

**AGENDA:** April 4, 2019

**TO:** Regional Transportation Commission  
**FROM:** Guy Preston, Executive Director  
**RE:** Director's Report

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**THIS ITEM FOR INFORMATION ONLY**

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**Measure D Reporting and Five-Year Programs of Projects**

Each agency receiving Measure D revenues is required to adopt, after holding a public hearing, an annual report which includes a five-year program of projects and a description of expenditures of Measure D revenues from the most recently completed fiscal year. Agencies receiving direct formula allocations (cities, the County of Santa Cruz, Santa Cruz Metropolitan Transit District (METRO) and Community Bridges/Lift Line) typically adopt their annual reports as part of their budget and/or capital improvement program. Community members provide input on those plans directly to each recipient agency.

Staff is in the process of drafting the five-year program of project updates for regional projects. Regional projects include Highway Corridors, Active Transportation/Monterey Bay Sanctuary Scenic Trail Network (MBSST), Rail Corridor, San Lorenzo Valley-Highway 9 Corridor Improvements and Highway 17 Wildlife Crossing. After considering advisory committee recommendations at April and May meetings, staff will update the 5-year program of projects for each regional investment category. Staff expects to present draft plans and seek input from the Commission at the May 2, 2019 RTC meeting.

The Measure D Independent Oversight Committee, required by the Measure D Ordinance, held its second meeting on March 25, 2019 where RTC staff presented FY17-18 Measure D Audits and Expenditure Reports from recipient agencies. The Committee is now working on preparing the FY17-18 Measure D Annual Report. Staff expects to present the Oversight Committee's FY17-18 Measure D Annual Report, along with the RTC's proposed five-year program of regional projects for board approval, following a public hearing, at the RTC's June 6, 2019 meeting.

**Measure D Implementation Plan and On-Call Financial Services Consultant**

In accordance with the Measure D Ordinance, the RTC is required to develop an Implementation Plan, which will be updated at least every 5-years. The purposes of the Implementation Plan are to define the scope, cost, and delivery schedule of each Expenditure Plan project or program, detail the revenue projections and possible financing tools needed to deliver the Expenditure Plan within the 30-years promised to the voters, and describe the risks critical issues and opportunities that the Commission should address to expeditiously deliver the Expenditure Plan.

Staff has commenced developing the 2019 Measure D Implementation Plan. To assist staff in the analysis and consideration of public finance options, staff has issued a Request for Proposals (RFP) for an on-call financial services consultant. Potential services include staff and board education, evaluation of bond markets, debt management, establishing and maintaining credit ratings, modeling funding for large construction projects, long-term strategic financial planning, and managing bond issuance for the Commission, should it elect to issue revenue bonds. Staff expects to have an on-call financial services consultant on board by the end of the month. Staff is considering grant funding opportunities in the development of the Measure D Implementation Plan, as well as various policies which will assist in guiding the delivery of the expenditure plan. Staff expects to both seek RTC advisory committees' and board input on various components of the plan throughout the remainder of the year. Staff plans to present the 2019 Measure D Implementation Plan for board approval, following a public hearing, before the end of the year.

### **Santa Cruz Branch Rail Line Planning**

In accordance with the recommendations of this Commission, RTC staff is working with Santa Cruz METRO staff to develop a scope of work, schedule, and budget for an alternative's analysis for high-capacity public transit service on the Santa Cruz Branch Rail Line. Last week, RTC received a \$100,000 state grant from Caltrans, to assist with funding a portion of the Alternatives Analysis. A special thanks goes to RTC's Ginger Dykaar, who prepared the successful grant application on very short notice. Measure D funds are expected to provide the remaining funds necessary to fund the work, including a required \$13,000 match to the grant funds.

Staff will seek input on the scope of work, budget and schedule at forthcoming METRO and RTC meetings. The tentative schedule is to release a request for proposal (RFP) for consultant services this summer, with the analysis to be completed by January 2021.

On March 13, 2019, I traveled to Los Angeles to report to the California Transportation Commission (CTC) on the status of the Santa Cruz Branch Rail Line. Although Susan Bransen, Executive Director of the CTC, stated that she believes that the RTC is meeting the requirements of the Proposition 116 funding; CTC Commissioners requested a schedule and Business Plan associated with commuter rail service. The RTC prepared business plans associated with Freight and Recreational/Excursion service, prior to purchasing the line, but has not prepared a business plan for commuter rail service. I shared information about the RTC's unanimous decision on the UCS, past studies undertaken by the RTC on the rail line, including the forthcoming alternatives analysis for high-capacity public transit. I have provided copies of the various business plans to CTC staff and will continue to work closely with CTC staff to understand their expectations and funding options for the Rail Line.

### **Highway 1 - Soquel Drive /Avenue to 41<sup>st</sup> Avenue Auxiliary Lanes and Chanticleer Avenue Bike/Ped Overcrossing**

The RTC is continuing to advance the design work on the project. RTC's consultant, Mark Thomas and Company expects to submit 65% design plans next month. Final design is expected in 2020, which will put this project in a good position for grant funding opportunities. The RTC continues to work with Caltrans on a plan to incorporate the Bus on Aux Lane / Shoulder improvements into the final design.

### **Highway 1 - Bay/Porter to State Park**

The RTC has issued a Request for Proposal (RFP) for a consulting firm to prepare a project level environmental document for the next two sets of Highway 1 auxiliary lanes between Bay/Porter to State Park. This project will include Bus on Aux Lane / Shoulder improvements. Proposals are due on Thursday April 18, 2019.

### **Highway 1 - Mar Vista Bike/Ped Overcrossing**

The RTC has agreed in principal with the Public Works Department for the County of Santa Cruz to assume the implementing agency responsibilities for the Mar Vista Bike / Ped Overcrossing. RTC and County staff are working together to manage potential conflicts between this project and the auxiliary lane project.

### **Highway 9 – Complete Streets**

RTC, Caltrans, County Public Works, and California Highway Patrol (CHP) staff will be meeting with Assemblymember Stone and Commissioner McPherson later this month to discuss opportunities to improve safety on Highway 9, as well as implementation of priority projects in the Highway 9/San Lorenzo Valley (SLV) Complete Streets Corridor Plan.

### **Highway 17**

This winter, there has been a high rate of collisions on Highway 17. At the request of the Budget and Administration/Personnel Committee, RTC staff is working to have the California Highway Patrol (CHP) make a presentation at the May 2 RTC meeting. The RTC is actively seeking ways to increase funding for improving safety on Highway 17.

### **Monterey Bay Sanctuary Scenic Trail (MBSST) – Segment 7 – Phase II**

The City of Santa Cruz Planning Commission is scheduled to consider the Initial Study / Mitigated Negative Declaration for Phase II of Segment 7 of the MBSST and Coastal Rail Trail spine at its meeting on April 18, 2019.

### **Central Coast Coalition Sacramento Day**

On March 20, 2019, Chair Botorff and I traveled to Sacramento with the Central Coast Coalition to meet with Governor Newsom, Assemblymember Mark Stone, and

Assemblymember Robert Rivas, as well as senior staff from Senator Monning's office, CalSTA and the California Transportation Commission (CTC). The coalition presented regional legislative and transportation priorities, with a focus on protecting and maximizing funding for our transportation priorities, especially in light of legislative proposals which could reduce funds available for local roadway repairs or active transportation projects.

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