” from the Monterey Bay Scenic Sanctuary Trail (MBSST) Network Master Plan EIR, it will make use of relevant information contained in the Master Plan EIR, including applicable mitigation measures.

This EIR will identify potentially significant environmental impacts, including project-specific and cumulative effects of the project. In addition, the EIR will identify potentially feasible mitigation measures, where possible, that would avoid, minimize, or reduce significant adverse environmental effects.

The North Coast Rail Trail environmental review includes an analysis of the Proposed Project and Project alternatives, as described below. Note that some details may be further refined as we complete the Draft EIR for publication.

Proposed Project The multi-use trail would be located on the coastal side of the existing railroad tracks, except for a short portion on the south end where the trail would utilize the existing sidetracks and Wilder Ranch maintenance road. The Project would also include parking improvements with trail connections at three locations along the alignment, including Davenport Beach, Bonny Doon Beach, and Panther/Yellowbank Beach.

The typical trail cross section would be 20 feet wide, including: 12-foot-wide paved path with striping to separate northbound and southbound, 6-foot-wide unpaved shoulder on the coastal side of the paved path, and 2-foot-wide unpaved shoulder on the inland side of the paved path.

The Proposed Project does not include rail service or improvements to the railroad tracks, but does include retention of the tracks for consistency with the policies set forth in the adopted MBSST Network Master Plan, including Policy 1.2.4, *"Develop trails in such a way so that future rail transit services along the corridor are not precluded"*, as well as other RTC agreements and contractual obligations.

Alternative 1: Trail Only - The railroad tracks and ties would be removed, and the multi-use trail would be located on the rail bed. At the southern end, this alternative may include a spur route from the trail to the Wilder Ranch parking lot and Wilder Ranch. This alternative includes the same parking improvements and access paths to the trail, as the Proposed Project.

The typical trail cross section would be 14-feet wide, including: 10-foot-wide paved path, 4-foot-wide unpaved shoulder on the coastal side of the paved path, and no shoulder on the inland side of the paved path. The typical section is narrower than the Proposed Project to remain predominantly on the existing rail bed, which would reduce some environmental impacts, and entirely within the current right-of-way limits. This alternative is analyzed at a level of detail equal to that of the Proposed Project.

Alternative 2: Inland Side - The trail would be located on the inland side of the tracks in the southern portion of the alignment, between Scaroni Road and Wilder Ranch. The northern portion, from Davenport to Scaroni Road, would be on the coastal side of the tracks along the same alignment as the Proposed Project. The trail would not be located on the inland side in the northern portion because it would require a large amount of earthwork and retaining walls to provide adequate trail width, which would increase environmental impacts. This alternative includes the same parking lot improvements and access paths to the trail, as the Proposed Project.

The typical trail cross section would be 20-feet wide, including: 12-foot wide paved path, 6-foot-wide unpaved shoulder on the coastal side, and 2-foot wide unpaved shoulder on the inland side. This alternative is analyzed with enough detail to provide a meaningful comparison to the Proposed Project, but a lesser level of detail as allowed by CEQA than the analysis of the Proposed Project and Alternative 1.

Alternative 3: Farmers' Alternative - The trail would be located outside the rail corridor and along the coastal side of Highway 1 in the southern portion of the alignment, between Scaroni Road and Wilder Ranch. The northern portion, from Scaroni Road to Davenport, would be within the rail corridor on the rail bed (tracks removed) along the same alignment as Alternative 1 (Trail Only). This alternative includes the same parking lot improvements and access paths to the trail, as the Proposed Project.

The typical cross section in the northern portion would be same as Alternative 1 (Trail Only). The typical cross section in the southern portion would be approximately 16 feet wide, including: 10-foot-wide paved path, 4-foot-wide unpaved shoulder on the coastal side, and 2-foot-wide paved or unpaved shoulder on the inland side. This alternative is analyzed with enough detail to provide a meaningful comparison to the Proposed Project, but a lesser level of detail as allowed by CEQA than the analysis of the Proposed Project and Alternative 1.

Alternative 4: No Project - The North Coast Rail Trail would not be constructed as planned along RTC's Santa Cruz Branch Line rail corridor between Davenport on the north and Wilder Ranch on the south. There would be no new trail and no parking improvements. The rail corridor would remain "as is", and the RTC would operate and maintain the rail corridor in accordance with current practice, policy and legal obligations. The No Project scenario does not include improvements to the tracks for use or removal of the tracks. Potential future use of the rail for freight or passenger service is not yet known and cannot be precluded, but is not part of the No Project alternative. The RTC is conducting the Unified Corridor Investment Study to determine transportation improvements along the community's north/south transportation corridors, including the rail corridor.

## **Schedule**

RTC staff anticipates releasing the Draft EIR in late July for a 45-day public review period that will last into early September. Two public meetings are tentatively scheduled for August 14 and 15 in Davenport and the City of Santa Cruz, respectively. RTC staff will send notices to those on the NOP distribution list and those who commented on the NOP, post information on the agency website and in local newspapers, and file notices with the County Clerk and State Clearinghouse as required by CEQA.

Following circulation of the Draft EIR, the environmental team will prepare a Final EIR. The Final EIR will include all comments received on the Draft EIR, responses to those comments, and necessary revisions to the Draft EIR. The Final EIR is

anticipated to be completed by the end of this calendar year. The length of time the RTC staff and its consultant team will require to prepare the Final EIR will in large part be a function of the volume and character of the comments received. It is possible that Final EIR preparation could take longer than currently anticipated.

The RTC will disclose the rationale for agency decision-making through the adoption of findings, addressing the disposition of all significant environmental effects identified in the EIR, and Statements of Overriding Consideration for those impacts determined to be significant and unavoidable.

### **Next Steps**

In addition to preparing the EIR and completing the CEQA process, the following additional tasks and actions are required to move forward with the North Coast Rail Trail project: 1) right-of-way certification; 2) completion of project design; 3) federal environmental compliance; and 4) award of construction contract after completion of the bidding process. Funds must be obligated by 2020 in order for the project to continue to construction.

CFL will complete project design and federal environmental clearance once the RTC certifies the EIR and selects a preferred project. The RTC will continue right-of-way certification work and continue to seek grants to complete the funding package needed in order to construct the 2.1-mile section and parking lots, along with the 5.1 miles that are funded in full.

### **Summary of Anticipated Schedule**

Late July	Release of DEIR
Late July to early September	45-day DEIR Public Review Period
August 14 <sup>th</sup> and 15 <sup>th</sup> , 2018	Public Meetings in Davenport and City of Santa Cruz
December, 2018	Completion and Certification of Final EIR (timing dependent on volume and character of comments received); Selection of Preferred Project
2018/2019	Right-of-way; Final Design; Securing Additional Funding; Federal Environmental Compliance; Bidding Process
2020	Award of Construction Contract; Construction

### **SUMMARY**

The RTC is conducting an Environmental Impact Report (EIR) for a 7.5-mile rail trail project on the north coast. RTC staff anticipates releasing the Draft EIR for public review in late July with a 45-day public review period that will last into early September. Two public meetings are tentatively scheduled for August 14 and 15, 2018 in Davenport and City of Santa Cruz. RTC staff will send out notifications, post information on the agency website and in local newspapers.





## MEMORANDUM

**TO:** Interagency Technical Advisory Committee (ITAC)  
**FROM:** Paul Hierling, Senior Planner  
**MEETING DATE:** June 21, 2018  
**SUBJECT:** Fixing America's Surface Transportation Act – Federal Performance Management Requirements and Target Setting Update

### RECOMMENDATION:

Receive an informational update regarding federal requirements for transportation performance management and target setting.

### BACKGROUND/DISCUSSION:

The federal Moving Ahead for Progress in the 21st Century (MAP-21) Act of 2012 and Fixing America's Surface Transportation (FAST) Act of 2015 established a transportation performance management framework and national transportation measures. In May 2016, the FTA and FHWA issued Final Rules (23 CFR 450, 771, and 49 CFR 613) which direct States to implement transportation performance targets in coordination with Metropolitan Planning Organizations (MPOs).

The FHWA and FTA have promulgated three final rules to provide direction to States on implementation of transportation measures and targets in coordination with MPOs:

- Safety Performance Management Final Rule 1 (PM 1) directs states to identify performance targets to reduce motorized and non-motorized fatalities and serious injuries in the transportation system.
- Pavement and Bridge Condition Performance Measures Final Rule 2 (PM 2) directs states to set performance targets to maintain or improve pavement and bridge condition throughout the National Highway System.
- National Highway System, Freight Movement on the Interstate System and Congestion Mitigation and Air Quality Improvement Program Final Rule 3 (PM 3) directs states to set performance targets to maintain or improve transportation system reliability and control air quality emissions.

AMBAG staff has been coordinating with Caltrans and other MPOs on target setting since 2017 and continue to provide feedback in the target setting process. Over the past three months AMBAG staff has participated in seven statewide meetings and technical advisory groups related to the implementation of the performance management framework, providing input on target setting, data quality control and performance goals.

On February 14, 2018, the AMBAG Board agreed to support statewide PM 1 safety targets after consulting with Regional Transportation Planning Agencies (RTPAs). On May 20, 2018, Caltrans released statewide performance measure targets for PM 2 and PM 3 for review. PM 2 and PM 3 are the focus of this report. MPOs must review these statewide targets with partner agencies and either support Caltrans targets or set our own regional targets by November 20, 2018. Caltrans PM 2 and PM 3 targets are discussed more below.

### ***Performance Management Rule 2 (PM 2) Target Setting: Pavement and Bridge Condition Performance Measures***

PM 2 requires establishment of statewide targets for pavement and bridge condition on the Interstate and National Highway Systems. This pavement and bridge condition data is currently collected by Caltrans.

Caltrans suggested PM 2 targets for the AMBAG region are as follows (See Attachment 1):

#### ***Bridge Condition***

- No change of 2-year (2018-19) bridge condition on the National Highway System
- No change of 4-year (2018-21) bridge condition on the National Highway System

#### ***Pavement Condition***

- No change of 2-year (2018-19) pavement condition on the National Highway System
- 13 miles of additional pavement in “good” condition on the National Highway System, 4-year period (2018-21)

These targets are expected to be achievable based on projects which will be completed between 2018 and 2021 and are currently programmed in the regional Metropolitan Transportation Improvement Program (MTIP), included in the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and county-based Regional Transportation Plans (RTPs). Targets for additional miles of pavement in “good” condition are expected to be met based on planned construction of new lanes miles associated with roadway widening and auxiliary lane projects throughout the region. Significant pavement and bridge deck improvements are expected due to state of good repair (SOGR) projects associated with Self Help local sales tax measures. These projects may result in pavement and bridge condition improvements above and beyond targets.

Caltrans and locally maintained non-interstate highway pavement condition targets call for improvements over the 4-year period. As the AMBAG region contains less than one percent of statewide interstate and non-interstate highway miles, Caltrans and larger MPOs will be the primary contributors to progress on this improvement (See Attachment 2, Percent Impact to Statewide Lane Miles). If these targets are not achieved, there are no repercussions to the region.

***Performance Management Rule 3 (PM 3) Target Setting: National Highway System, Freight Movement on the Interstate System and Congestion Mitigation and Air Quality Improvement Program***

PM 3 requires states to coordinate with MPOs and adopt performance measure targets for travel reliability, congestion, non single occupant vehicle travel and emissions reductions. AMBAG will be required to report on only one of seven metrics for PM 3. (See Table 1).

**Table 1: PM 3 Measures and Targets**

<b>Measure</b>	<b>Statewide Target</b>
Percent of Reliable Person Miles Traveled on the Non-Interstate NHS	AMBAG to report on progress. Region to partially contribute to 1% target improvement.
Percent of Reliable Person Miles Traveled on the Interstate	N/A
Percentage of Interstate System Mileage Providing Reliable Truck Travel Time (Truck Travel Time Reliability Index)	N/A
Total Emissions Reductions by Applicable Pollutants under CMAQ Program	N/A
Annual Hours of Peak-Hour Excessive Delay Per Capita	N/A
Percent of Non-Single Occupancy Vehicle (SOV) Travel	N/A
Percent Change in Tailpipe CO2 Emissions on the NHS Compared to the CY 2017 Level (GHG Performance Measure)	TBD – This measure may be removed from reporting requirements

Projects in the AMBAG region are expected to partially contribute to a statewide improvement of one percent in Percentage of Reliable Person Miles Traveled on the Non-Interstate NHS over 4-year period of 2018-2021 (See Attachment 2). Larger MPOs will be the primary contributors to statewide progress on this metric. If this target is not achieved, there are no repercussions to the region. However, the state is looking to the regional agencies to use performance management measures to evaluate and prioritize projects for future funding.

***California Senate Bill 1 (SB 1) Contributions to Achieving Performance Targets***

Projects associated with California Senate Bill 1 (SB 1) are critical to the achievement of statewide transportation performance targets. If California Senate Bill 1 (SB 1) is repealed in the November 2018 elections and transportation funding is reduced, statewide targets may become unachievable. Caltrans has indicated that in this eventuality they will work with MPOs and the FHWA to revise and potentially reduce targets. FHWA has agreed to this contingency.

### ***Performance Management Rule Updates to Metropolitan Transportation Improvement Program (MTIP) Process***

AMBAG maintains the regional four-year Metropolitan Transportation Improvement Program (MTIP) where transportation projects are programmed for federal State and/or local funding. FHWA performance measure rules require that the MTIP make progress toward achieving performance targets once transportation performance measures are implemented (23 CFR 450.326). In future MTIP project amendments, additional information about projects will be requested from RTPAs to assist in tracking regional progress towards PM 1, PM 2 and PM 3 targets.

### ***Next Steps***

AMBAG will continue to discuss PM 2 and PM 3 target setting with regional partner agencies throughout June 2018. Partner feedback and an informational update will be brought to the AMBAG Board of Directors in August 2018. On November 14 2018, a final recommendation will be presented to the AMBAG Board and submitted to Caltrans.

### **FINANICAL IMPACT:**

The recommended action has no direct financial impact. AMBAG has budgeted and funded for data collection and reporting associated with performance measure targets. There are currently no funding repercussions to an MPO or RTPA if targets are not met.

### **COORDINATION:**

This report prepared in cooperation with Caltrans, FHWA, other MPOs in the state and Regional Transportation Planning Agencies.

### **ATTACHMENTS:**

1. California National Highway System Pavement and Bridge Condition Targets for PM 2
2. California System Performance Targets for PM 3

# Attachment 1

## California 2016 Pavement Conditions (NHS) Target Calculator Tool

Jurisdiction	2016 Lane Miles (LM)	2016 Pavement Condition (%)		2 Year Pavement Condition Targets					4 Year Pavement Condition Targets					% Impact to Statewide Lane Miles
		Good(G)	Poor(P)	2019 Lane Miles	Good (LM)	% Target (G)	Poor (LM)	% Target (P)	2021 Lane Miles	Good (LM)	% Target (G)	Poor (LM)	% Target (P)	
State Interstate NHS	14,159	47.9%	3.1%	14,159	6,381	45.1%	490	3.5%	14,159	6,303	44.5%	544	3.8%	25.2%
Non-Interstate NHS	22,490	43.5%	2.5%	22,490	10,584	47.1%	678	3.0%	22,490	11,100	49.4%	787	3.5%	40.1%
Other Non-Interstate NHS	54	16.7%	1.9%	54	9	16.7%	1	1.9%	54	9	16.7%	1	1.9%	0.1%
Local**	19,373	4.6%	12.5%	19,447	1,250	6.4%	2,385	12.3%	19,614	1,483	7.6%	2,265	11.5%	34.5%
Butte (BCAG)	69	7.3%	12.6%	69	14	20.3%	9	12.6%	69	14	20.3%	9	12.6%	0.1%
Fresno (FCOG)	479	13.4%	4.2%	479	67	13.9%	20	4.1%	479	107	22.4%	19	3.9%	0.9%
Glenn CTC	6	9.7%	0.0%	6	1	9.7%	-	0.0%	6	1	9.7%	-	0.0%	0.0%
Humboldt CAG	35	100.0%	0.0%	35	35	100.0%	-	0.0%	35	35	100.0%	-	0.0%	0.1%
Kern (KCOG)	586	19.3%	4.1%	586	176	30.0%	29	5.0%	586	182	31.0%	23	4.0%	1.0%
Kings (KCAG)	35	16.2%	0.0%	35	6	16.2%	-	0.0%	35	6	16.2%	-	0.0%	0.1%
Lassen CTC	8	100.0%	0.0%	8	8	100.0%	-	0.0%	8	7	92.8%	-	0.0%	0.0%
Madera (MCTC)	3	0.0%	0.0%	3	-	0.0%	-	0.0%	3	-	0.0%	-	0.0%	0.0%
Merced (MCAG)	87	2.1%	15.2%	87	2	2.1%	13	15.2%	87	2	2.1%	13	15.2%	0.2%
Metropolitan (MTC)	2,995	1.7%	11.1%	2,995	200	6.7%	333	11.1%	2,995	225	7.5%	333	11.1%	5.3%
Monterey (AMBAG)	218	7.6%	8.1%	218	17	7.6%	18	8.1%	231	30	13.0%	18	7.6%	0.4%
Sacramento (SACOG)	1,149	3.2%	14.4%	1,149	37	3.2%	166	14.4%	1,149	50	4.4%	164	14.3%	2.0%
San Diego (SANDAG)	991	2.1%	8.8%	991	21	2.1%	87	8.8%	1,015	45	4.4%	89	8.8%	1.8%
San Joaquin (SJCOG)	545	7.1%	6.8%	548	40	7.2%	36	6.6%	548	50	9.0%	26	4.8%	1.0%
San Luis Obispo (SLOCOG)	43	10.4%	11.5%	39	16	41.9%	2	6.1%	39	15	39.6%	3	7.4%	0.1%
Santa Barbara (SBCAG)	131	3.8%	7.9%	131	11	8.4%	11	8.4%	131	11	8.4%	15	11.4%	0.2%
Southern California (SCAG)	11,658	3.7%	14.4%	11,718	468	4.0%	1,620	13.8%	11,840	553	4.7%	1,509	12.7%	20.8%
Shasta (SRTA)	9	13.3%	15.5%	9	8	91.1%	1	8.9%	9	9	100.0%	-	0.0%	0.0%
Stanislaus (StanCOG)	219	13.2%	13.2%	219	93	42.5%	38	17.4%	219	96	43.8%	39	17.8%	0.4%
Tahoe (TMPO)	5	97.1%	0.0%	5	5	97.1%	-	0.0%	5	5	97.1%	-	0.0%	0.0%
Tulare (TCAG)	102	14.2%	2.0%	117	27	23.1%	2	1.7%	125	41	32.8%	5	4.0%	0.2%
Grand Total NHS	56,075	30.4%	6.1%	56,150	18,224	32.5%	3,554	6.3%	56,317	18,895	33.6%	3,597	6.4%	100.0%
2018 TAMP Total NHS	56,075	30.4%	6.1%											
Grand Total Non-Interstate NHS	41,917			41,991	11,843	28.2%	3,064	7.3%	42,158	12,592	29.9%	3,053	7.2%	
2018 TAMP Total Non-I NHS	41,917	25.5%	7.1%											
Grand Total Interstate NHS	14,159	47.9%	3.1%		6,381	45.1%	490	3.5%	14,159	6,303	44.5%	544	3.8%	

\*\*Red indicates MPOs responses to Caltrans

Note: 1) Highlighted yellow indicates the NHS Interstate and Non-Interstate NHS 2 and 4-Year Pavement Targets

2) Distributed missing Lane Miles from HPMS based on proportion of inventory owned. Excludes bridge lane miles and State Highway System lane miles

# Attachment 1

## California 2017 NBI Bridge Conditions (NHS) as of 8-15-2017 Target Calculator Tool

Jurisdiction**	Number of Bridges	Deck Area (SF)	2017 Bridge Health (%)		2 Year Bridge Condition Targets					4 Year Bridge Condition Targets					% Impact to Statewide Deck Area
			Good(G)	Poor(P)	2019 Deck Area	Good (SF)	% Target (G)	Poor (SF)	% Target (P)	2021 Deck Area	Good (SF)	% Target (G)	Poor (SF)	% Target (P)	
State	9,196	210,774,774	69.4%	3.7%	210,774,774	151,918,378	72.1%	7,416,201	3.5%	210,774,774	154,642,877	73.4%	7,235,488	3.4%	90.0%
Local	1,629	23,511,109			23,503,769	9,895,180	42.1%	3,362,179	14.3%	23,506,522	10,420,181	44.3%	3,102,017	13.2%	10.0%
Butte (BCAG)	7	40,085	23.3%	0.0%	40,085	9,322	23.3%	-	0.0%	40,085	9,322	23.3%	-	0.0%	0.0%
Fresno (FCOG)	33	389,427	31.2%	0.8%	389,427	132,031	33.9%	3,321	0.9%	389,427	130,846	33.6%	3,272	0.8%	0.2%
Humbolt CAG	2	5,113	0.0%	0.0%	5,113	-	0.0%	-	0.0%	5,113	-	0.0%	-	0.0%	0.0%
Kern (KCOG)	70	859,612	63.2%	4.9%	859,612	575,940	67.0%	42,981	5.0%	859,612	558,748	65.0%	42,981	5.0%	0.4%
Merced (MCAG)	10	52,958	33.3%	1.7%	52,958	17,653	33.3%	893	1.7%	52,958	17,653	33.3%	893	1.7%	0.0%
Metropolitan (MTC)	288	4,641,759	45.6%	20.9%	4,641,759	2,117,924	45.6%	971,639	20.9%	4,641,759	2,117,924	45.6%	971,639	20.9%	2.0%
Monterey (AMBAG)	11	121,969	11.1%	0.0%	121,969	13,577	11.1%	-	0.0%	121,969	13,577	11.1%	-	0.0%	0.1%
Sacramento (SACOG)	97	1,272,986	51.9%	3.5%	1,272,986	661,840	52.0%	44,767	3.5%	1,272,986	661,840	52.0%	44,767	3.5%	0.5%
San Diego (SANDAG)	68	1,265,363	33.7%	20.6%	1,265,363	426,427	33.7%	260,766	20.6%	1,265,363	451,735	35.7%	248,011	19.6%	0.5%
San Joaquin (SJCOG)	33	539,939	77.8%	9.8%	539,939	420,169	77.8%	53,044	9.8%	539,939	420,169	77.8%	53,044	9.8%	0.2%
San Luis Obispo (SLOCOG)	5	33,497	0.0%	0.0%	32,888	13,468	41.0%	-	0.0%	32,888	16,738	50.9%	-	0.0%	0.0%
Santa Barbara (SBCAG)	27	167,659	48.1%	18.2%											

\*\* Red indicates MPO responses to Caltrans

Note: Highlighted yellow are the 2 and 4-Year NHS Bridge Targets

**DEPARTMENT OF TRANSPORTATION****PLANNING AND MODAL PROGRAMS**

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*Making Conservation  
a California Way of Life.*

May 20, 2018

Dear California Transportation Partners:

I would like to thank you for helping to establish the California statewide two- and four-year targets that the California Department of Transportation (Caltrans) will use to report the performance of the Interstate and non-Interstate National Highway System, as required by Federal Regulation (23 U.S.C. 150).

The information provided by the California Metropolitan Planning Organizations (MPOs) was used to collaboratively establish targets for six of the performance measures, and individual discussions were held with each MPO with an urbanized area over one million to establish single, unified targets for two of the performance measures, as noted in the attached document.

With the availability of Senate Bill 1 and local measure funds, Caltrans holistically anticipates improved conditions over a four-year performance period. Given the project planning, design and construction timeframes involved, in a number of cases, this improved performance falls outside of the two- and four-year window being reported. The full benefits of this additional funding investment is expected to be realized beyond a four-year time horizon in many cases.

As stated in Federal Regulation (23 C.F.R. 490), you now have up to 180 days from the date of this letter to document with Caltrans whether you either support the statewide targets, or establish your own for your respective metropolitan planning areas.

Please review the two- and four-year targets, and submit your targets in the forthcoming template to Caltrans by Friday, November 16, 2018, via email to [pm3@dot.ca.gov](mailto:pm3@dot.ca.gov). For questions, contact Nick Deal at (916) 654-4853, or via email at [Nicholas.Deal@dot.ca.gov](mailto:Nicholas.Deal@dot.ca.gov).

Sincerely,

A handwritten signature in blue ink, reading "Coco Briseño", is positioned above the printed name.

COCO BRISEÑO

Deputy Director

Planning and Modal Programs

Attachment



## Attachment 2

Performance Measure	2017 Baseline Data	2-year Target	4-year Target
Percent of Reliable Person-Miles Traveled on the Interstate <sup>1</sup>	64.6%	65.1% (+0.5%)	65.6% (+1%)
Percent of Reliable Person-Miles Traveled on the Non-Interstate NHS <sup>1</sup>	73.0%	N/A	74.0% (+1%)
Percentage of Interstate System Mileage Providing Reliable Truck Travel Time (Truck Travel Time Reliability Index) <sup>1</sup>	1.69	1.68 (-0.01)	1.67 (-0.02)
Total Emissions Reductions by Applicable Pollutants under the CMAQ Program <sup>2</sup>			
VOC (kg/day)	951.83	961.35 (+1%)	970.87 (+2%)
CO (kg/day)	6,863.26	6,931.90 (+1%)	7,000.54 (+2%)
NOx (kg/day)	1,753.36	1,770.89 (+1%)	1,788.43 (+2%)
PM10 (kg/day)	2,431.21	2,455.52 (+1%)	2,479.83 (+2%)
PM2.5 (kg/day)	904.25	913.29 (+1%)	922.34 (+2%)
*Annual Hours of Peak-Hour Excessive Delay Per Capita <sup>1</sup>	State and MPO must coordinate on a single, unified 4-year target.		
Sacramento UA	14.9 Hours	N/A	14.7 (-1.0%)
San Francisco-Oakland UA	31.3 Hours	N/A	30.0 (-4.0%)
San Jose UA	27.5 Hours	N/A	26.4 (-4.0%)
Los Angeles-Long Beach-Anaheim UA	51.7 Hours	N/A	51.2 (-1.0%)
Riverside-San Bernardino UA	16.3 Hours	N/A	16.1 (-1.0%)
San Diego UA	18.4 Hours	N/A	18.0 (-2.0%)
*Percent of Non-Single Occupancy Vehicle (SOV) Travel <sup>3</sup>	State and MPO must coordinate on a single, unified 2-year and 4-year target.		
Sacramento UA	22.8%	23.3% (+0.5%)	23.8% (+1%)
San Francisco-Oakland UA	44.3%	45.3% (+1%)	46.3% (+2%)
San Jose UA	24.5%	25.5% (+1%)	26.5% (+2%)
Los Angeles-Long Beach-Anaheim UA	25.6%	26.1% (+0.5%)	26.6% (+1%)
Riverside-San Bernardino UA	22.7%	23.2% (+0.5%)	23.7% (+1%)
San Diego UA	23.8%	24.8% (+1%)	25.2 (+1.4%)
Percent Change in Tailpipe CO <sub>2</sub> Emissions on the NHS Compared to the Calendar Year 2017 Level (Greenhouse Gas performance measure) <sup>4</sup>	TBD	TBD	TBD

\*Pending final MPO approval.

<sup>1</sup> Source: NPMRDS Analytics Tool (<https://npmrds.ritis.org/analytics/>)

<sup>2</sup> Source: CMAQ Public Access System ([https://fhwaapps.fhwa.dot.gov/cmaq\\_pub/](https://fhwaapps.fhwa.dot.gov/cmaq_pub/))

<sup>3</sup> Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates

<sup>4</sup> State must establish target no later than September 28, 2018



**TO:** Interagency Technical Advisory Committee

**FROM:** George Dondero, Executive Director

**RE:** Early Mitigation Planning for Transportation Projects in Santa Cruz County

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## **RECOMMENDATIONS**

Staff recommends that the ITAC receive a report on a recently completed Memorandum of Understanding ([Attachment 1](#)) with local, state, and federal agencies responsible for coordinating watershed-based resource conservation with early mitigation planning for transportation projects in Santa Cruz County.

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## **BACKGROUND**

The Federal Transportation Act (SAFETEA-LU) of 2005 required Regional Transportation Plans (RTP) to be developed in consultation with resource agencies for the purpose of previewing mitigation needs, establishing a foundation for mitigation strategies, and identifying potential mitigation areas. The goal of the regional mitigation planning effort is to broaden the perspective on traditional project specific mitigation efforts and increase the opportunity for advancing the highest priority ecological and infrastructure goals of a region. Early collaboration with resource agencies in the development of mitigation strategies and potential mitigation areas has the added benefit of shortening the permitting process. Permitting is frequently on the critical path to constructing a project following environmental clearance, and may cause delay and unnecessary additional cost.

A prototype agreement to facilitate early mitigation planning was approved for the Elkhorn Slough to address impacts associated with transportation projects in the Monterey County area. In addition to the Transportation Agency for Monterey County, the parties to this agreement included Monterey County, Caltrans and other responsible state and federal resource agencies.

The Elkhorn Slough MOU was seen by many as a model agreement that will benefit project delivery and help fund needed conservation and restoration projects. Taking the Elkhorn MOU as foundation for early mitigation planning, the Resource Conservation District (RCD) of Santa Cruz County initiated discussions with RC staff in 2009. In partnership with the Natural Resources Conservation Services (a division of the United States Department of Agriculture), the RCD works with willing landowners, farmers, and other groups and associations to implement conservation practices throughout the county. Assistance is provided with erosion control measures, drainage and runoff improvements, soil conservation, fire safety, riparian area restoration and similar activities.

In 2003, the RCD received a grant to develop the Integrated Watershed Restoration Program (IWRP) to identify and coordinate the improvement of wildlife habitat and water quality countywide. Working with local, state, and federal resource agencies, the RCD through the

IWRP has been able to secure nearly \$14 million for the design, permitting, and construction of over 70 high priority conservation/restoration watershed projects throughout the county.

## DISCUSSION

Prompted by relationships established through work on the Soquel/Morrissey Auxiliary Lanes project, RTC staff met with staff from Caltrans and the RCD to explore the benefits of establishing an early mitigation planning effort that would benefit a range of transportation projects throughout the county. Building on those discussions, RCD, numerous resource agencies and RTC staff reviewed and amended the Elkhorn Slough Memorandum of Understanding (MOU) to establish early mitigation planning efforts in Santa Cruz County (Attachment 1). This MOU is in essence quite similar to one that was adopted by the RTC in 2010.

The agreement is intended to bring all interested agencies to the table to discuss mitigation efforts early in the planning and project delivery process, establish a framework for coordinated mitigation planning including preliminary design and permitting of potential mitigation projects, and position all interested parties to take advantage of *cost-effective mitigation strategies* in a timely manner. The trust and experience established with state and federal resource agencies through development and implementation of the IWRP has led the RTC and RCD to consider the IWRP as a foundation to further mitigation planning work in Santa Cruz County.

This type of early and coordinated mitigation planning is consistent with the direction provided by SAFETEA-LU and with recent policy developments at Caltrans and with the Metropolitan Transportation Plan (MTP) adopted by the Association of Monterey Bay Governments (AMBAG). Staff believes it is desirable to initiate an early mitigation planning effort for the direct benefit of RTC and its member agencies, as a local initiative to develop a comprehensive conservation strategy that is cost-effective to implement.

The MOU is not binding to the respective boards and commissions; rather it applies to the relationship of the respective agency staff working together to create a comprehensive approach to resource conservation. As such, board and commission decisions may be informed by the consensus approach promoted in the MOU, but are not legally bound by the consensus process promoted in the MOU. After several years of back and forth reviews by the various agencies, the MOU was accepted by all participants in early 2018.

Accordingly, **staff recommends that local public works and planning departments take advantage of the Memorandum of Understanding (Attachment 1) with local, state, and federal agencies responsible for coordinating watershed-based resource conservation with early mitigation planning for transportation projects in Santa Cruz County. Local agency staff are encouraged to coordinate with RTC and RCD staff when planning projects that will need mitigation.**

## **SUMMARY**

SAFETEA-LU requires that RTPs consider mitigation needs as part of the long range planning process. The work of the Resource Conservation District (RCD) provides a foundation for advancing early mitigation planning in Santa Cruz County. Staff recommends that the RTC authorize the Executive Director to sign a Memorandum of Understanding (Attachment 1) with local, state, and federal agencies responsible for coordinating watershed-based resource conservation with early mitigation planning for transportation projects in Santa Cruz County. The MOU is not binding to the respective boards and commissions; rather it applies to the relationship of the respective agency staff working together to create a comprehensive approach to resource conservation. Local public works and planning staff are encouraged to coordinate with RTC and RCD staff when planning projects that will need mitigation.

### Attachments:

1. Memorandum of Understanding for Early Mitigation Planning for Transportation Projects in Santa Cruz County

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**MEMORANDUM OF UNDERSTANDING**  
**Early Mitigation for**  
**Transportation Improvements in Santa Cruz County**

**California Coastal Commission**  
**California State Coastal Conservancy**  
**California Department of Fish and Wildlife**  
**California Department of Transportation**  
**Central Coast Regional Water Quality Control Board**  
**National Marine Fisheries Service**  
**Resource Conservation District of Santa Cruz County**  
**Santa Cruz County Planning Department**  
**Santa Cruz County Department of Public Works**  
**Santa Cruz County Regional Transportation Commission**  
**United States Army Corps of Engineers**  
**United States Environmental Protection Agency**  
**United States Fish and Wildlife Service**

**A. PREAMBLE**

The Santa Cruz County Early Mitigation Partnership (SCCEMP) Memorandum of Understanding (MOU) recognizes the importance of thorough and coordinated planning for California's future, and the need to both improve transportation and protect valuable environmental resources using an ecosystem approach. Good transportation programming means supplying improvements that support short and long-term economic, environmental and societal goals. Nine Federal resource agencies memorialized this commitment in a 2006 report that encourages ecosystem approaches to developing infrastructure projects.<sup>1</sup> In recognition of the delicate balance required to honor environmental, agricultural, economic, safety and social interests in transportation planning, and to implement mitigation at the regional or local watershed level, the SCCEMP signatories have developed this collaborative advanced mitigation process to be available for transportation projects in Santa Cruz County.

**B. PURPOSE**

The purpose of the SCCEMP is to support concerted, cooperative, effective and collaborative work among the transportation and resource/regulatory agencies in the transportation planning and

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<sup>1</sup> "Eco-logical: An Ecosystem Approach to Developing Infrastructure Projects" (2006) encourages Federal, State, Tribal and Local partners involved in infrastructure planning, design, review, and construction to use flexibility in regulatory processes. Specifically, *Eco-Logical* puts forth the conceptual groundwork for integrating plans across agency boundaries, and endorses ecosystem-based mitigation - an innovative method of mitigating infrastructure impacts that cannot be avoided. The Steering Team for the report included Bureau of Land Management, Federal Highway Administration, National Marine Fisheries Service, National Park Service, U.S. Army Corps of Engineers, U.S. Environmental Protection Agency, U.S. Forest Service and U.S. Fish and Wildlife Service.

environmental mitigation processes. This MOU builds on the Integrated Watershed Restoration Program (IWRP) for Santa Cruz County, which facilitates collaboration among local, State, and Federal resource agencies and has established a process to protect valuable ecological resources, habitats and agricultural resources in the County. Additionally, several planning studies completed in recent years, including the Conservation Blueprint for Santa Cruz County and Healthy Lands, Healthy Economies: Nature's Value in Santa Cruz County further define the County's natural resource values and conservation priorities. This MOU will build from those efforts with identification of key resources at the earliest stage of transportation improvement planning, and provides a framework to implement coordinated mitigation planning at the beginning of the project development process. The SCCEMP facilitates compliance with Federal, State and Local environmental regulations and requirements established for the protection of ecological resources and agricultural resources, but does not replace review of the action at the individual project level as required by environmental laws or regulations, or assure permit issuance or project endorsement.

Early coordination is expected to result in more efficient and effective planning, a high degree of cooperation among involved agencies, and successful resolution of conflicts. Some of the advantages of early coordination and mitigation planning for impacts to ecological resources and agricultural resources include: eliminating lag time between loss and replacement of resource values; swift utilization of habitat conservation and preservation opportunities; improved conservation of ecological values; more efficient and effective monitoring and evaluation procedures; and improved coordination during permit processing.

The signatories recognize that avoiding and minimizing ecological resources impacts and agricultural impacts onsite are always the first priorities before compensating impacts due to transportation improvements. These priorities are in place from the earliest planning and design stages and continue to be in place as maintenance and monitoring occurs.

Establishing early and continual coordination and cooperation among the signatories in developing mitigation plans is expected to provide more cost effective and efficient mitigation, and ultimately, a higher level of protection and conservation of our valuable ecological resources and agricultural resources.

### **C. GOALS**

In the spirit of cooperation and collaboration, and with the mutual understanding that this is a flexible working agreement among the respective signatories, we hereby commit to advancing the following goals of the SCCEMP:

1. Facilitate the delivery of environmentally-sound transportation projects that meet the identified transportation needs for the region;
2. Strive for the greatest ecosystem protection and restoration possible within the watersheds or ecoregions of Santa Cruz County to maximize the environmental benefit;
3. After avoidance and minimization of impacts, ensure compensatory mitigation efforts comply with Federal, State and Local statutes and regulations, and where appropriate, include preservation and restoration;

4. Strive for the efficient use of agency and non-governmental organization resources to maximize mitigation efforts;
5. Create a long-term institutional framework for Early Mitigation in Santa Cruz County.
6. Address impacts to ecological resources and agricultural resources;
7. No net loss of ecological resources or functions;
8. Protect ecological resources and minimize habitat fragmentation;
9. Maintain and enhance habitat connectivity and biological diversity;
10. Protect ecological features, in perpetuity, through appropriate financial (e.g. endowment) and real estate (e.g. conservation easement) measures;
11. Conserve and maintain the values and functions of mitigation sites in perpetuity; and
12. Promote the concept of advance mitigation to Federal, State and Local resource agencies; transportation and regulatory agencies; and other stakeholders.

#### **D. AUTHORITY / SIGNATORIES**

This MOU is intended to enhance the individual signatory agencies' abilities to meet their respective regulatory and/or administrative obligations through early and frequent collaborative discussions on the transportation, ecological resource and agricultural resource concerns in the watersheds of Santa Cruz County. This MOU constitutes the entire understanding among the signatories for the purposes of interpreting the matters set forth herein, whether oral or written.

All provisions of this MOU are intended and shall be interpreted to be consistent with all applicable provisions of Federal, State and Local laws. Nothing in the MOU will be construed as binding any signatory agency beyond their respective authorities or to require the participants to obligate or expend funds in excess of available resources or past, present, or future appropriations or funds.<sup>2</sup> This MOU does not eliminate or diminish in any manner, any and all immunities to which any signatory is entitled in any State, and/or Federal action. Any transaction involving transfers of funds between the parties to this MOU will be handled in accordance with applicable laws, regulations, and procedures under separate written agreements.<sup>3</sup>

This MOU does not create any right or benefit, substantive or procedural, enforceable by law or equity, by persons who are or are not a signatory party to this agreement against any signatory, their officers, their employees or any other person. This MOU does not direct nor apply to any person outside the signatories of this MOU. This MOU shall be governed by, and construed in accordance with the laws of the United States and the laws of the State of California as applicable.

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<sup>2</sup> As required by the Anti-Deficiency Act, 31 U.S.C. §§ 1341 and 1342, all commitments made by Federal signatories to this MOU are subject to the availability of appropriated funds and budget priorities. Nothing in this MOU, in and of itself, obligates Federal signatories to expend appropriations or to enter into any contract, assistance agreement, interagency agreement, or incur other financial obligations.

<sup>3</sup> Nothing in this MOU shall be construed as obligating any Parties to expend any moneys or obligations to any future payment of money in excess of appropriations or funds authorized by law or their governing bodies.

## FINAL MEMORANDUM OF UNDERSTANDING (January 18, 2018)

This MOU does not delegate to any agency, or the collective group of agencies, the authority to: 1) control another agency's final decision on a project; 2) modify or halt an agency's project; or 3) limit the discretion of the signatory agencies in carrying out their statutory and regulatory obligations, including the agencies' discretion to pursue projects according to their individual legal authorities. It is further recognized that the decision to issue approvals or permits remains within the sole discretion of the appropriate resource/regulatory agency. Signatories to this MOU recognize that some impacts to ecological resources (including impacts to physical and chemical characteristics of the aquatic resources) may not be fully mitigatable in advance and additional mitigation may be required.

The signatories recognize that the MOU applies at the regional level only. Signatories governed by an appointed body (including but not limited to California Coastal Commission, California State Coastal Conservancy and Central Coast Regional Water Quality Control Board) recognize that the MOU is not binding as to their respective boards or commissions, and instead applies only to their staff. Furthermore, as noted in this section, this MOU does not alter, abridge or limit any authority of any signatory agency. This MOU has been jointly negotiated and drafted. The language of this MOU should be construed as a whole according to its fair meaning, and not strictly for or against any of the signatories. This MOU should be liberally construed to accomplish its purpose.

### **The following parties agree to the terms of this MOU:**

- California Coastal Commission
- California State Coastal Conservancy
- California Department of Fish and Wildlife
- California Department of Transportation
- Central Coast Regional Water Quality Control Board
- Resource Conservation District of Santa Cruz County
- Santa Cruz County Planning and Department of Public Works
- Santa Cruz County Regional Transportation Commission
- U.S. Fish and Wildlife Service
- NOAA's National Marine Fisheries Service
- U.S. Environmental Protection Agency
- U.S. Army Corps of Engineers

The ***California Coastal Commission's*** (Commission) primary mission is to protect, conserve, restore and enhance environmental and human-based resources of the California coast and ocean for environmentally sustainable and prudent access and use by current and future generations. Guided by the policies<sup>4</sup> of the Coastal Act of 1976 (Public Resources Code 30000 *et seq.*), the Commission plans and regulates the use of land and water in the coastal zone in partnership with coastal cities and counties. The Commission also implements the Coastal Zone

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<sup>4</sup> As a general matter, Coastal Act policies and corresponding Local Coastal Program standards do not permit new roads in wetland areas or environmentally sensitive habitat areas. Limited expansions of existing roads into wetlands may be permitted if such expansion is necessary to protect existing capacity.

Management Act (16 U.S.C. § 1451 *et. seq.*) through its Federally-certified coastal program, including the regulation of activities inside or outside of the coastal zone that are funded, permitted or conducted by Federal entities and that have the potential to adversely affect coastal resources. The Commission is responsible for overseeing the implementation of Local Coastal Programs by local governments and for reviewing development projects applying for coastal development permits within its original and appeal jurisdictions.

The California State Coastal Conservancy (Conservancy) is a state agency that uses non-regulatory, entrepreneurial techniques to purchase, protect, restore, and enhance coastal resources, and to provide access to the shore. The Conservancy works in partnership with local governments, other public agencies, nonprofit organizations, and private landowners. Conservancy projects include construction of trails and other public access facilities, restoration and enhancement of wetlands and other wildlife habitat, restoration of public piers and urban waterfronts, and preservation of farmland.

The ***California Department of Fish and Wildlife's*** (CDFW) mission is to manage California's diverse fish, wildlife, and plant resources, and the habitats upon which they depend, for their ecological values and for their use and enjoyment by the public. This responsibility is accomplished, in part, by the review of projects in accordance with the California Environmental Quality Act (CEQA) and recommendations of avoidance, minimization, and mitigation measures to CEQA Lead Agencies; through implementation of the California Endangered Species Act (CESA) via Incidental Take Permits issued pursuant to Fish and Game Code Sections 2081(b), Consistency Determinations issued pursuant to Fish and Game Code Sections 2080.1, or through an adopted Natural Community Conservation Plan (NCCP) pursuant to Fish and Game Code Sections 2800 *et seq.*; and through measures developed to protect biological resources agreed to in a Lake and Streambed Alteration Agreement (LSAA) pursuant to Fish and Game Code Sections 1600 *et seq.* CESA requires that take of State endangered, threatened, or candidate species be incidental to an otherwise lawful activity, that the impacts are minimized and fully mitigated, that the mitigation measures are roughly proportional to the taking, that adequate funding to implement the required monitoring and mitigation measures is ensured, and that the continued existence of the covered species is not jeopardized by the permitted activity.

The ***California Department of Transportation*** (Caltrans) and the ***Federal Highway Administration*** (FHWA) have the primary mission to plan, develop, manage, and maintain a safe, effective, and efficient transportation system that provides safety and mobility to the general public. FHWA is responsible for administering the Federal-aid Highway Program. This is a contract-authority program where Caltrans is reimbursed from the Highway Trust Fund for expenses resulting from transportation projects. Statutory and regulatory authorities for the Federal-aid Highway Program are found in Title 23, United States Code and Title 23, Code of Federal Regulations. Associated with this is implementation of appropriate mitigation measures to offset unavoidable adverse impacts and to demonstrate committed environmental stewardship. This stewardship is reflected in strict adherence to environmental laws/regulations and extensive inter- and intra-agency guidance and policy.

The Central Coast Regional Water Quality Control Board (Central Coast Water Board) is a regulatory board within the California Environmental Protection Agency. The Central Coast Water Board has the primary responsibility to protect surface, ground, and coastal waters, and the beneficial uses of those waters, throughout the Central Coast Region. The Central Coast Water



Board makes critical water quality decisions for the region, including setting water quality standards, issuing permits which govern and restrict the amount of pollutants that can be discharged into the groundwater or a surface water body, determining compliance with those permits, and taking appropriate enforcement actions. The Central Coast Water Board requires mitigation to compensate for loss of aquatic, wetland and riparian habitat through its issuance of the Clean Water Act (CWA) Section 401 Water Quality Certifications and Waste Discharge Requirements for projects impacting aquatic, wetland, and riparian habitat.

The ***Resource Conservation District of Santa Cruz County*** (RCD) helps people protect, conserve, and restore natural resources through information, education, and technical assistance programs. The RCD has completed numerous projects in watershed management, wildfire prevention, habitat restoration, and sustainable agriculture to benefit the residents and resources of Santa Cruz County. The RCD offers technical, permitting and cost-share assistance to landowners, farmers, ranchers, nonprofits and municipalities for projects, as well as an array of workshops on habitat restoration, invasive species removal, rural road erosion control, wildfire prevention, and agricultural best management practices. As a lead agency under CEQA, the RCD prepares studies and documents to identify and assess impacts of land use and development activities to ensure that they are properly addressed and mitigated.

The ***County of Santa Cruz*** (County) has the primary responsibility to plan and regulate land uses in the coastal zone and throughout the county. Within the coastal zone, a Local Coastal Programs has been certified by the Coastal Commission with the overall goal to protect, conserve, restore and enhance environmental and human-based resources of the California coast for environmentally sustainable and prudent access and use by current and future generations. Outside of the coastal zone, the sensitive habitat ordinance and riparian and wetland protection ordinance restrict development activities to protect sensitive resources and ensure habitat enhancement as a condition of development. As a lead agency under CEQA, the County conducts environmental review to identify and assess impacts of land use and development activities to ensure that they are properly addressed and mitigated.

The ***Santa Cruz County Regional Transportation Commission*** (RTC) is responsible for the development and maintenance of a multimodal transportation system that enhances mobility, safety, access, environmental quality, and economic activities in Santa Cruz County. The RTC programs and distributes state and federal money for local and regional transportation projects and is responsible for distributing money for public transit, rail, local street and road maintenance, highway, bicycle and pedestrian facilities. As a responsible agency under CEQA, the RTC reviews, comments, and coordinates with land use jurisdictions on region-wide land use development activities to ensure that impacts to the regional transportation system are properly addressed and mitigated.

The ***U.S. Fish and Wildlife Service*** (FWS) and ***NOAA's National Marine Fisheries Service*** (NMFS) provide regulatory oversight regarding the conservation, protection and enhancement of Federally threatened and endangered species and their habitat, in accordance with the Endangered Species Act of 1973, as amended (ESA) (16 U.S.C. §§ 1531-1544) and the Fish and Wildlife Coordination Act (16 U.S.C. §§ 661-667e). NMFS also provides regulatory oversight in accordance with the Magnuson-Stevens Fisheries Conservation and Management Act (Section 305) and implementing regulations (50 C.F.R. Section 600.920) for Essential Fish Habitat. The FWS and NMFS consult with other Federal agencies on their prospective actions, assessing the impacts of the action on the fish and wildlife resources and their habitat.

The *U.S. Environmental Protection Agency* (EPA) reviews and comments on major federal actions significantly affecting the environment pursuant to the National Environmental Policy Act (NEPA), 42 U.S.C. § 4321-4370f, Council on Environmental Quality regulations (40 C.F.R. Parts 1500-1508) and Section 309 of the Clean Air Act. As a part of the Section 309 review process, EPA may recommend corrective and/or mitigation measures to reduce environmental impacts from proposed actions. Additionally, EPA regulations at 40 C.F.R. Part 230 and Corps regulations at 33 C.F.R. § 332.1 require an applicant for a CWA section 404 permit to take all appropriate and practicable steps to first avoid and then minimize adverse impacts to the aquatic ecosystem before considering compensatory mitigation to offset unavoidable adverse impacts to waters of the U.S. Pursuant to a Memorandum of Agreement between the EPA and the Department of the Army (August 11, 1992), EPA has certain review, elevation, and, potentially, veto obligations for permits issued by the Corps under CWA Section 404.

The *U.S. Army Corps of Engineers* (Corps) is a Federal Agency under the Department of Defense. The Corps' mission is to provide vital public engineering services in peace and war to strengthen our Nation's security, energize the economy, and reduce risks from disasters. Together with the EPA, the Corps co-administers the CWA Section 404 Program which regulates the discharges of dredged or fill material into waters of the United States, helping to protect wetlands and other aquatic resources. CWA Section 404 permit decisions must comply with the CWA Section 404(b)(1) Guidelines which require taking all appropriate and practicable steps to first avoid and then minimize adverse impacts to the aquatic ecosystem before considering compensatory mitigation to offset unavoidable adverse impacts to wetlands, streams, and other aquatic resources. Section 10 of the Rivers and Harbors Act of 1899 requires authorization from the Secretary of the Army, acting through the Corps of Engineers, for the construction of any structure in or over any navigable water of the United States. Structures or work outside the limits defined for navigable waters of the United States require a Section 10 permit if the structure or work affects the course, location, or condition of the water body.

## **E. PRINCIPLES OF AGREEMENT**

The signatory agencies agree to actively participate in a program that places high priority on early coordinated planning of transportation improvements to ensure the protection of ecological resources, habitats, and agricultural resources and takes advantage of opportunities for their preservation, creation, restoration and enhancement while providing transportation improvements. Furthermore, to the extent staff and resources are available, signatories agree to:

1. Attend regular meetings to accomplish the early planning and coordination goals of this MOU, and update one another on planning and project development activities;
2. Work together to evaluate potential impacts of future transportation improvement projects in Santa Cruz County during the early planning stages of the transportation project lifecycle;
3. Identify ecological resources and agricultural resources of concern within the area of potential impact and recommend measures to avoid impacts to these resources;

4. Identify opportunities to minimize the unavoidable impacts to identified ecological resources and agricultural resources of concern;
5. Use all feasible and reasonable features of project design which avoid, or if impacts are unavoidable, minimize adverse project impacts before employing compensation measures;
6. Where there are unavoidable impacts, achieve in-kind, in-watershed (HUCx) or ecoregion subsection compensation whenever feasible unless alternatives are more beneficial to the ecological resources;
7. Where there are unavoidable impacts to agricultural resources that require mitigation under a coastal development permit, achieve in-kind compensation;
8. Address mitigation for unavoidable impacts to waters of the United States<sup>5</sup> with the EPA and Corps through the Interagency Review Team (IRT) process<sup>6</sup> and assure consistency with State<sup>7</sup> and Federal programs regulating wetland resources. Consider the use of mitigation banks, in-lieu of fees programs, and/or conservation banking as potential strategies that allow for multiple project mitigation to occur in the region;
9. Follow the adopted due diligence practices of the parties when evaluating mitigation properties, land management plans, and funding packages for mitigation proposals;
10. Explore opportunities for ecological resource and agricultural resource preservation, creation, restoration, and enhancement during transportation project development;
11. Utilize the best available data, information and watershed plans to evaluate mitigation needs and potential sites for compensatory mitigation;
12. Develop a tracking system to manage multiple compensatory mitigation sites;
13. Identify funding partnerships with roles and responsibilities clearly defined;
14. Consider larger-sized properties or contiguous sites to meet mitigation needs and maximize habitat connectivity ; and
15. When opportunities arise share the success of this effort with others.

## **F. MITIGATION SITES**

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<sup>5</sup> Jurisdictional limits of the authority of the Corps of Engineers under section 404 of the Clean Water Act and section 10 of the Rivers and Harbors Appropriation Act of 1899 are identified at 33 C.F.R. § 328.3 and 40 C.F.R. § 230.3. Waters considered to be inside and outside the jurisdiction of the Corps of Engineers may still fall under the permitting jurisdiction of other regulatory agencies in California.

<sup>6</sup> The April 10, 2008 Compensatory Mitigation for Losses of Aquatic Resources Final Rule establishes the title “Interagency Review Team (IRT)” for an interagency group of federal, tribal, state, and/or local regulatory and resource agency representatives that reviews documentation for, and advises the district engineer on, the establishment and management of a mitigation bank or an in-lieu fee program.

<sup>7</sup> Within the coastal zone, ensure that this mitigation addresses unavoidable impacts to California State Waters, including wetlands as defined in Section 13577 of the California Coastal Commission’s Regulations.

## **FINAL MEMORANDUM OF UNDERSTANDING (January 18, 2018)**

The following minimum criteria should be applied to any site considered for use as a SCCEMP compensatory mitigation site with the knowledge that additional criteria may be required for a given site:

1. A completed ecological resources survey of the site with an evaluation of habitat and resource values and their appropriateness for use as compensatory mitigation;
2. A wetland delineation, when applicable, in accordance with (a) the 1987 Corps of Engineers Wetlands Delineation Manual, or appropriate Regional Supplement, and (b) the California Rapid Assessment Method (CRAM) for wetland delineation procedure, and submitted to the San Francisco Corps of Engineers SF District for review and verification;
3. A wetland delineation, when applicable within the coastal zone, based on the definitions in Section 30121 of the California Coastal Act (Public Resources Code section 30121) and Section 13577 of the California Coastal Commission's Regulations (14 C.C.R. § 13577), and utilizing the methods found in the 1987 Corps of Engineers Wetlands Delineation Manual and the appropriate Regional Supplement.
4. A mitigation plan that supports the ecosystem functions and preservation/restoration goals/needs of current conservation plans for the watershed and will mitigate most transportation project impacts;
5. A management, monitoring and reporting plan with clear, realistic and measurable success standards and objectives, robust statistical analyses to determine whether success is achieved, and a schedule that includes reporting requirements. The plan also needs to identify adaptive management options to address any remedial actions that may need to be implemented;
6. Evaluation and determination that information for the site is consistent with best available scientific information;
7. The site evaluation should also identify any encumbrances on the property including easements, mineral rights, etc.
8. An estimate of management costs;
9. A determination of mitigation opportunities on the site; and
10. A site manager, some type of conservation instrument, funding mechanism, and assurances of financial commitments for ongoing monitoring and management, with covenants in perpetuity as appropriate.

### **G. MODIFICATION AND TERMINATION OF THE MEMORANDUM OF UNDERSTANDING:**

1. This agreement and the operating procedures may be modified, which must be in writing, with the written approval of all signatories to the MOU.
2. A signatory may terminate its participation in this agreement upon written notice to all other signatories.

**FINAL MEMORANDUM OF UNDERSTANDING (January 18, 2018)**

3. This agreement is intended to supplement, not replace, any existing agreements between any of the parties.
4. Signatory agencies and entities may be added to this MOU. Additional signatory agencies and entities shall first be approved by all existing signatories.
5. The signatories can jointly modify the terms as needed for continuous improvement of this agreement.
6. Should any term of this MOU be deemed unlawful, that provision shall be severed and the remaining terms shall continue to be valid.
7. When all the signatories have signed this MOU, the MOU becomes effective as of the date of the most recent signature.

**Signatories, Page 1**

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Executive Director  
California Coastal Commission

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Date

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Sam Schuchat, Executive Officer  
California State Coastal Conservancy

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Date

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Scott Wilson, Regional Manager  
California Department of Fish and Wildlife

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Date

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Tim Gubbins, District Director  
California Department of Transportation, District 5

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Date

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John M. Robertson, Executive Officer  
Central Coast Regional Water Quality Control  
Board

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Date

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Barry Thom, Regional Administrator  
National Marine Fisheries Service  
West Coast Region

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Date

FINAL MEMORANDUM OF UNDERSTANDING (January 18, 2018)

Signatories, Page 2

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Chris Coburn, Executive Director  
Resource Conservation District of Santa Cruz  
County

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Date

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Kathleen Previsich, Planning Director  
Santa Cruz County Planning Department

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Date

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John Presleigh, Public Works Director  
Santa Cruz County Planning Department

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Date

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George Dondero, Executive Director  
Santa Cruz County Regional Transportation  
Commission

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Date

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Tomas Torres, Director of Water Division  
U.S. Environmental Protection Agency, Region 9

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Date

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Stephen Henry, Field Supervisor, Ventura  
U.S. Fish and Wildlife Service

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Date

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Travis J. Rayfield, Lieutenant Colonel  
San Francisco District Commander  
U.S. Army Corps of Engineers

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Date





**TO:** Interagency Technical Advisory Committee (ITAC)

**FROM:** Rachel Moriconi, Senior Transportation Planner

**RE:** Funding Program Updates

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## **RECOMMENDATION**

Staff recommends that the Interagency Technical Advisory Committee (ITAC) discuss state and federal transportation funding programs and impacts repeal of Senate Bill 1 would have on the local transportation system.

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## **BACKGROUND**

Transportation projects in Santa Cruz County are funded by a combination of funding sources, primarily from local, state, and federal funds generated from taxes and fees. Unfortunately formula funds available for transit, local road, highway, bicycle, and pedestrian projects in Santa Cruz County cover about a third of the cost to operate, maintain, and improve our transportation system, resulting in a backlog of road repairs, transit and other transportation projects. Local agencies depend on competitive grant programs, as well as new Measure D and Senate Bill 1 revenues, to fill at least some of the funding gap.

## **DISCUSSION**

In December 2017 and January 2018, the Regional Transportation Commission (RTC) approved projects to receive approximately \$22 million from the region's shares of the State Transportation Improvement Program (STIP), Senate Bill 1 Local Partnership Program (LPP), SB 1 State Transit Assistance (STA), and federal Surface Transportation Block Grant Program (STBG). The availability of about 85% of those funds, including the STIP, are dependent on new Road Repair and Accountability Act of 2017 (SB1) gas taxes and vehicle fees.

SB 1 gas taxes and vehicle registration fees also provide formula funds to local jurisdictions for local road maintenance, funds to Caltrans for safety and maintenance projects on state highways, and opportunities for local agencies to compete for additional funds for projects that maintain and improve transit services, reduce highway congestion, support movement of agricultural and other goods, build new bicycle and pedestrian facilities, and for climate adaptation and other transportation planning.

SB1-funded competitive funding programs include the Active Transportation Program (ATP), Local Partnership Program (LPP), Congested Corridors, and the Transit and Intercity Rail Capital Program (TIRCP). The RTC, Caltrans, Santa Cruz METRO and

local agencies have identified several priority projects that could be funded by these SB1 programs in the future, with Measure D sales tax revenues oftentimes expected to leverage these state grants. Currently, agencies are preparing applications for the Cycle 4 Active Transportation Program (ATP) grants, which are due July 31.

Proposition 69, overwhelmingly approved by voters earlier this month, ensures new SB1 revenues are dedicated for use on transportation projects ([Attachment 1](#)). While SB1 is providing funds to help maintain and improve local transportation systems, a measure has been placed on the November 2018 statewide ballot to repeal it. If voters decide to repeal SB1, projects previously approved for STIP are at risk of losing funds or delays, over \$7 million per year that is allocated directly to local cities and the County of Santa Cruz to fill potholes, improve bicycle and pedestrian facilities, and address other transportation needs on the local road system would be eliminated. 80% of the Active Transportation Program (ATP) program funds would be gone and over \$2.5 million per year for transit projects in Santa Cruz County would also be eliminated. A map of projects currently funded by SB1 is attached ([Attachment 2](#)).

Agencies statewide, including the RTC, METRO and most local jurisdictions have already gone on record opposing efforts to repeal SB1 and reduce transportation funding, emphasizing the importance of stable revenues to address the backlog of road maintenance, transit, and other transportation projects in our region.

ITAC member agencies are encouraged to share information on state and federal funding programs, including candidate projects for Highway Safety Improvement Program (HSIP), Active Transportation Program (ATP), Caltrans Planning Grants and future Senate Bill 1 competitive programs, as well as opportunities to share information with the public about projects currently funded by Measure D and Senate Bill 1.

## **SUMMARY**

Local agencies and Caltrans are currently implementing projects funded by Senate Bill 1, Measure D, and other state and federal grant programs. Agencies have also identified candidates for future state and federal grants, including those funded by SB1. Agencies will discuss these funding programs and ways to inform the public of these important funding sources to address the backlog of transportation infrastructure and services in our region.

### **Attachments**

- a. Proposition 69 News Release
- b. SB1 Project Map

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Santa Cruz County Regional Transportation Commission

## **Voters Overwhelmingly Approve Proposition 69 to Dedicate Revenues for Transportation Purposes**

**SANTA CRUZ COUNTY** – The Santa Cruz County Regional Transportation Commission (RTC), Santa Cruz METRO, and local public works departments applauded voters for overwhelmingly passing Proposition 69 this week. Prop 69, which establishes strong constitutional protections for transportation funding, prohibits fuel taxes and fees from California's Road Repair and Accountability Act of 2017 (Senate Bill -SB1) from being used for non-transportation purposes. Statewide, Prop 69 was approved by over 80 percent of voters. In Santa Cruz County, 85 percent of voters said "yes" on the measure.

"The overwhelming passage of Prop 69 is a strong signal from the voters that they recognize the need to fix our roads and transit system and support accountable, dedicated funding to do so," RTC Executive Director George Dondero said.

SB1 transportation funds are generated through increased taxes on motor fuels and vehicle fees, which took effect Nov. 1, 2017 and Jan. 1, 2018. Prop 69 prohibits the state legislature and governor from borrowing or diverting these funds for non-transportation purposes.

"Transportation projects can take several years to design, permit and build. Agencies need to have steady and secure funding to address ongoing maintenance and support these long-term projects," said Steve Palmisano, City of Watsonville Public Works & Utilities Director. "The financing provided by SB1 and safeguarded by Proposition 69 makes that possible."

SB1 provides approximately \$20 million annually for road maintenance, public transit, and priority regional transportation projects in Santa Cruz County. The measure also provides opportunities for Santa Cruz County to compete for additional funds for bicycle and pedestrian projects, projects that reduce highway congestion, and projects to expand transit service.

"With more than 80 percent of voters supporting the protection of our road funding, it is clear how important our roadway infrastructure is to our entire community. SB1 is now guaranteed to improve our roadway

system,” said Matt Machado, Deputy County Administrative Officer/Public Works Director for Santa Cruz County.

The cities of Capitola, Scotts Valley, Santa Cruz and Watsonville, and the County of Santa Cruz are using \$7 million in SB1 funds this year to repair storm damage, fill potholes, make safety improvements to local streets and roads, and implement bicycle and pedestrian projects. Santa Cruz Metropolitan Transit District (METRO) is using SB1 funds to replace buses that are necessary to maintain service. The RTC has designated the region’s shares of SB1-State Transportation Improvement Program (STIP) funds to a combination of local road repair, highway, bicycle, pedestrian, and bus projects to be constructed over the next few years.

“Transportation issues are among some of the most critical challenges facing our community. In Santa Cruz County, we’re putting SB1 to good use repairing our road network after devastating winter storms. The funds are helping restore mobility sooner than would have been possible, and we’re doing it without diverting revenue from other essential county programs,” said Zach Friend, Chair of the Santa Cruz County Board of Supervisors.

Local projects that have already received SB1 funding include:

- Low and zero emission replacement buses to maintain METRO bus service
- Pedestrian safety improvements near Watsonville High School
- Safety lighting along the San Lorenzo River bicycle/pedestrian path in Santa Cruz
- Projects that improve traffic flow on Highway 1 and Highway 17
- Safety, bridge replacement, and traffic management projects on state highways
- Glenwood area bicycle lanes, safe routes to schools, and trails in Scotts Valley

Efforts to repeal SB1 are underway by opponents of the tax, and the initiative is expected to be on the November 2018 statewide ballot. Given the huge backlog of transportation needs in our community, the RTC board voted to oppose this and other efforts to repeal SB1 earlier this year. Commissioners emphasized that funds are needed to make transportation improvements requested by local residents and reiterated their commitment to ensuring transparency and accountability. Santa Cruz County faces a gap between transportation needs and available funding of over \$3 billion through 2040. If SB1 is repealed, the funding gap will widen another \$500 million in this same period.

“The passage of Prop 69 shows that the citizens of California understand the importance of the transportation system,” said County Supervisor Bruce McPherson, who also serves on the METRO and RTC boards. “Between now and November, hopefully there will continue to be a growing awareness of the key role Senate Bill 1 plays to replace buses, and repair and expand roads and highways.”

Maps and lists of projects that have been approved for SB1 funds statewide are online at [www.rebuildingca.ca.gov](http://www.rebuildingca.ca.gov).

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# Senate Bill 1 Santa Cruz County Projects

Attachment 2



- Jurisdiction**
- City of Capitola
  - City of Santa Cruz
  - City of Scotts Valley
  - City of Watsonville
  - County of Santa Cruz
  - SCCRTC/Caltrans
  - Santa Cruz METRO
- All METRO Projects are County Wide.





Project	Unmapped	Jurisdiction	Map Number
Pavement Rehabilitation (42nd, Diamond, & Ruby)		City of Capitola	1
Highway 1 Interchange Green Bike Lanes		City of Capitola	2
Brommer St Road, Bike & Sidewalk Improvements		City of Capitola	3
Catch Basin Replacement Citywide	Yes	City of Santa Cruz	1
Corrugated Metal Pipe CMP Replacement Citywide	Yes	City of Santa Cruz	2
Streetlights Pacific Ave		City of Santa Cruz	3
Local Match for FEMA/OES funded Emergency Repair		City of Santa Cruz	4
Arterial and Collector Street Reconstruction		City of Santa Cruz	5
Arterial and Collector Street Reconstruction		City of Santa Cruz	6
San Lorenzo Riverwalk Lighting		City of Santa Cruz	7
Hwy 1/9 Intersection Modifications		City of Santa Cruz	8
River Street Pavement Rehabilitation (Water St to Potrero Street)		City of Santa Cruz	9
Road Maintenance BLUE HILLS CT		City of Scotts Valley	1
Road Maintenance GREEN TREE WY		City of Scotts Valley	2
Road Maintenance KENTWOOD CT		City of Scotts Valley	3
Road Maintenance PINECONE LN		City of Scotts Valley	4
Road Maintenance PURPLE HILLS CT		City of Scotts Valley	5
Road Maintenance SAGELAND CT		City of Scotts Valley	6
Road Maintenance TARYN CT		City of Scotts Valley	7
Road Maintenance GRANITE CREEK RD		City of Scotts Valley	8
Road Maintenance NADIA CT		City of Scotts Valley	9
Road Maintenance SCOTTS VALLEY DR		City of Scotts Valley	10
Road Maintenance GREEN HILLS RD		City of Scotts Valley	11
Road Maintenance GLEN CANYON RD		City of Scotts Valley	12
Bicycle Safety Improvements (Various Locations)	Yes	City of Watsonville	1
Downtown Revitalization (West Beach to Freedom)		City of Watsonville	2
Maintain Roads (Various Locations)	Yes	City of Watsonville	3
Maintain Trails (Various Locations)	Yes	City of Watsonville	4
Pedestrian & Traffic Safety (Various Locations)	Yes	City of Watsonville	5
Airport Blvd (Freedom to City Limits)		City of Watsonville	6
Airport Blvd (Freedom to 600' West)		City of Watsonville	7
Airport Blvd (Westgate/Larking Valley to Holm)		City of Watsonville	8
Citywide Curb/Ramp Program	Yes	City of Watsonville	9
Citywide Signal Upgrades	Yes	City of Watsonville	10
Citywide Signs, Markings & Striping	Yes	City of Watsonville	11
Green Valley Rd (Struve Slough to Freedom)		City of Watsonville	12
Lincoln St Safety (East Lake to Riverside)		City of Watsonville	13
Road Repair (Various Locations)	Yes	City of Watsonville	14
Signal & Lighting Replacement & Maintenance	Yes	City of Watsonville	15
Storm Damage Locations		County of Santa Cruz	1
Branciforte Drive Road Recycle & Overlay (PM 2.4 to Granite Ck Rd)		County of Santa Cruz	2
Highway 17 To Soquel Corridor Chip Seal Project		County of Santa Cruz	3
Scotts Valley Area Routes Chip Seal Project		County of Santa Cruz	4
Zayante Road Chip Seal Project		County of Santa Cruz	5
3 - Hwy 1: Auxiliary Lanes from Park Ave to Bay Ave/Porter St		SCCRTC/Caltrans	1
2 - Hwy 1: Auxiliary Lanes from 41st Ave to Soquel Ave & Chanticleer Bike/Ped Bridge		SCCRTC/Caltrans	2
2 zero-emission battery-electric buses		SCMTD	1
4 new CNG buses		SCMTD	2
Refurbish 3 CNG buses		SCMTD	3
Automatic Vehicle Locator		SCMTD	4
Bus replacements over the next 10 years		SCMTD	5