



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

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**AGENDA**  
**Thursday, April 18, 2019**  
**1:00 p.m.**  
RTC Conference Room  
1523 Pacific Avenue, Santa Cruz, CA

**NOTE EARLY START TIME**

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, deletions, or other changes to consent and regular agendas

**CONSENT AGENDA**

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

5. Approve Minutes of the March 21, 2019 ITAC meeting – *Page 3*
6. Accept status report on Measure D revenues and distribution – *Page 8*
7. Caltrans Project Updates – *Page 9*

**REGULAR AGENDA**

8. Status of ongoing transportation projects, programs, studies and planning documents
  - a. Verbal updates from project sponsors.
9. Accessibility reminders for construction projects
  - a. Verbal update, Grace Blakeslee
10. Measure D: Draft 5-Year Program of Projects for Regional Projects – *Page 17*
  - a. Staff Report, Rachel Moriconi
  - b. Attachments

11. AMBAG Public Participation Program – *Page 57*
  - a. Memorandum from Sean Vienna, AMBAG
  - b. Attachment
12. Regional Transportation Improvement Program Development – *Page 60*
  - a. Staff report
13. Transportation Funding Updates
  - a. Verbal updates on state, federal, and Measure D, and other programs
    - i. [SB1 programs](#): local road formula funds and CTC competitive programs
    - ii. [Measure D](#): Annual reports, 5-year plans
    - iii. [ATP](#): Local workshop planned for May 1 at 2:00pm at RTC office
    - iv. [AB2766 Call for Projects](#) – Applications due to Air District by July 1, 2019
    - v. Others
14. Next Meeting – The next ITAC meeting is scheduled for **May 23, 2019**. **This is one week later than the typical meeting date due to scheduling conflicts.** The meeting will be held in the SCCRTC Conference Room, 1523 Pacific Avenue, Santa Cruz, CA. ITAC 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.)

**TITLE VI NOTICE:** The RTC operates its programs and services without regard to race, color and national origin in accordance with Title VI of the Civil Rights Act. Any person believing to have been aggrieved by the RTC under Title VI may file a complaint with RTC by contacting the RTC at (831) 460-3212 or 1523 Pacific Avenue, Santa Cruz, CA 95060 or online at [www.sccrtc.org](http://www.sccrtc.org). A complaint may also be filed directly with the Federal Transit Administration to the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.



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

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**Draft MINUTES**

Thursday, March 21, 2019, 1:30 p.m.  
SCCRTC Conference Room  
1523 Pacific Ave, Santa Cruz, CA

**ITAC MEMBERS PRESENT**

Gus Alfaro, Caltrans District 5 Planning  
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)  
Kimarie Jones, Scotts Valley Public Works  
Pete Rasmussen, Santa Cruz METRO  
Josh Spangrud, Santa Cruz Public Works  
Steve Wiesner, County Public Works and Planning proxy

**Excused Absences:** Teresa Buika, UCSC; Kailash Mozumder, Capitola Public Works

**RTC Staff Present:** Sarah Christensen, Rachel Moriconi, Guy Preston, Anais Schenk; Grace Blakeslee (by phone) for Item 9

**Others Present:** Darron Hill and Garin Schneider, Caltrans District 5;  
Matt Machado, County DPW; Lee Otter, California Coastal Commission

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1. **Call to Order:** Chair Fontes called the meeting to order.
  2. **Introductions:** Self introductions were made.
  3. **Oral Communications:** Rachel Moriconi announced that staff will be seeking input on AB1012 Obligation Plan reports showing which projects agencies anticipate obligating federal funds for before the end of FFY18/19. Caltrans is hosting State Highway Safety Plan workshops around the state and soliciting input on that next plan update which could influence future grant programs. Janneke Strauss reported on and shared pictures of the planned temporary bike barrier "popup" on 17<sup>th</sup> Avenue between Brommer St and Felt St this summer/fall. She also announced that Bike Santa Cruz County will be hiring a new Executive Director. Paul Hierling announced the State will be issuing a call for projects for SB2 planning housing development grants.
  4. **Additions, deletions, or changes to consent and regular agendas:** Handouts were provided for Item 9 and Item 10. The agenda order was modified to take Item 11 in advance of Item 10.

## CONSENT AGENDA

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

5. **Approved Minutes of the January 17, 2019 ITAC meeting** with corrections to Item 7 related to METRO and County status reports: Metro is developing its computer aided dispatch/automatic vehicle location (CAD/AVL) project which includes real-time bus arrival information. Metro is also acquiring 14 buses, including 4 articulated buses to be used for UCSC routes and 10 commuter buses for Highway 17 Express Bus service. Steve Wiesner clarified that storm damage repairs on Bear Creek Road at PM 0.2 are nearly complete and repairs on Blue Ridge Road in Boulder Creek were just starting.
6. **Accepted status report on Measure revenues and distribution**
7. **Received Caltrans Announcements**

## REGULAR AGENDA

### 8. Status of Ongoing Transportation Projects

County – Steve Wiesner reported that the County is out to bid for two storm damage repair projects and will be replacing sections of sanitation lines through Soquel.

AMBAG – Paul Hierling reported that the AMBAG board approved the timeline and work plan for the 2045 Metropolitan Transportation Plan (MTP)/Sustainable Communities Strategy (SCS).

METRO – Pete Rasmussen reported that Metro is working with RTC staff on the scope for a transit alternatives analysis.

Ecology Action – Piet Canin reported EA is working on safety education programs for 2<sup>nd</sup> and 5<sup>th</sup> graders, safe route to schools plans, the Scotts Valley Active Transportation Plan, Earth Day event on April 20 – with electric vehicle demonstrations, May Bike Month – including May 9 Bike to Work/School Day, a bicycle challenge – including incentives for several employer sites, and the Go Santa Cruz downtown Transportation Demand Management (TDM) program.

Santa Cruz – Josh Spangrud reported that several components of the Cedar Street project were completed but some components, including final paving, were on hold due to rain. The San Lorenzo River trestle bridge project construction continues. The city will go to bid for its citywide cape seal project, which is part of a \$4-5 million paving program. Claire Fliesler reported on the city's Go Santa Cruz program, which includes Jump Bike and bus pass incentives and various other TDM elements to encourage people to not drive to downtown.

Watsonville - Murray Fontes reported that construction continues on Airport Boulevard. This spring the city will begin work on its green bike lanes program and Green Valley Road reconstruction project (Struve Slough-Freedom Blvd).

Bike Santa Cruz County – Janneke Strauss reported that a "light-up-the-night" event is planned for March 29 and Open Streets Watsonville is scheduled for June 2.

Coastal Commission - Lee Otter reported that the Commission's April meeting is in Salinas. He noted that Tami Grove is the agency's statewide Transportation Program Manager.

RTC - Anais Schenk reported that RTC will be working with other agencies to implement a new trip planner platform. Rachel Moriconi reported on the RTC's presentation to the California Transportation Commission (CTC) on rail projects the previous week, at which CTC staff clarified the RTC is meeting Proposition 116 requirements as long as there are rail services on the line and the tracks are not removed. CTC commissioners requested a business plan for rail transit services. The RTC is scheduled to approve its FY19/20 budget, which includes Transportation Development Act (TDA) and Measure D estimates for recipient agencies. The RTC unanimously approved the Environmental Impact Report (EIR) for the north coast section of the Monterey Bay Sanctuary Scenic Trail Network (MBSST) on 3/7/19. The RTC's Measure D 5-year plans for regional projects are currently under development. The Measure D Taxpayer Oversight Committee is reviewing recipient agency audits and expenditure reports for FY17/18 revenues. Staff will be presenting a 30-year Measure D implementation plan later this year.

Scotts Valley – Glenwood Drive and Glenwood Preserve projects are going to construction this summer.

Capitola – On behalf of Capitola, Rachel Moriconi reported the city is finishing design and expects to construct its Brommer St. complete streets infill project (38th Ave to 41st Ave) this summer.

## **9. Santa Cruz County Early Mitigation for Transportation Projects**

Grace Blakeslee provided an update about implementation of the Memorandum of Understanding for Early Mitigation Planning for Transportation Projects in Santa Cruz County and solicited input on assessment of potential mitigation needs of transportation projects. A preliminary map of Regional Transportation Plan (RTP) projects that may require mitigations was distributed. **Agencies were asked to inform Grace before early May of any projects that should be shown on the map/have significant mitigation needs. She also requested that agencies identify representatives to participate in the effort, including a meeting on May 30.** It was noted that environmental planning staff may be the most appropriate participants and Committee members requested an excel list of projects.

## **11. Highway 1 Corridor Investment Program - *taken ahead of Item 10***

Sarah Christensen provided updates on Auxiliary Lane and Bus on Shoulder project development. RTC is accelerating pre-construction work and plans to apply for the next cycle of Senate Bill 1 competitive grants for these and other projects included in the Unified Corridor Investment Study (UCS) preferred scenario. She noted that design work is also moving forward for the Chanticleer bicycle/pedestrian bridge, as part of the 41<sup>st</sup> Ave-Soquel Auxiliary Lane project.

## **10. Caltrans Asset Management and State Highway Operation and Protection Program (SHOPP) Updates and Partnering**

Darron Hill provided an overview of Caltrans' Asset Management Plan and 10-year Project Book, which is focused on addressing certain performance measures. Garin Schneider presented and distributed information on the Caltrans Project Initiation process. He noted some partner projects may be integrated into SHOPP projects, while others could be implemented as stand-alone projects that may need encroachment permits, Permit Engineering Evaluation Report (PEER) or a project initiation document (PID) depending on the cost and complexity of the project. **Agencies should review the Project Book (<http://www.dot.ca.gov/assetmgmt/ccp.html>) to see what projects Caltrans has planned, contact Caltrans if an agency has projects planned on the State Highway System to determine if there is a compatibility of scope that could be maximized to integrate projects into planned Caltrans projects, and discuss partnering opportunities.**

## **12. SB743 Implementation**

Anais Schenk and Claire Fliesler reported that by July 1, 2020 agencies are required to use vehicle miles traveled (VMT) metrics to determine transportation impacts of projects under California Environmental Quality Act (CEQA). Screenline maps are under development for Santa Cruz County and the County Regional Travel Demand Model is being used, but each local jurisdiction needs to provide data and prepare their own GIS map. They suggested that a countywide approach to determine trip generation rates and thresholds may make the most sense. Staff requested a point of contact at each local jurisdiction (likely planning staff). Claire will set up another meeting for interested agencies.

*3:00 pm - Guy Preston arrived and introduced himself*

## **13. Route Designation Endorsement for United States Bicycle Route System**

Anais Schenk reported on the nation-wide U.S. Bicycle Route System (USBR). **Staff recommends agencies participate in the designation process, recommends use of the existing state-designated Pacific Coast Route through Santa Cruz County for USBR 95, and requested a point of contact from each jurisdiction to work directly with the Adventure Cycling Association (ACA) on USBR designation and endorsement.** Murray Fontes noted the route skips Watsonville and Scotts Valley.

## **14. Legislative updates**

Rachel Moriconi provided updates on the Governor's proposal to link local street and road funds and housing requirements and legislation related to the Active Transportation Program (ATP). She noted that initial SB152 proposals could significantly reduce the amount of ATP funding accessible to local agencies in Santa Cruz County from 60% to only 25% of the program.

## **15. Transportation Funding Updates**

Rachel Moriconi provided updates and reminders regarding various state, federal and local funding programs. She reminded local jurisdictions that SB1-Local Streets & Roads formula fund project lists and resolutions are due to the CTC on May 1, 2019 via the CalSMART database. An SB1 workforce development webinar is being held on April 10. The CTC has

started updating guidelines for the next cycle of SB1-Local Partnership Program (LPP), Solutions for Congested Corridors, and trade corridor grant programs, with applications expected to be due in early 2020. Measure D recipient agencies are preparing 5-year plan updates for FY19/20-23/24 and requests for funds from the Active transportation/Monterey Bay Sanctuary Scenic Trail Network (MBSST) category are due now to RTC staff. Staff will prepare a doodle to schedule a local workshop/debrief on the Active Transportation Program (ATP). ATP progress reports for January 1-March 31, 2019 are due April 15 through the state's CalSMART database. The RTC approved Low Carbon Transit Operations Program (LCTOP) funds for LiftLine and METRO electric vehicle replacements and infrastructure at its March 2019 meeting. The RTC will be selecting transit and community transportation projects for 15% of the RTC's shares of State Transit Assistance (STA) and SB1-State of Good Repair later this year. The RTC approved Regional Transportation Improvement Program (RTIP) amendments for several projects at its March 7 meeting and will be programming regional shares of State Transportation Improvement Program (STIP), Surface Transportation Block Grant Program (STBG), and formula-Local Partnership Program (LPP) this year. Steve Wiesner suggested STBG funds be distributed by population formula because writing grant applications is challenging for the county. Piet Canin expressed preference for a competitive process to fund a diverse range of projects, including projects that are not implemented by local jurisdictions. Steve Wiesner requested that the committee discuss the process and options for STBG fund distribution at the next ITAC meeting.

#### **16. Election of Committee Chair and Vice Chair**

Chair Fontes opened the floor for nominations of the next chair and vice chair. The committee unanimously approved a motion (Canin/Spangrud) approving Claire Fliesler as chair of the ITAC. The committee unanimously approved a motion (Wiesner/Canin) approving Kailash Mozumder as vice chair of the ITAC.

#### **17. The meeting adjourned at 3:45 p.m. The next meeting will start 30 minutes early, at 1:00pm, on April 18, 2019.**

*Minutes prepared by: Rachel Moriconi, RTC Planner*

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**SCCRTC**  
**TRANSPORTATION TAX REGIONAL TRANSPORTATION FUND (TTRTF) - MEASURE D**  
**SUMMARY OF REVENUE ALLOCATION BY MONTH**  
**FY2019 ENDING JUNE 30, 2019**

	KEY/OBJEC	RATE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	O/H ADJUST	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	TOTAL	YEAR END ADJUSTMENT	ADJUSTED TOTAL
GROSS	729000/40186		1,873,758.57	1,528,778.68	1,904,968.80	2,650,590.95	1,641,036.24	1,944,487.95	0.00	1,885,277.56	1,812,903.49	1,845,284.84	-	-	-	17,087,087.08	0.00	17,087,087.08
BOE FEES			-	(71,380.00)	-	-	(71,380.00)	-	-			-	-	-	-	(142,760.00)	-	(142,760.00)
<b>NET</b>			<b>1,873,758.57</b>	<b>1,457,398.68</b>	<b>1,904,968.80</b>	<b>2,650,590.95</b>	<b>1,569,656.24</b>	<b>1,944,487.95</b>	<b>0.00</b>	<b>1,885,277.56</b>	<b>1,812,903.49</b>	<b>1,845,284.84</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>16,944,327.08</b>	<b>0.00</b>	<b>16,944,327.08</b>
<b>ADMINISTRATION &amp; IMPLEMENTATION - 729100/62315</b>																		
ADMINISTRATION - SALARIES & BENEFITS	1%		18,737.59	14,573.99	19,049.69	26,505.91	15,696.56	19,444.88	0.00	18,852.78	18,129.03	18,452.85	-	-	-	169,443.27	0.00	169,443.27
O/H ADMIN			17,238.58	13,408.07	17,525.71	24,385.44	14,440.84	17,889.29	0.00	17,344.55	19,760.65	20,113.60	-	-	-	162,106.73	0.00	162,106.73
SALARIES & O/H IMPELEM& OVERSIGHT			9,855.87	9,855.87	9,855.87	9,855.87	9,855.87	9,855.87	0.00	9,855.87	9,855.87	9,855.87	-	-	-	88,702.85	0.00	88,702.85
SERVICES & SUPPLIES			15,000.00	15,000.00	15,000.00	15,000.00	15,000.00	15,000.00	0.00	15,000.00	15,000.00	15,000.00	-	-	-	135,000.00	0.00	135,000.00
<b>Subtotal</b>			<b>60,832.04</b>	<b>52,837.93</b>	<b>61,431.27</b>	<b>75,747.22</b>	<b>54,993.27</b>	<b>62,190.04</b>	<b>0.00</b>	<b>61,053.20</b>	<b>62,745.55</b>	<b>63,422.32</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>555,252.85</b>	<b>0.00</b>	<b>555,252.85</b>
<b>TO DISTRIBUTE TO INVESTMENT CATEGORIES</b>			<b>1,812,926.53</b>	<b>1,404,560.75</b>	<b>1,843,537.53</b>	<b>2,574,843.73</b>	<b>1,514,662.97</b>	<b>1,882,297.91</b>	<b>-</b>	<b>1,824,224.36</b>	<b>1,750,157.94</b>	<b>1,781,862.52</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>16,389,074.23</b>	<b>-</b>	<b>16,389,074.23</b>
<b>1. NEIGHBORHOOD - 729200/75232</b>	<b>30%</b>		<b>543,877.96</b>	<b>421,368.23</b>	<b>553,061.26</b>	<b>772,453.12</b>	<b>454,398.89</b>	<b>564,689.37</b>	<b>-</b>	<b>547,267.31</b>	<b>525,047.38</b>	<b>534,558.75</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4,916,722.27</b>	<b>-</b>	<b>4,916,722.27</b>
SLV SR9	Fixed \$		27,777.78	27,777.78	27,777.78	27,777.78	27,777.78	27,777.78	0.00	27,777.78	27,777.78	27,777.78	-	-	-	250,000.00	0.00	250,000.00
HWY 17 Wildlife	Fixed \$		13,888.89	13,888.89	13,888.89	13,888.89	13,888.89	13,888.89	0.00	13,888.89	13,888.89	13,888.89	-	-	-	125,000.00	0.00	125,000.00
			<b>41,666.67</b>	<b>41,666.67</b>	<b>41,666.67</b>	<b>41,666.67</b>	<b>41,666.67</b>	<b>41,666.67</b>	<b>0.00</b>	<b>41,666.67</b>	<b>41,666.67</b>	<b>41,666.67</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>375,000.00</b>	<b>0.00</b>	<b>375,000.00</b>
City of Capitola	5.6199%		28,223.77	21,338.85	28,739.86	41,069.47	23,195.14	29,393.35	-	28,414.25	27,165.51	27,700.04	-	-	-	255,240.25	-	255,240.25
City of Santa Cruz	22.7328%		114,166.69	86,316.80	116,254.31	166,128.22	93,825.59	118,897.71	-	114,937.18	109,885.97	112,048.17	-	-	-	1,032,460.64	-	1,032,460.64
City ofScotts Valley	4.8981%		24,598.81	18,598.16	25,048.62	35,794.65	20,216.04	25,618.18	-	24,764.83	23,676.47	24,142.35	-	-	-	222,458.10	-	222,458.10
City of Watsonville	15.1901%		76,286.40	57,677.05	77,681.35	111,007.19	62,694.44	79,447.67	-	76,801.24	73,426.01	74,870.80	-	-	-	689,892.15	-	689,892.15
County of Santa Cruz	51.5591%		258,935.62	195,770.71	263,670.45	376,786.92	212,801.02	269,665.80	-	260,683.14	249,226.75	254,130.72	-	-	-	2,341,671.13	-	2,341,671.13
	<b>100%</b>		<b>502,211.29</b>	<b>379,701.56</b>	<b>511,394.59</b>	<b>730,786.45</b>	<b>412,732.22</b>	<b>523,022.71</b>	<b>0.00</b>	<b>505,600.64</b>	<b>483,380.71</b>	<b>492,892.09</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>4,541,722.27</b>	<b>0.00</b>	<b>4,541,722.27</b>
<b>2. HWY Corridors - 729300/62888</b>	<b>25%</b>		<b>453,231.63</b>	<b>351,140.19</b>	<b>460,884.38</b>	<b>643,710.93</b>	<b>378,665.74</b>	<b>470,574.48</b>	<b>-</b>	<b>456,056.09</b>	<b>437,539.48</b>	<b>445,465.63</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4,097,268.56</b>	<b>-</b>	<b>4,097,268.56</b>
<b>3. TRANSIT/PARATRANSIT - 729400/75231</b>	<b>20%</b>		<b>362,585.31</b>	<b>280,912.15</b>	<b>368,707.51</b>	<b>514,968.75</b>	<b>302,932.59</b>	<b>376,459.58</b>	<b>-</b>	<b>364,844.87</b>	<b>350,031.59</b>	<b>356,372.50</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>3,277,814.85</b>	<b>-</b>	<b>3,277,814.85</b>
Santa Cruz Metro (SCMTD) 16%	80%		290,068.25	224,729.72	294,966.00	411,975.00	242,346.07	301,167.67	-	291,875.90	280,025.27	285,098.00	-	-	-	2,622,251.88	-	2,622,251.88
Community Bridges - 4%	20%		72,517.06	56,182.43	73,741.50	102,993.75	60,586.52	75,291.92	-	72,968.97	70,006.32	71,274.50	-	-	-	655,562.97	-	655,562.97
<b>4. ACTIVE TRANSPORTATION - 729500/62856</b>	<b>17%</b>		<b>308,197.51</b>	<b>238,775.33</b>	<b>313,401.38</b>	<b>437,723.43</b>	<b>257,492.70</b>	<b>319,990.64</b>	<b>-</b>	<b>310,118.14</b>	<b>297,526.85</b>	<b>302,916.63</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>2,786,142.62</b>	<b>-</b>	<b>2,786,142.62</b>
<b>5. RAIL CORRIDOR - 729600/62857</b>	<b>8%</b>		<b>145,034.12</b>	<b>112,364.86</b>	<b>147,483.00</b>	<b>205,987.50</b>	<b>121,173.04</b>	<b>150,583.83</b>	<b>-</b>	<b>145,937.95</b>	<b>140,012.63</b>	<b>142,549.00</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,311,125.94</b>	<b>-</b>	<b>1,311,125.94</b>
<b>DISTRIBUTED TO INVESTMENT CATEGORIES</b>	<b>100%</b>		<b>1,812,926.53</b>	<b>1,404,560.75</b>	<b>1,843,537.53</b>	<b>2,574,843.73</b>	<b>1,514,662.97</b>	<b>1,882,297.91</b>	<b>-</b>	<b>1,824,224.36</b>	<b>1,750,157.94</b>	<b>1,781,862.52</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>16,389,074.23</b>	<b>-</b>	<b>16,389,074.23</b>
<b>TOTAL ADMIN &amp; IMPEM AND INVESTMENT CATEGORIES</b>			<b>1,873,758.57</b>	<b>1,457,398.68</b>	<b>1,904,968.80</b>	<b>2,650,590.95</b>	<b>1,569,656.24</b>	<b>1,944,487.95</b>	<b>0.00</b>	<b>1,885,277.56</b>	<b>1,812,903.49</b>	<b>1,845,284.84</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>16,944,327.08</b>	<b>0.00</b>	<b>16,944,327.08</b>

I:\FISCAL\Measure D\Distribution To Investment Category\FY2019\FY2019 09 March 2019 Distribution.xlsx\Summary



**BEFORE**



**AFTER**

**Southbound US 101 in Buellton  
Santa Barbara County**

## Caltrans District 5



**District Director  
Timothy Gubbins**

*Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability.*

WINTER 2019

# District Director's Report

*A quarterly publication for our transportation partners*

## Fix-it-First

In 2018, Caltrans completed more than 50 projects and began work on another 500 statewide—all funded through Senate Bill 1, the Road Repair and Accountability Act of 2017, and the State Highway Operation and Protection Program.

In District 5, these projects included:

- US 101 – 5.2 miles of repairs, shoulder pavement and striping, Santa Barbara County, \$4.4 million
- US 101 – 4.5 miles of pavement, San Benito County, \$1.4 million
- US 101, revamp two bridges, Santa Barbara County, \$1.2 million
- Highway 41 – 9.32 miles of pavement preservation, San Luis Obispo County, \$4.8 million
- US 101 – 16.2 miles of pavement, San Luis Obispo County, \$9.1 million
- US 101 – 367 miles of striping, Santa Barbara and San Luis Obispo counties, \$4.9 million
- US 101 – 379 miles of striping, San Luis Obispo and Monterey counties, \$5.2 million
- US 101 – 281 miles of striping, Monterey and San Benito counties, \$4.4 million

SB 1 invests \$5.4 billion annually to fix the state's transportation system. More information: <http://irebuildingca.ca.gov/>



## District 5 Kicks Off Active Transportation Plan

Caltrans is developing active transportation plans in all 12 Districts statewide. Its consultant, Toole Design Group, will create and implement a route prioritization—emphasizing social equity—to identify bicycle and pedestrian network gaps, performance metrics and improvements. District 5 will work with multiple stakeholders and the public to identify needs and develop active transportation solutions on, across, and parallel to, the state highway system. The District plan will establish a vision with local partners for a safe network supporting

healthy communities for all users, especially in disadvantaged areas. Main goals for the plan include safety improvements, developing long-term strategies for multimodal options, better connectivity and accessibility, exploring shared mobility systems for short trips, identifying needs unique to rural and main street corridors, coordinating with trail networks, and maintaining long-term active transportation facilities. The District will roll out the major planning effort in early spring 2019. For more information, contact Terri Persons, District 5 Active Transportation Coordinator at [terri.person@dot.ca.gov](mailto:terri.person@dot.ca.gov)

## Asset Management Coming

District 5 is engaging local partners in asset management implementation. The District's strategies are based on the Caltrans 2018 *California Transportation Asset Management Plan* developed in partnership statewide. Nearly \$2.7 billion in SB 1 funding is expected to be available statewide through 2027 to address pavement, culverts and transportation management systems as well as office buildings, roadside rest facilities and weigh stations.

Asset management calls for investing in highway infrastructure based on total life-cycle costs from design to long-term upkeep. It also stresses the *fix-it-first* approach using preventive maintenance to improve or preserve existing assets and not expand highway capacity. More information: [http://www.dot.ca.gov/assetmgmt/documents/TA\\_MP\\_Final\\_03\\_30\\_18.pdf](http://www.dot.ca.gov/assetmgmt/documents/TA_MP_Final_03_30_18.pdf)



## SLOW FOR THE CONE ZONE CALTRANS

### Innovating Safety

District 5 is now using automated flagging assistance devices for temporary traffic control with high visibility signal heads. Just one person is needed to operate the hand-held remote control while standing well beyond the roadway and moving traffic. These devices are used in the daytime for short-term lane or road closures for bridge maintenance, haul road crossing, and guardrail and pavement repairs. They do not replace the need for trained flaggers and should only be used in locations where just one lane of approaching traffic needs control, according to the Federal Highway Administration. This equipment furthers Caltrans' high safety goal toward zero worker and user fatalities in all travel modes. More information: <https://ops.fhwa.dot.gov/publications/fhwahop17042/fhwahop17042.pdf> & [http://www.dot.ca.gov/perf/library/pdf/Caltrans\\_Strategic\\_Mgmt\\_Plan\\_033015.pdf](http://www.dot.ca.gov/perf/library/pdf/Caltrans_Strategic_Mgmt_Plan_033015.pdf)

## TOWARD ZERO DEATHS

CALTRANS SAFETY & HEALTH OBJECTIVES	TARGETS
Zero worker fatalities	Zero work zone-related worker fatalities every year
Reduce user fatalities and injuries by adopting a <b>Toward Zero Deaths</b> practice	Maintain 0.5 or less fatalities per 100 million vehicle miles traveled on the state highway system every year
Promote health through active transportation and reduced pollution in communities	10 percent reduction in number of fatalities every year for each mode: vehicle, transit, pedestrian and bicycle



### State Rail Plan Serves Central Coast

The Caltrans 2018 *California State Rail Plan* sets a long-term vision for prioritizing state investment in an efficient, effective passenger and freight rail system consistent with the *California Transportation Plan 2040*. The plan's regional goals support:

- Running two daily intercity trains connecting the San Francisco Bay Area to Salinas via San Jose plus new stations in Pajaro, Watsonville and Castroville.
- Adding local stops along the coastal route in Soledad and King City.
- Enhancing rail connections to Gilroy.
- Providing express bus service to:
  - San Jose, Salinas, San Luis Obispo and Santa Barbara.
  - Central Valley to Paso Robles.
  - Hollister, Monterey and Santa Cruz to the statewide rail network.

More information:

[http://www.dot.ca.gov/californiarail/docs/CSRP\\_Final\\_rev121818.pdf](http://www.dot.ca.gov/californiarail/docs/CSRP_Final_rev121818.pdf)



Sea level rise, Highway 1 in San Luis Obispo County

### D5 Climate Change Vulnerability Assessment

District 5 recently kicked off its first climate change vulnerability assessment. The study will identify specific locations for likely impacts of rising sea levels, increasing storm and wildfires, coastal erosion, changing precipitation patterns and higher temperatures. The report will feature a GIS database with online interactive mapping for public use. Caltrans will evaluate other modal vulnerabilities with local partners. Agency partners include: California Department of Water Resources, California Energy Commission, California Geological Survey, Federal Emergency Management Agency, UC-Berkeley, UC-Davis and the U.S. Army Corps of Engineers. Caltrans is producing assessments for each District. District 5's report is scheduled for completion in fall 2019. <http://www.dot.ca.gov/transplanning/ocp/vulnerability-assessment.html>



Landslide, Highway 154 in Santa Barbara County



Thomas Fire, Highway 192 in Santa Barbara County



### Caltrans Funds Multimodal Plans

#### Downtown Multimodal Streetscape Plan

The City of Santa Maria recently completed its downtown multimodal plan. The \$265,590 grant project emphasizes beautification efforts, activities and partnerships to connect the downtown's retail and civic areas to Allan Hancock College, the transit center and surrounding residences. The comprehensive plan also identifies Complete Streets priorities for these locations with recommendations for future funding and implementation.

#### Alisal Corridor Complete Streets Plan

The City of Salinas is nearing completion on its corridor plan addressing pedestrian, transit, bicycle and vehicular needs along Alisal Street, a major local arterial. The \$262,782 grant project focuses on improving safety and access for all users with recommendations for parking, infill development opportunities, funding and implementation.

PROJECTS UNDER CONSTRUCTION									
	Project	Location Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager (Resident Engineer)	Contractor	Comments
1.	<b>Santa Cruz 1 CAPM and Bridge Rails (1C85U)</b>	In and near Santa Cruz from North Aptos up to Jct. Route 9 PM (10.2 to 17.5)	Pavement Rehabilitation, ADA Curb Ramps, Guardrail/Barri er rail/Bridge	January 2019 - June 2023	\$19 million	SHOPP	Luis Duazo	Granite Construction Company Watsonville, CA	1C85U combines two projects 1C850 and 1F520 for construction. Ten Accessible Pedestrian Signal (APS) locations also added to 1C85U. Project awarded on Feb. 19, 2019
2.	<b>Highway 9 Shoulder Widening, Guardrail Upgrades, and Center Rumble Strips (1C650)</b>	North of Boulder Creek to south of SR 35 (PM 22.1-23.8)	Shoulder widening, guardrail upgrades, and center rumble strips	March 18, 2019	\$7.7 million	SHOPP	Luis Duazo (IN)	Granite Construction Company Watsonville, CA	Construction started March 18.
3.	<b>Highway 17 Pasatiempo Shoulder Widening (1C670)</b>	South of Pasatiempo overcrossing (PM 0.2/0.5)	Shoulder widening and soil nail wall	Spring 2019	\$5.7 million	SHOPP	Luis Duazo	Graniterock Company Watsonville, CA	Construction area clearing started.
4.	<b>Highway 17 Storm Water Mitigation (0Q600)</b>	North of the Fishhook to Sims Road (PM 0.7-1.4)	Construct multiple storm water improvements	Winter 2017- Summer 2019	\$7.4 million	SHOPP	Brandy Rider (BR)	Graniterock, Watsonville, CA	Major Construction is complete. Erosion control and vegetation establishment continues through May 2019.
5.	<b>Highway 17 North Route 17 CAPM (1F760)</b>	Scotts Valley from just north of the Granite Creek Road over- crossing to SCL (PM 6.0/12.5)	Maintenance pavement overlay	Spring 2019	\$19 million	SHOPP SB-1	Brandy Rider (BR)	Granite Construction Company, Watsonville, CA	Construction is underway.

### PROJECTS UNDER CONSTRUCTION (Cont'd.)

	Project	Location Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager (Resident Engineer)	Contractor	Comments
6.	<b>Highway 129/ Carlton Road Intersection Improvements</b>  (1F350)	Near Watsonville at Carlton Road  (PM 3.2-3.5)	Realign Carlton Road and construct a new intersection with left-turn channelization	Fall 2018- Spring 2019	\$2.7 million	SHOPP	Brandy Rider (JW)	Graniterock, Watsonville, CA	Construction is almost complete, with the exception of some punch list items. Carlton Road is no longer closed.
7.	<b>Highway 152 Americans with Disabilities Act (ADA)</b> (1E020)	Near Watsonville from Wagner Avenue to south of Holohan Road  (PM 1.3-R2.0)	Install sidewalks for ADA compliance	January 2019	\$1.9 million	SHOPP	Mike Lew	Construction	Contract approved on Dec. 19, 2018;

### PROJECTS IN DEVELOPMENT

	Project	Location Post Mile (PM)	Description	Construction Timeline	Estimated Construction Cost	Funding Source	Project Manager	Phase	Comments
8.	<b>Highway 1 Soquel Creek Scour Protection</b>  (1H480)	In Capitola at Soquel Creek Bridge  (PM 13.3)	Bridge preventative maintenance – Place scour protection	Winter 2022	\$2.2 million	SHOPP	Luis Duazo	PA&ED	

**PROJECTS IN DEVELOPMENT (Cont'd.)**

	<b>Project</b>	<b>Location Post Mile (PM)</b>	<b>Description</b>	<b>Construction Timeline</b>	<b>Estimated Construction Cost</b>	<b>Funding Source</b>	<b>Project Manager</b>	<b>Phase</b>	<b>Comments</b>
<b>9.</b>	<b>TMS Detection Repair (1H990)</b>	Various locations throughout District 5 along SRs 1, 17, 68, 156, 101  (PM Various)	Replace failed TMS Detection	Summer 2020	\$451,000	SHOPP SB-1	Brandy Rider	PS&E/RW	Project is in Design.
<b>10.</b>	<b>Highway 1/ Highway 17 Ramp Safety Improvements (1H060)</b>	From the fishhook to Pasatiempo overcrossing  (PM 16.7)	Construct ramp safety improvements	Spring 2020	\$5.8 million	SHOPP	Luis Duazo	PS&E/RW	
<b>11.</b>	<b>Highway 1 Davenport Culvert Replacement (0J200)</b>	Near Davenport and south of Waddell Creek Bridge  (PM 31.9/35.7)	Replace culverts	Fall 2021	\$3.6 million	SHOPP SB-1	Brandy Rider	PA&ED	Project is in preliminary Design and environmental phase.
<b>12.</b>	<b>SCr 9 South Drainage and Erosion Control Improvements (1F920)</b>	From SR 1 and 9 to slightly north of Glen Arbor Road  (PM 0.0/8.5)	Upgrade drainage systems and stabilize slopes	Fall 2020	\$2 million	SHOPP	Brandy Rider	PS&E/RW	Project is in Design.

**PROJECTS IN DEVELOPMENT (Cont'd.)**

	<b>Project</b>	<b>Location Post Mile (PM)</b>	<b>Description</b>	<b>Construction Timeline</b>	<b>Estimated Construction Cost</b>	<b>Funding Source</b>	<b>Project Manager</b>	<b>Phase</b>	<b>Comments</b>
<b>13.</b>	<b>Highway 9 PM 1.0 and 4.0 Viaduct  (1K120)</b>	Near SCr north of Vernon Street  (PM 1/1)	Construct side-hill viaduct, restore roadway and facilities, place Water Pollution Control BMPs, erosion control	Fall 2022	\$9.9 million	SHOPP	Luis Duazo	PA&ED	
<b>14.</b>	<b>SCr 9 Upper Drainage and Erosion Control Improvements  (1G950)</b>	In Boulder Creek from Holiday Lane to just south of Ben Lomond to the SR 236/9 Junction  (PM 8.5/25.5)	Upgrade drainage and erosion control	Fall 2022	\$5.4 million	SHOPP	Luis Duazo	PA&ED	
<b>15.</b>	<b>Highway 9 San Lorenzo River Bridge and Kings Creek Bridge Replacement  (1H470)</b>	Near Boulder Creek, at San Lorenzo River Bridge and at Kings Creek Bridge  (PM 13.6/15.5)	Replace bridges	Summer 2022	\$12 million	SHOPP SB-1	Brandy Rider	PA&ED	Project is in preliminary Design and environmental phase.
<b>16.</b>	<b>Highway 9 Spring Creek Road Soldier Pile Wall  (1K140)</b>	Near Boulder Creek at Spring Creek Road  (PM 15)	Construct Soldier pile wall, restore roadway and facilities, place water pollution control BMPs, erosion control	Spring 2020	\$2.8 million	SHOPP	Brandy Rider	PS&E/RW	Project is currently going out to bid. Construction anticipated this Summer/Fall.

**PROJECTS IN DEVELOPMENT (Cont'd.)**

	<b>Project</b>	<b>Location Post Mile (PM)</b>	<b>Description</b>	<b>Construction Timeline</b>	<b>Estimated Construction Cost</b>	<b>Funding Source</b>	<b>Project Manager</b>	<b>Phase</b>	<b>Comments</b>
17.	<b>Highway 9 Hairpin Tieback  (1K130)</b>	Near Boulder Creek about 1.1 miles south of the SR 236/9 Junction  (PM 19.97)	Soldier Pile Tieback Retaining Wall	Spring 2021	\$2.6 million	SHOPP	Luis Duazo	PA&ED	
18.	<b>Highway 17 Wildlife Habitat Crossing  (1G260)</b>	From Laurel Road to just north of Laurel Road  (PM 9.442-9.692)	Construct wildlife undercrossing	2020	\$5.6 million	SHOPP	Aaron Henkel	PS&E/RW	Project is in design and on schedule.
19.	<b>Highway 129/ Lakeview Road Intersection Improvements (1G990)</b>	Near Watsonville, at Lakeview Road  (PM 1.4)	Construct roundabout and improve street lighting	2020	\$4.5 million	SHOPP	Luis Duazo	PS&E/RW	
20.	<b>Highway 152 Corralitos Creek ADA (05- 1F620)</b>	Near Watsonville, East of Beverly Drive to Holohan / College Road (PM1.9 to R2.0)	Construct Accessible Pathway	Spring 2022	\$3.4 million	SHOPP	Mike Lew	PA&ED	
21.	<b>Crosswalks and Pedestrian Safety Enhancements (1G760)</b>	Various Locations: Highways 1, 9, 129, and 152	Install Electrical / Signs / Markings / Pavement	Fall 2020	\$690,000	SHOPP	Ken Dostalek	PA&ED	Project is in preliminary Design and Environmental phase. SCR 1 @ PM 18.8 (Laurent Street) SCR 9 @ PM 9.51 (Main Street) SCR 129 @ PM 0.23 (near SR1) SCR 152 @ PM T3.161 (Marchant Street)

PROJECTS IN DEVELOPMENT (Cont'd.)									
	Project	Location Post Mile (PM)	Description	Construction Timeline	Estimated Construction Cost	Funding Source	Project Manager	Phase	Comments
22.	<b>Pedestrian Signal Upgrades (1G160)</b>	Various Locations: Highways 1, 9, 17, 129, and 152	Install Accessible Pedestrian Signal (APS)	January 2019	\$ 1.8 million	SHOPP	Mike Lew	PS&E/RW	The Project RTL'd in January and is scheduled to advertise next month.
23.	<b>Santa Cruz 1 CAPM and Bridge Rails (1C85U)</b>	In and near Santa Cruz from North Aptos up to Jct. Route 9 PM (10.2 to 17.5)	Pavement Rehabilitation, ADA Curb Ramps, Guardrail/Barrier rail/Bridge	January 2019 - June 2023	\$19 million	SHOPP	Luis Duazo	PS&E/RW	1C85U combines two projects 1C850 and 1F520 for construction. Ten Accessible Pedestrian Signal (APS) locations also added to 1C85U. These APS locations are being removed from 1G160

#### ACRONYMS USED IN THIS REPORT:

<b>ADA</b>	Americans with Disabilities Act
<b>CEQA</b>	California Environmental Quality Act
<b>CMAQ</b>	Congestion Mitigation Air Quality
<b>CMIA</b>	Corridor Mobility Improvement Account
<b>CTC</b>	California Transportation Commission
<b>ED</b>	Environmental Document
<b>EIR</b>	Environmental Impact Report
<b>PA&amp;ED</b>	Project Approval and Environmental Document
<b>PM</b>	Post Mile
<b>PS&amp;E</b>	Plans, Specifications, and Estimates
<b>RW</b>	Right of Way
<b>SB1</b>	Senate Bill 1, the Road Repair and Accountability Act of 2017
<b>SCL</b>	Santa Clara County Line
<b>SHOPP</b>	State Highway Operation and Protection Program
<b>SR</b>	State Route
<b>STIP</b>	State Transportation Improvement Program
<b>TMS</b>	Traffic Management System

**TO:** RTC Advisory Committees

**FROM:** RTC Staff

**RE:** Draft Measure D Five-Year Programs of Projects for Regional Projects

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## **RECOMMENDATIONS**

Staff recommends that the RTC's Advisory Committees:

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

## **BACKGROUND**

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

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

## **DISCUSSION**

The RTC is in the process of updating the five-year plans for each of the Measure D regional transportation categories -- Active Transportation-Monterey Bay Sanctuary Scenic Trail Network (MBSST/Rail Trail), Highway Corridors, Rail Corridor, San Lorenzo Valley-Highway 9 Corridor and Highway 17 Wildlife Crossing.

This year, the draft plans include updates to the previously approved projects or programmed amounts (including anticipated expenditures through FY18/19), FY23/24 revenues and planned expenditures, as well as some new projects. In general, the first year of the 5-year program of projects (FY19/20) is incorporated into the RTC's annual budget. Programming in years 2 to 5 is preliminary and are adjusted annually based on updated expenditure, project schedule, and cost information, as well as updated revenue projections and the carryover of unspent revenues from prior years. Since annual revenues are sometimes insufficient for larger projects, Measure D recipients may carryover, reserve, or "bank" revenues to future years. For several regional projects, staff proposes to reserve funds to serve as match for competitive grant programs or to be used if grants are not secured. In other instances, proposed allocations exceed available revenues in some years and short-term loans between Measure D categories or financing may be necessary (see below).

**Staff recommends that RTC advisory committees review and provide input on the preliminary draft 5-year programs of projects for regional categories (Attachment 1).** Fact Sheets on major projects are included as Attachment 2.

#### Active Transportation/Monterey Bay Sanctuary Scenic Trail Network (MBSST)

The draft 5-year plan for the MBSST program proposes the following major updates:

- Adds \$1 million for the Phase 2 of Segment 7 of the rail trail from California Ave/Bay Street to the wharf roundabout in Santa Cruz
- Adds \$2.8 million for Segment 18 of the rail trail in Watsonville
- Adds \$3.8 million for the County of Santa Cruz to initiate environmental review and preliminary engineering for sections of the rail trail between 17<sup>th</sup> Ave and Aptos Creek Road (Segment 10: 17th-47th/Jade St. Park, Segment 11: Monterey Ave. to State Park Dr., and Segment 12: State Park Dr. to Aptos Creek Rd.)

#### Highway Corridors and Highway 9

The draft 5-year plans for highway categories includes the following updates:

- Seek competitive grants to accelerate delivery and cover greater share of Highway 1 auxiliary lanes and bicycle/pedestrian overcrossings project costs.
- Increase funds for traveler information/transportation demand management programs in FY19/20 and FY20/21, may issue "call for projects" for programs that reduce vehicle miles traveled.
- Increase funds for the Safe on 17 program aimed at reducing collisions on Highway 17.
- Highway 9: Increase funds for transportation projects providing access to SLV High School, Elementary School, and Middle School campus

#### Rail

The draft 5-year plans for the Rail category includes one new project:

- Adds funds for an alternatives analysis of possible high-capacity transit uses on the rail corridor, identified by the RTC as a next step from the Unified Corridor Investment Study.

### Next Steps

The RTC's advisory committees are providing input on the preliminary draft plans at their April and May 2019 meetings. After considering advisory committee recommendations and input received from the RTC board, staff will update the 5-year program of projects for each regional investment category and present final recommendations to the RTC board for approval following a public hearing at the RTC's June 2019 meeting.

After the close of each fiscal year, agencies must submit a report describing actual expenditures, progress made to improve the transportation system, how maintenance of effort requirements have been met to ensure Measure D revenues are supplementing (not supplanting) other revenues, and the degree that Measure D funds were used to secure additional funding from other sources (leveraging). Fiscal audits of FY17/18 expenditures are currently under review by the Measure D Taxpayer Oversight Committee; the audits and expenditure reports will be posted on the RTC's Measure D website ([www.sccrtc.org/move](http://www.sccrtc.org/move)) once finalized.

### Strategic Implementation Plan

Later this year, RTC staff will be preparing a strategic implementation plan that looks at opportunities to accelerate delivery of some projects. While "pay-as-you-go" financing is the preferred method of financing Measure D projects, the RTC may determine bonding or other financing is cost-effective to accelerate regional project implementation. Use of bonding, loans between Measure D categories, or other financing options will depend on project delivery schedules, funding needs, matching fund opportunities, and cash flow estimates. Direct recipients (cities, the County of Santa Cruz, METRO and LiftLine) may not directly bond against Measure D revenues, but could access options such as cooperative fund agreements among agencies receiving Measure D funds, or other means to advance funding for projects as they near construction. As projects near construction, staff will return to the RTC with an analysis of financial options to accelerate specific projects.

### 5-year Plans for Cities/County and Transit

Concurrent to the RTC preparing the 5-year program of projects for regional categories (Highways, Rail, Trail), agencies which receive direct allocations of funds are also preparing their draft plans. Staff will work to share information on when those draft plans are under consideration, but encourages interested parties to track city, county and METRO meeting packets and provide any input on how they propose to use their funds directly to the cities, county and METRO. The Lift Line 5-year plan is reviewed by the RTC's Elderly and Disabled Transportation Advisory Committee (E&D TAC) in April and is subject to approval by the RTC board.

Updates on some of the projects being implemented by Measure D recipients are included in Attachment 3.

## **SUMMARY**

Measure D requires recipient agencies to annually prepare and update a five-year program of projects identifying how agencies plan to invest Measure D revenues. Staff is seeking input from the RTC and its advisory committees on the FY19/20-23/24 five-year programs of projects for regional investment categories. The RTC is scheduled to review and consider approval of the draft plans at its June 2019 meeting.

### Attachments:

1. Draft 5-Year Programs of Projects for Regional Categories
2. Measure D Regional Project Fact Sheets
3. Measure D Spring 2019 Updates

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**Measure D: 5-Year Program of Projects (FY19/20-23/24)**

Attachment 1

*Preliminary DRAFT- 2019*

**Category: Active Transportaiton/MBSST-Rail Trail (17% of Measure D Revenues)**

**Measure D Revenues**

	Prior	FY19/20	FY20/21	FY21/22	FY22/23	FY23/24	Total
<b>Estimated Annual Measure D Allocations</b>	<b>\$6,869,542</b>	<b>\$3,542,331</b>	<b>\$3,588,381</b>	<b>\$3,635,030</b>	<b>\$3,682,286</b>	<b>\$3,730,156</b>	<b>\$25,047,726</b>
<i>Est. carryover from prior year balance</i>		<i>\$4,213,162</i>	<i>\$2,933,975</i>	<i>\$394,443</i>	<i>-\$1,327,138</i>	<i>-\$785,102</i>	
<b>Total Available (includes interest and carryover)</b>		<b>\$7,755,493</b>	<b>\$6,522,356</b>	<b>\$4,029,473</b>	<b>\$2,355,148</b>	<b>\$2,945,054</b>	

		Planned Use								2019 Updates	Estimated Construction start date
	Rail Trail Project/Program	Description	Prior Years Spent	FY19/20	FY20/21	FY21/22	FY22/23	FY23/24	Total Measure D		
1	Segment 7: Natural Bridges to Bay/California (Phase I), Bay/Californiat to Wharf (Phase II), City of Santa Cruz (SC) lead	Allocation to City of Santa Cruz for Segment 7 rail trail	--->	<u>\$2,100,000</u>	\$0	\$0	\$0	\$0	<b>\$2,100,000</b>	Shift \$1.1M for ph. 1 to FY19/20 & add \$1 million per City of SC request for Phase 2 for construction, contingent on city securing other funds for balance of Ph. 2. Shift capital funds to FY19/20 based on updated schedule.	Phase I: Summer-Fall 2019; Phase II: TBD
1A	Segment 7: Natural Bridges to Bay/California (Phase I), Bay/Californiat to Wharf (Phase II), City of Santa Cruz (SC) lead	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmnental Health Services & ROW)	\$91,972	\$100,000	\$50,000	\$0	\$0	\$0	<b>\$241,972</b>	Update RTC and technical assistance costs (previously \$245k).	duration of project delivery
2	Seg 8: San Lorenzo River trestle widening, City of Santa Cruz	Allocation to City of SC for widening of existing walkway on the existing railroad bridge over San Lorenzo River near Boardwalk	\$500,000	\$0	\$0	\$0	\$0	\$0	<b>\$500,000</b>	No change.	FY18/19 (to be completed ~ June 2019)
2A	Seg 8: San Lorenzo River trestle widening, City of Santa Cruz	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmnental Health Services & ROW)	\$12,500	\$10,000	\$0	\$0	\$0	\$0	<b>\$22,500</b>	Updates RTC and technical assistance costs (previously \$15k)	duration of project delivery
3	Seg 8/9: SC Wharf to 17th Ave., City of SC lead (partnership with County)	Allocation to City of SC: \$2M set aside to serve as match for construction grants. Joint project with County.	\$0	-	--->	--->	\$2,000,000	\$0	<b>\$2,000,000</b>	Shifted funds from FY 20/21	est. 2022/23
3A	Seg 8/9: SC Wharf to 17th Ave., City of SC lead (partnership with County)	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmnental Health Services & ROW)	\$0	\$40,000	\$40,000	\$40,000	<u>\$40,000</u>	<u>\$40,000</u>	<b>\$200,000</b>	Add FY22/23 and FY23/24 estimates.	duration of project delivery
4	City of SC trail maintenance and operations	Ongoing maintenance. Includes restriping, sweeping, vegetation management, mitgations, and periodic repaving.	\$0	\$50,000	\$50,000	\$50,000	\$50,000	<u>\$50,000</u>	<b>\$250,000</b>	Add FY23/24 at same level; add \$25k to FY19/20	ongoing
5	Segment 18: Lee Rd-Walker, Watsonville	Allocation to City of Watsonville for trail construction.	\$0	\$150,000	\$0	<u>\$2,800,000</u>	\$0	\$0	<b>\$2,950,000</b>	Shift funds to match current schedule and add \$2.8M of city's \$3.8M request, contingent on city securing other funds for balance of construction cost.	FY19/20 and remaining portion in FY 21/22
5A	Segment 18: Lee Rd-Walker, Watsonville	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmnental Health Services & ROW)	\$62,775	\$20,000	<u>\$20,000</u>	<u>\$20,000</u>	\$0	\$0	<b>\$122,775</b>	Updates RTC and technical assistance costs, adding funds in FY20/21-21/22.	duration of project delivery

	Rail Trail Project/Program	Description	Prior Years Spent	FY19/20	FY20/21	FY21/22	FY22/23	FY23/24	Total Measure D	2019 Updates	Estimated Construction start date
6	City of Watsonville trail maintenance and operations	Ongoing maintenance. Includes restriping, sweeping, vegetation management, mitigations, and periodic repaving.	\$0	\$0	\$10,000	\$11,000	\$11,000	<u>\$11,000</u>	\$43,000	Add funds for FY23/24 maintenance.	ongoing
7	North Coast Segment 5	RTC project mgmt, oversight, outreach and technical assistance (EIR consultants, legal, Environmental Health Services & ROW)	\$1,216,939	\$240,000	\$160,000	\$150,000	\$0	\$0	\$1,766,939	Updated costs	est 2021
8	North Coast Segment 5: trail maintenance and operations	Ongoing maintenance of sections of trail once constructed. Includes restriping, sweeping, vegetation management, mitigations, and periodic repaving.	\$0	-	---	\$100,000	\$125,000	<u>\$125,000</u>	\$350,000	Deleted FY21/22 funds, adds funds for FY23/24.	ongoing
9	North Coast Seg 5: Trail construction and reserve to match future grants for unfunded 2 mi.	Funds set aside to service as match when seeking future grant application.	\$0	\$0	\$3,700,000	-	-	\$0	\$3,700,000	No change.	est. 2021
10	<del>Segment 10-12: Segment 10 (17th-47th/Jade St. park), Seg 11 (Monterey to St. Park Dr), &amp; Seg 12 (St Park to Aptos Creek Rd) PA/ED; Preliminary Analysis of 17th Ave-47th Ave/Jade St. Park</del>	Allocation to County DPW: Environmental Review and Preliminary design, right of way research/surveys, assessments, and grant writing services. County DPW-Capitola project.	\$0	<u>\$1,333,333</u>	<u>\$1,333,333</u>	<u>\$1,333,333</u>	\$0	\$0	\$4,000,000	Expand scope. Increase from \$200K previously allocated to Seg 10 to \$4M total for expanded project length and level of analysis.	TBD
10	Segment 10-12 Oversight and technical assistance	RTC project mgmt, oversight, outreach and technical assistance (consultants, legal, Environmnetal Health Services & ROW)	\$0	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	\$250,000	Increased funds due to expanded scope; added FY23/24	TBD
11	Capitola Trail: City Hall to Monterey Ave	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmnetal Health Services & ROW)	\$0	\$15,000	\$0	\$0	\$0	\$0	\$15,000	Costs prior to FY19/20 shown in overall program managent below	TBD
12	Ongoing RTC oversight, coordination, and assistance, including on development of future trail sections.	RTC: Surveys, Environmental Health (EHS), legal, stakeholder coordination, response to public comments, and development of future projects/grant applications	\$304,767	\$235,000	\$210,000	\$285,000	\$345,000	<u>\$345,000</u>	\$1,724,767	Updated estimated costs, adds FY23/24	ongoing
13	Corridor encroachments & maintenance	Ongoing corridor maintenance, including vegetation, tree removal, trash, graffiti, drainage, encroachments, storm damage repairs outside of what is required for railroad operations	\$502,724	\$499,250	\$519,250	\$519,250	\$519,250	<u>\$519,250</u>	\$3,078,974	Updated estimated costs FY17/18-19/20 (slightly lower), adds FY23/24	ongoing
Estimated Annual Measure D Expenditures			\$2,691,677	\$4,842,583	\$6,142,583	\$5,358,583	\$3,140,250	\$1,140,250	\$23,315,927		
Estimated Interest Earnings on Measure D Revenues			\$35,297	\$21,066	\$14,670	\$1,972					
Balance/Reserves - negatives reflect years that loans or other financing may be needed if there are no delays to projects or lower expenditures. Long term implementation plan being developed.			\$4,213,162	\$2,933,975	\$394,443	(\$1,327,138)	(\$785,102)	\$1,804,804			

# Measure D: 5-Year Program of Projects (FY19/20-FY23/24)

Preliminary DRAFT- 2019 update

## Category: Highway Corridors (25% of Measure D Revenues)

### Measure D Revenues

	Prior	FY19/20	FY20/21	FY21/22	FY22/23	FY23/24
Estimated Annual Measure D Allocations	\$ 10,102,267	\$5,209,311	\$5,277,032	\$5,345,633	\$5,415,126	\$5,485,523
Estimated Carryover from Previous Year		\$8,890,706	\$11,439,089	\$11,573,316	\$13,631,816	\$18,283,601
Total Available		\$14,100,017	\$16,716,121	\$16,918,949	\$19,046,942	\$23,769,124

				Planned Use						
	Name/Road/Limits	Description	Prior Years Spent	FY19/20	FY20/21	FY21/22	FY22/23	FY23/24	Total Measure D	2019 Updates
1	Highway 1: 41st Avenue/Soquel Drive Auxiliary Lanes and Chanticleer Bike/Pedestrian Overcrossing <sup>(1)</sup>	Freeway operational improvement, rehab roadway and drainage, improve bicycle/pedestrian access over freeway.	\$600,000	\$350,000	\$350,000	\$350,000	\$0	\$0	\$1,650,000	RTC will seek SB1 Solutions for Congested Corridors (SCCP) funds and Local Partnership Program (LPP) cycle 2 competitive funds to fund construction.
2	Highway 1: Auxiliary Lanes from State Park Drive to Bay-Porter, and Reconstruction of Capitola Avenue Overcrossing <sup>(2)</sup>	Freeway operational improvement, rehab roadway and drainage, soundwalls and retaining walls, reconstruct Capitola Ave. overcrossing with sidewalks and bike lanes	\$100,000	\$1,833,168	\$4,300,000	\$2,480,000	\$400,000		\$9,113,168	Shifted funds for PA/ED to FY19/20; PS&E phase into FY 20/21. Added funds in 21/22 for right-of-way (\$1.8M capital + \$180k support). Added funds in 22/23 for DSDC & PM. Will seek SB1 SCCP and LPP cycle 2 funds for construction.
3	Highway 1 Bicycle/Pedestrian Overcrossing at Mar Vista Drive <sup>(3)</sup>	RTC oversight and assistance to address restricted bike/ped access by building new overcrossing with lighting, traffic calming, and moderate aesthetic treatments	\$0	\$100,000	\$100,000	\$100,000			\$300,000	Shifted \$300k from construction phase (FY21/22) to preconstruction phase (FY19/20). Will seek SB1 SCCP, LPP, and/or ATP funds for construction.
4	Cruz 511-Traveler Information and Commute Manager	Ongoing system & demand management (TDM), includes Cruz511.org traveler information, carpool and other TDM programs	\$200,000	\$250,000	\$250,000	\$200,000	\$200,000	<u>\$200,000</u>	\$1,300,000	Funds added in FY19/20 and FY20/21; may issue "call for projects/RFP" for assistance growing TDM employer participation using new Trip Planner. FY23/24 added.
5	Safe on 17	Ongoing system management program, involves increased CHP enforcement on Highway 17	\$25,000	\$50,000	\$50,000	\$50,000	\$50,000	<u>\$50,000</u>	\$275,000	Increased to \$50k per year.
6	Unified Corridor Investment Study	Analysis of Highway 1 corridor projects	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000	No change. Project completed in FY18/19
7	Freeway Service Patrol <sup>(4)</sup>	Ongoing system management and congestion reducing program. Roving tow trucks removing incidents and obstructions during peak travel periods on Hwy 1 and Hwy 17	\$118,813	\$122,213	\$150,000	\$165,000	\$181,500	<u>\$199,650</u>	\$937,176	Funds for FY23/24 added; lower amounts used/budgeted-anticipated FY17/18 - FY19/20 -- SB1 providing additional funds.
Estimated Annual Measure D Expenditures			\$1,243,813	\$2,705,381	\$5,200,000	\$3,345,000	\$831,500	\$449,650	\$13,775,344	
Annual Interest Earnings on Measure D Revenues			\$32,252	\$44,454	\$57,195	\$57,867	\$68,159	\$91,418		
Reserve/Carryover balance to next fiscal year or to match future grants			\$8,890,706	\$11,439,089	\$11,573,316	\$13,631,816	\$18,283,601	\$23,410,892		Balance reserved to match future grants

### Notes:

- Hwy 1 41st/Soquel Aux Lane and Chanticleer B/P Overcrossing:** Previously programmed funds used for preliminary and final engineering design and right-of-way phases over the period FY 17/18-through-FY 19/20. Measure D funds for PS&E and Project Management activities. RTC will target SCCP and LPP Cycle 2 or could decide at future date whether to utilize bond or other financing.
- Hwy 1 Auxiliary Lanes from State Park Drive to Bay/Porter Project:** Measure D funding for preliminary design and environmental documentation (FY 18/19 - FY 19/20) assumes PS&E will be advanced in FY 20/21, and right-of-way acquisition occurring in FY 21/22. RTC will target SCCP and LPP Cycle 2 or could decide at future date whether to utilize bond or other financing
- Mar Vista Bicycle/Pedestrian Overcrossing:** Previously programmed funds used for project development and construction activities. Measure D funds (\$300K) to supplement project management and public outreach support activities as needed. RTC will target SCCP and LPP Cycle 2 or could decide at future date whether to utilize bond or other financing
- Freeway Service Patrol:** Through state budget/SB1 more Caltrans funds became available reducing Measure D needec

# Measure D: 5-Year Program of Projects (FY19/20-23/24)

Preliminary DRAFT - 2019

Category: **Neighborhood Projects: San Lorenzo Valley (SLV)/Highway 9 Corridor (\$10 million over 30 years)**

## Measure D Revenues

	Prior	FY19/20	FY20/21	FY21/22	FY22/23	FY23/24
<b>Estimated Annual Measure D Allocations</b>	<b>\$694,445</b>	<b>\$333,333</b>	<b>\$333,333</b>	<b>\$333,333</b>	<b>\$333,333</b>	<b>\$333,333</b>
<i>Estimated Carryover from Previous Year (including interest)</i>		<i>\$648,248</i>	<i>\$704,823</i>	<i>\$41,680</i>	<i>\$375,222</i>	<i>\$710,431</i>
<i>Total Available (including interest)</i>	<i>\$694,445</i>	<i>\$981,581</i>	<i>\$1,038,156</i>	<i>\$375,014</i>	<i>\$708,555</i>	<i>\$1,043,765</i>

		Planned Use							Total Measure D	2019 Updates
	Name/Road/Limits	Description	Prior Years	FY19/20	FY20/21	FY21/22	FY22/23	FY23/24		
1	San Lorenzo Valley (SLV) Safe Routes to Schools -Preconstruction & grant match	Add pathways to SLV tri-school campus entrance south to at least Fall Creek Rd)	\$0		<u>\$1,000,000</u>				<b>\$1,000,000</b>	<i>Increase from \$750k to \$1 million and shift funds to FY20/21 to match anticipated grant application timing.</i>
2	Preliminary scope and engineering documents for near term projects	Develop engineers estimates, prelim. designs, and initial screening, implementation documents needed to secure funds for priority projects; may include engineering needed to integrate complete streets components into SHOPP projects.	\$0	<u>\$250,000</u>					<b>\$250,000</b>	<i>NEW. Needed for programming documents and to prepare grant applications for priority projects identified in the SLV Complete Streets Plan</i>
3	Hwy 9 Pedestrian Crosswalks and Enhancements	Stripe new crosswalks and add RRFBS, ladder striping, etc to several existing crosswalks	\$0	<u>\$30,000</u>					<b>\$30,000</b>	<i>New project. \$250,000 HSIP grant secured, with Measure D expected to cover balance of costs.</i>
4	Hwy 9/SLV Corridor Plan - Completion of plan	Community-based comprehensive corridor plan, identifying priority transportation projects.	\$50,000						<b>\$50,000</b>	<i>No change</i>
<b>Estimated Annual Measure D Expenditures</b>			<b>\$50,000</b>	<b>\$280,000</b>	<b>\$1,000,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>		
<i>Estimated Interest Earnings on Measure D Revenues</i>			<i>\$3,803</i>	<i>\$3,241</i>	<i>\$3,524</i>	<i>\$208</i>	<i>\$1,876</i>	<i>\$3,552</i>		
<b>Balance/Reserve for priorities in Highway 9-SLV Corridor Plan</b>		<i>Exact projects TBD. Use as match to leverage grants</i>	<b>\$648,248</b>	<b>\$704,823</b>	<b>\$41,680</b>	<b>\$375,222</b>	<b>\$710,431</b>	<b>\$1,047,317</b>		

## Measure D: 5-Year Program of Projects (FY19/20-FY23/24)

Preliminary DRAFT - 2019

Category: **Highway 17 Wildlife Corridor (\$5 million over 30 years)**

### Measure D Revenues

	Prior	FY19/20	FY20/21	FY21/22	FY22/23	FY23/24	Future
Estimated Annual Measure D Allocations	\$347,222	\$166,667	\$166,667	\$166,667	\$166,667	\$166,667	\$3,819,444
Estimated Carryover from Previous Year		\$349,055	\$502,467	\$656,646	(\$1,191,688)	(\$3,040,021)	
Total Available	\$347,222	\$515,721	\$669,133	\$823,312	(\$1,025,021)	(\$2,873,354)	

### Planned Use

	Name/Road/Limits	Description	Prior Years	FY19/20	FY20/21	FY21/22*	FY22/23*	FY23/24	Future Debt Service*	Total Measure D	2019 Updates
1	Highway 17 Wildlife Crossing near Laurel Curve	Construct wildlife undercrossing to connect habitat on either side of the highway. Creates a wildlife corridor enabling animals to safely cross the highway. Includes \$15k/year RTC costs associated with oversight, agreements, financing, coordination, and public engagement.	\$0	\$15,000	\$15,000	\$2,015,000	\$2,015,000	Debt service payments TBD	\$946,090	\$5,006,090	No expenditures pre-FY19/20. Includes placeholder for financing to advance project delivery. Updated interest estimates.
Estimated Annual Measure D Expenditures			\$0	\$15,000	\$15,000	\$2,015,000	\$2,015,000	\$0			
Estimated Interest Earnings			\$1,832	\$1,745	\$2,512	\$0	\$0	\$0			
Carryover Balance - RESERVE or Financing for construction			\$349,055	\$502,467	\$656,646	(\$1,191,688)	(\$3,040,021)	(\$2,873,354)			

\*At a future date, RTC will evaluate financing options to advance delivery, since full \$5M committed in Measure D will not be available until end of 30 year measure.

\*\*Total cost includes pre-construction and support costs funded through Caltrans SHOPP (\$4.5M). Land Trust has committed to raise \$3M for part of construction costs. Actual cost will depend on final design, bids, any claims, and financing costs.

## Measure D: 5-Year Program of Projects (FY19/20-FY23/24)

Preliminary DRAFT - 2019

### Category: Rail Corridor (8% of Measure D Revenues)

#### Measure D Revenues

	Prior	FY19/20	FY20/21	FY21/22	FY22/23	FY23/24
Estimated Annual Measure D Allocations	\$3,232,724	\$1,666,979	\$1,688,650	\$1,710,603	\$1,732,840	\$1,755,367
Estimated Carryover from Previous Year		\$1,309,943	\$833,472	\$9,448	\$401,088	\$512,768
Total Available (includes interest and carryover)	\$3,232,724	\$2,976,922	\$2,522,122	\$1,720,051	\$2,133,928	\$2,268,135

			Planned Use						Total Measure D	2019 Updates
	Project	Description	Prior Years	FY19/20	FY20/21	FY21/22	FY22/23	FY23/24		
1	Unified Corridor Investment Study	Analysis of rail corridor usage options	\$775,000						\$775,000	Adds \$150k in FY18/19 based on actual costs.
1a	Alternatives Analysis	Analysis of high-capacity transit uses on rail corridor	\$13,000	\$550,000					\$563,000	Identified from the UCS as the next step for the rail corridor. \$13k in FY 18/19 to match grant.
2	2017 Storm Damage Repair & Cleanup	Repair and cleanup of damage resulting from the 2017 winter storms including one washout, minor slides and various downed or compromised trees	\$400,000	\$150,000					\$550,000	Some work not covered by FEMA. Increased from \$400k.
3	Railroad Bridge analysis	Updated engineering analysis of railroad bridges to complete bridge rehabilitation work outlined in engineering analysis completed in 2012	\$450,000						\$450,000	Bridge inspections completed in FY 18/19
3a	Capitola Trestle Railroad Bridge analysis	Analysis of feasibility for building a trail on the bridge through Capitola Village and over Soquel Creek.	---	\$50,000					\$50,000	Funds shifted to FY19/20
4	Railroad Bridge Rehabilitation	Rehabilitation of railroad bridges consistent with analysis completed in 2012 and updated analysis proposed for 2018	---	\$500,000	\$1,700,000				\$2,200,000	Funds respread to reflect current schedule.
5	Track infrastructure and signage maintenance and repairs	On-going maintenance, repair and rehabilitation of railroad track infrastructure and signage	\$100,000	\$800,000	\$166,841	\$169,010	\$171,207	\$173,433	\$1,580,491	Carryover unspent FY18/19 funds, add anticipated FY19/20 repairs and FY23/24 ongoing est.
6	Rail Transit or Other Projects Environmental Document	Preparation of environmental documents for projects on rail corridor resulting from the Unified Corridor Study	\$0		\$650,000	\$1,150,000	\$1,450,000	\$750,000	\$4,000,000	Shifted to reflect current schedule, after alternatives analysis; serve as match for future grants.
7	Rail Agreement Lawsuit	Defense against CEQA lawsuit regarding the rail operator agreement	\$200,000	\$100,000					\$300,000	Carryover \$100k from FY 18/19
Estimated Annual Measure D Expenditures			\$1,938,000	\$2,150,000	\$2,516,841	\$1,319,010	\$1,621,207	\$923,433	\$10,468,491	
Annual Interest Earnings on Measure D Revenues			\$ 15,218	\$6,550	\$4,167	\$47	\$47	\$2,005		
Carry over to next fiscal year			\$1,309,943	\$833,472	\$9,448	\$401,088	\$512,768	\$1,346,708		



## PROJECT FACT SHEET

Updated March 2019

# Coastal Rail Trail

## Monterey Bay Sanctuary Scenic Trail Network

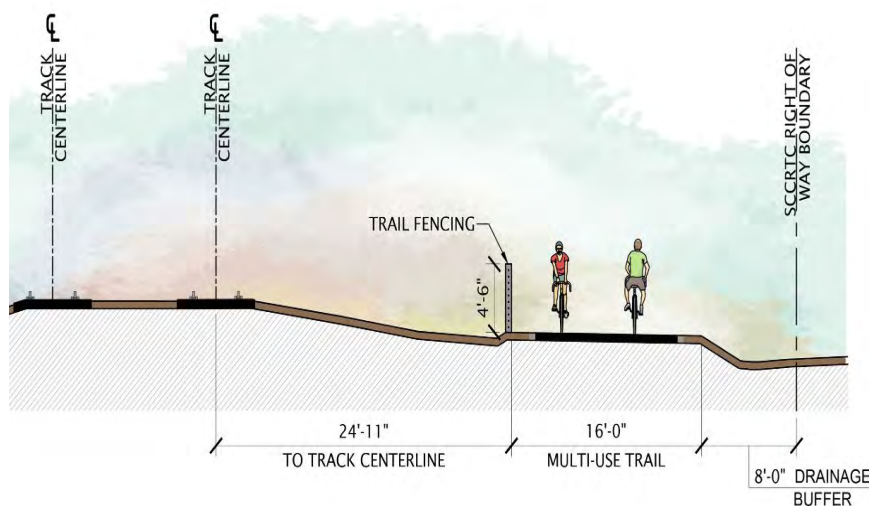
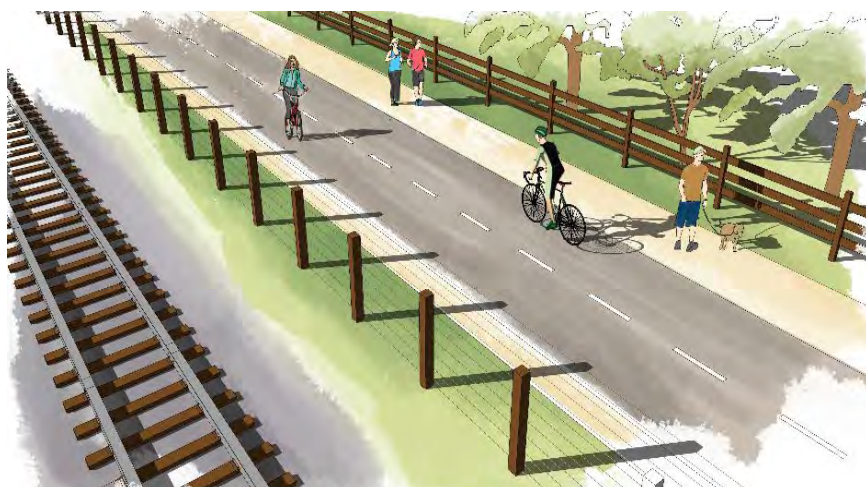
### Project Description

The Monterey Bay Sanctuary Scenic Trail Network (MBSST) is a Regional Transportation Commission (RTC) proposed 50-mile bicycle and pedestrian trail project. The spine of the trail network will be the 32-mile Coastal Rail Trail from Davenport to Watsonville, to be built within or adjacent to the RTC-owned rail right-of-way. The remaining miles will be connecting paths, sidewalks, bike lanes, other roadway improvements or unpaved coastal spur trails.

The Coastal Rail Trail promises to be a highly valuable asset to the Santa Cruz County community for transportation, recreation, education, health, eco-tourism, coastal access, economic vitality, and other visitor-serving purposes. It will connect to neighborhoods, schools, parks, transit hubs, commercial and other activity centers. Thirteen miles of projects are in various stages of development and have been funded in full or in part. Project delivery includes completing design, engineering and environmental permitting, as well as receiving public input.

Approximately \$24M has been secured from state/federal grants and private donations. Additionally, Measure D, the voter-approved transportation sales tax, will allocate approximately \$120M for the trail over 30 years.

Following extensive public outreach, the RTC prepared and adopted an award-winning Master Plan which provides initial cost estimates and concept designs. All local jurisdictions through which the trail will traverse have also adopted the Master Plan as a guide for implementation.



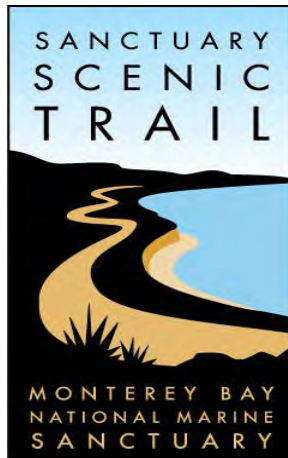
### Project Highlights

- ▶ Half the county population, 92 parks and 44 schools are located within 1 mile of the rail line.
- ▶ Thirteen (13) miles of projects have been funded in full or in part.
- ▶ Approximately \$24M has been secured from state/federal grants and private donations.
- ▶ Measure D will allocate approximately \$120M for the trail over 30 years.
- ▶ Construction of the first project began in 2019.



# Coastal Rail Trail

## Monterey Bay Sanctuary Scenic Trail Network



### Status of Funded Rail Trail Projects

#### North Coast: Davenport to Wilder Ranch

- **Benefits:** Provides a car-free alternative to Highway 1; connects to Wilder Ranch trails, numerous beaches, soon to be opened Coast Dairies and San Vicente Redwoods trails and Davenport; includes parking lots and restrooms at Panther/Yellowbank beach and in Davenport; links to City of Santa Cruz providing approximately 11 miles of continuous bike/ped paths.
- **Distance:** 5.4 miles (fully funded); 2.1 miles + 3 parking lot improvements and a crossing in Davenport (partially funded) **Width:** 16-20 feet **Construction:** Estimated 2021 for 5.4-mile segment; construction TBD for remaining 2.1 miles + amenities

#### City of Santa Cruz: Natural Bridges Drive to Pacific Avenue/Santa Cruz Wharf

- **Benefits:** Connects over 30,000 residents who live within one mile of the trail, to schools, work, beaches, shopping and other activity centers; provides safer car-free alternative to Mission Street and connects to the Beach Street bike-way; 9 schools and 28 parks are located within a mile of this section of trail.
- **Distance:** 2.1 miles **Width:** 12 -16 feet **Construction:** To be built in two phases: 1) Natural Bridges to Bay/California and 2) Bay/California to Pacific Avenue. Phase 1 construction will begin in 2019.

#### City of Santa Cruz/County of Santa Cruz: Boardwalk to 17th Avenue

- **Benefits:** Close to 48,000 residents live within one mile of the corridor where 15 schools and 37 parks are also located.
- **Distance:** 2.2 miles **Width:** 12 feet **Construction:** Estimated 2022-23
- **San Lorenzo River walkway:** Widening of the San Lorenzo River walkway at the Boardwalk is funded and being advanced ahead of trail **Width:** 10 feet **Construction:** To be completed prior to 2019 summer tourist season.

#### City of Watsonville: Lee Road to Walker Street

- **Benefits:** Close to 20,000 residents live within one mile of the corridor where 12 schools and 12 parks are also located. The new trail will link 850 homes along Ohlone Parkway with the City's 7-mile slough trail system and the downtown area.
- **Distance:** 1.2 miles **Width:** 12 feet **Construction:** Estimated 2020



# Monterey Bay Sanctuary Scenic Trail Network

## Coastal Rail Trail (Segment 7)

### Project Description

The Coastal Rail Trail segment 7 project (as defined in the Monterey Bay Sanctuary Scenic Trail {MBSST} Network Master Plan) proposes to construct 2.10 miles of the MBSST's rail trail spine between Natural Bridges Drive and Pacific Avenue at the Santa Cruz Wharf. The existing facility is an unimproved railroad right-of-way in public ownership. Alternate routes have high bicycle and pedestrian crash histories, making this project a high priority.

The goals of this project are to increase the numbers of people biking and walking, improve safety and mobility of non-motorized users, and to provide high-quality connections to schools, parks, and community facilities. When constructed, this project will be one portion of the planned 32-mile rail trail network that traverses the entire coastline of Santa Cruz County.

The segment 7 project is at the epicenter of several existing trail system networks such as Younger Lagoon Reserve and Antonelli Pond Park, and will also provide connections to Natural Bridges State Beach, West Cliff Drive bike/pedestrian path and the Wilder Ranch path.

Segment 7 will be built in two phases in order to accelerate delivery of the construction-ready portion. Phase I from Natural Bridges to Bay/California will begin construction in fall 2019. Phase II from Bay/California to Pacific Avenue is in the design and environmental permitting phase and will be built once the project clears the permitting phase and construction funding is secured.



Project rendering

### Project Highlights

- Provides a dedicated bicycle and pedestrian trail, improving safety and connectivity to schools, employment centers, and transit facilities
- Over 30,000 residents live within one mile of the trail
- Provides a safer car-free alternative to Mission Street and connects to the Beach Street bike-way
- Enhances mobility and transportation for disadvantaged communities
- 9 schools and 28 parks are located within a mile of the trail

### Project Costs and Funding

	Phase I	Phase II
<b>Estimated Project Construction Cost</b>	<b>\$5,100,000</b>	<b>\$9,950,000</b>
<b>Funding Sources</b>		
Measure D	\$1,100,000	\$2,000,000
Other Secured	\$4,000,000	
Need		\$7,950,000



## PROJECT FACT SHEET

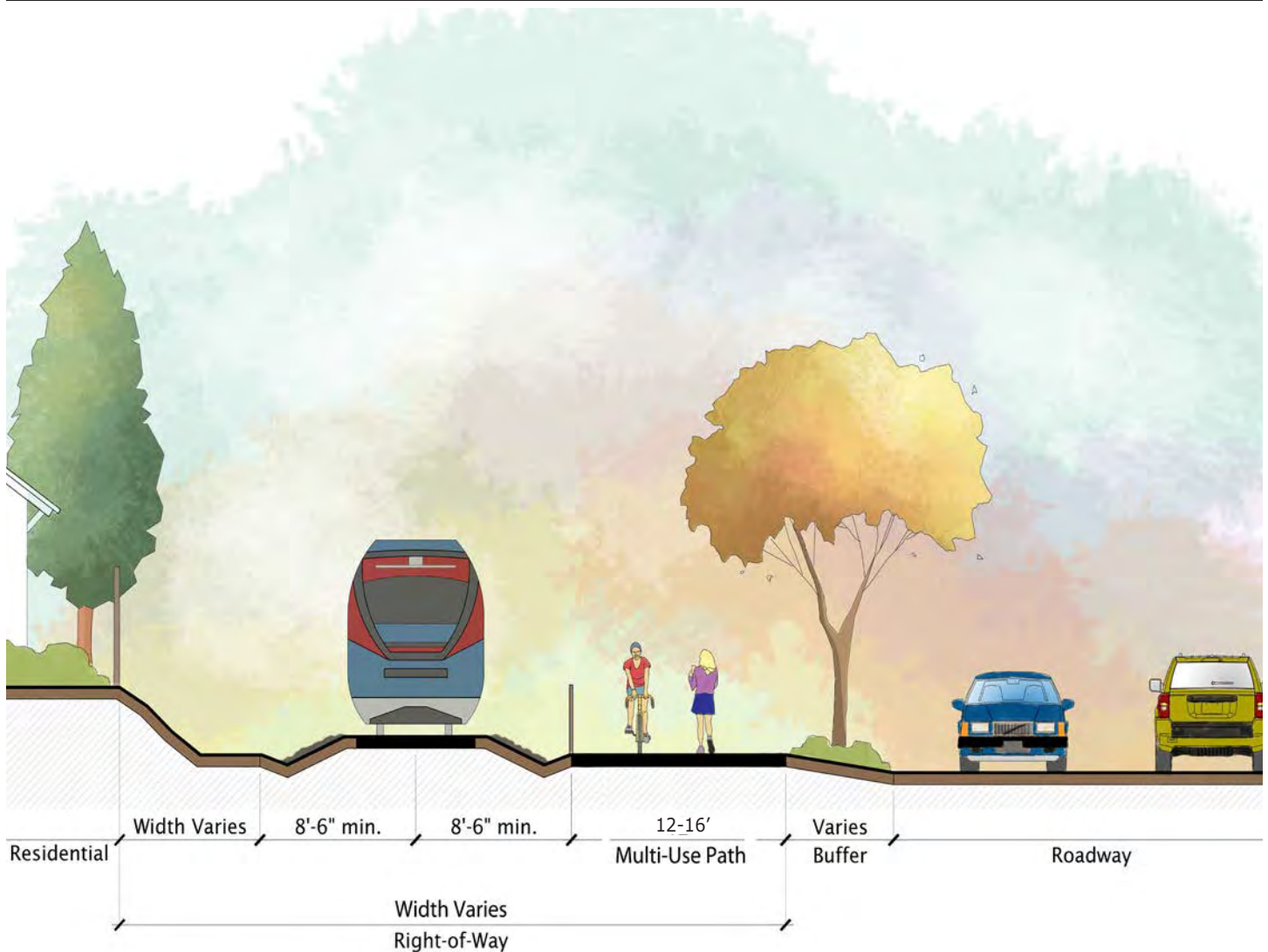
Updated March 2019

# Monterey Bay Sanctuary Scenic Trail Network Coastal Rail Trail (Segment 7)

## Project Schedule

PHASE I	2019	2020	PHASE II	2019	2020	2021
PE/Environmental: Completed			PE/Environmental	→		
Final Design (PS&E)	→		Final Design (PS&E)	→		
Advertisement/Award	→		Advertisement/Award*		→	
Construction	→	★	Construction*		→	★

\*Pending availability of funding





# Monterey Bay Sanctuary Scenic Trail Network

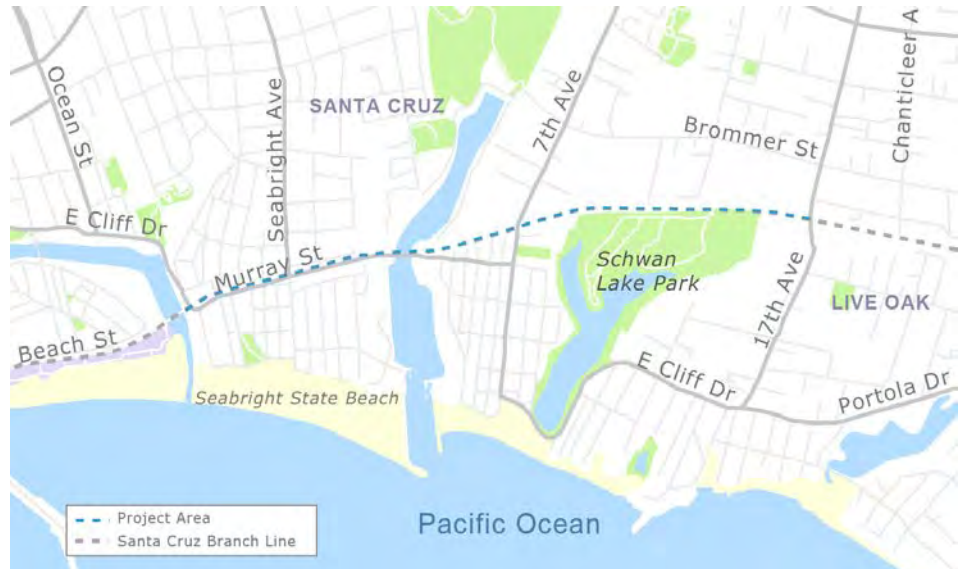
## Coastal Rail Trail (Segments 8 & 9)

### Project Description

The Coastal Rail Trail Segments 8 and 9 Project proposes to construct 2.18 miles of the Monterey Bay Sanctuary Scenic Trail Network (Rail Trail) between the San Lorenzo River Parkway in the City of Santa Cruz and 17th Avenue in the unincorporated area of Santa Cruz County known as Live Oak. Segments 8 and 9 of the rail trail were identified as two of the highest priorities in the award-winning Monterey Bay Sanctuary Scenic Trail Network Master Plan. The existing facility is an unimproved railroad right-of-way in public ownership. Alternate routes have high bicycle and pedestrian crash history, making this project of utmost importance.

Goals of this project are to increase the proportion of trips accomplished by biking and walking, improve safety and mobility of non-motorized users, and to provide high-quality connections to schools, parks, and community facilities. When constructed, this project will connect to a planned 32-mile rail trail network that traverses the entire coastline of Santa Cruz County. Segments 8 and 9 are particularly challenging due to four new bridges and nine at-grade crossings.

The project received \$3M in Active Transportation Program (ATP) cycle 3 funds for preconstruction efforts. Voter-approved Measure D transportation funds are being used as the local match for this project. For more information on the Measure D program, see the RTC's website ([www.sccrtc.org](http://www.sccrtc.org)).



### Project Highlights

- Provides a dedicated bicycle and pedestrian trail, improving safety and connectivity to schools, employment centers, and transit facilities
- Connects to existing trail network to Santa Cruz Boardwalk and Downtown
- 4 new bridges
- Enhances mobility and transportation for disadvantaged communities
- 48,000 residents live within 1 mile of the corridor, where 15 schools and 37 parks are located
- Preliminary Engineering and Environmental Review begins in 2019
- Can be phased into shorter segments

### Project Schedule

PHASE	2019	2020	2021	2022	2023
PE/Environmental	I →				
Final Design (PS&E)		I →			
Advertisement/Award*				I →	
Construction*					I → ★

\*Pending availability of funds



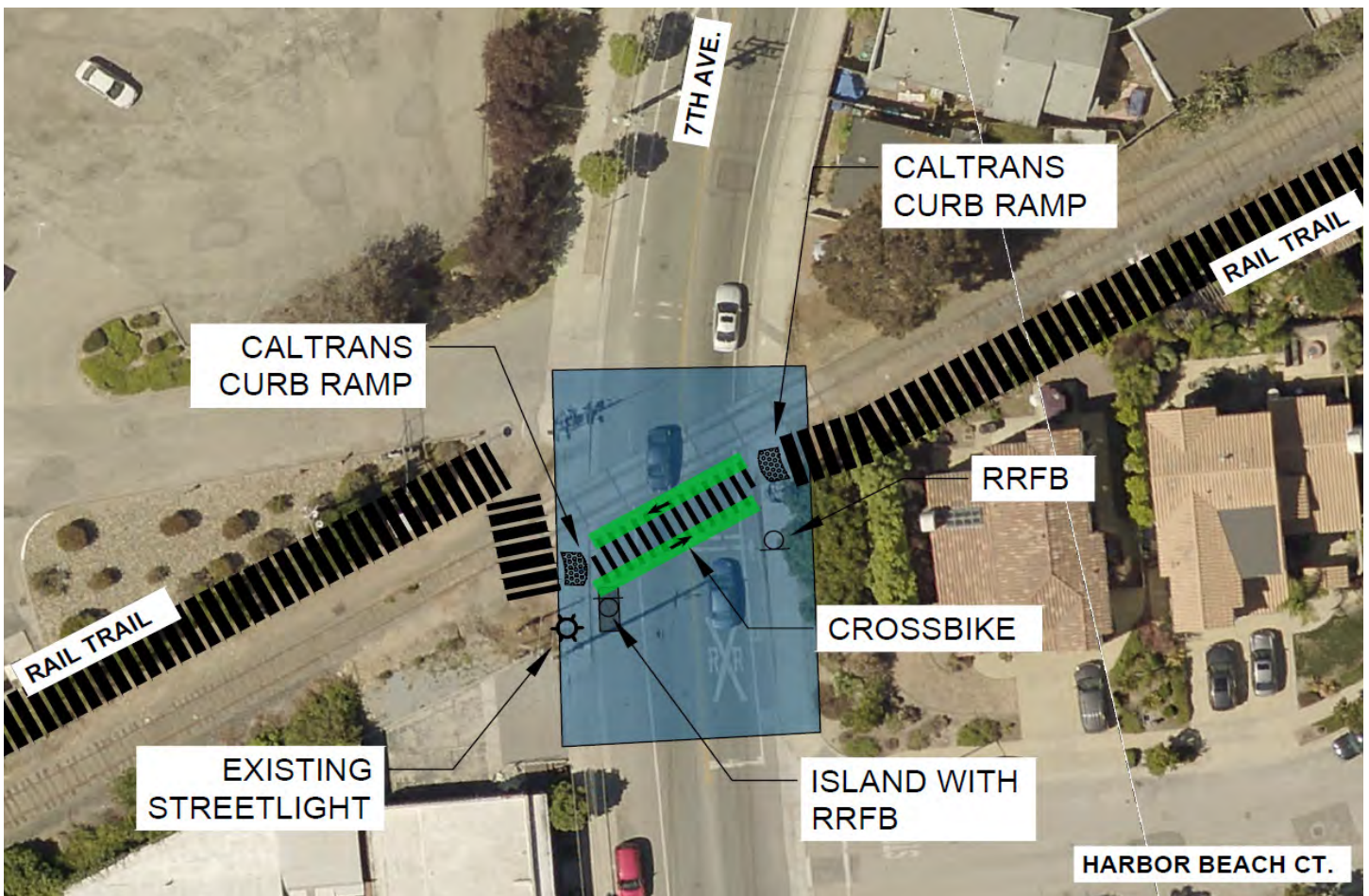
## PROJECT FACT SHEET

Updated March 2019

# Monterey Bay Sanctuary Scenic Trail Network Coastal Rail Trail (Segments 8 & 9)

## Project Costs and Funding

Estimated Project Cost	\$	32,765
Funding Sources		
Measure D	\$	2,120
Other Secured	\$	3,000
Need	\$	27,645



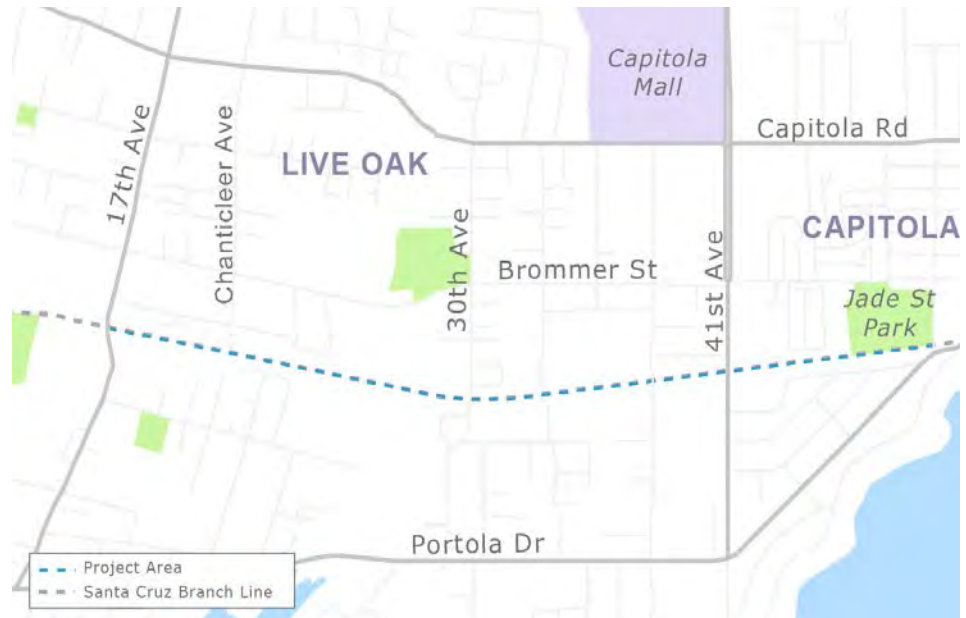


# Monterey Bay Sanctuary Scenic Trail Network Coastal Rail Trail (Segment 10)

## Project Description

The Coastal Rail Trail Segment 10 Project proposes to construct 1.5 miles of the Monterey Bay Sanctuary Scenic Trail Network (Rail Trail) between 17th Avenue in the unincorporated area of Santa Cruz County known as Live Oak and Jade Street Park in the City of Capitola. Segment 10 of the rail trail was identified as one of the highest priorities in the award-winning Monterey Bay Sanctuary Scenic Trail Network Master Plan. The existing facility is an unimproved railroad right-of-way in public ownership. Alternate routes have high bicycle and pedestrian crash history.

Goals of this project are to increase the proportion of trips accomplished by biking and walking, improve safety and mobility of non-motorized users, and to provide high-quality connections to schools, parks, and community facilities. When constructed, this project will connect to a proposed 32-mile rail trail network that traverses the entire coastline of Santa Cruz County. Segment 10 is particularly challenging due to right-of-way constraints requiring realignment of 1 mile of the railroad track bed. The project includes a 200-foot span pre-engineered bicycle and pedestrian bridge over Rodeo Gulch Creek on the inland side of the rail trestle bridge.



## Project Highlights

- Provides a dedicated bicycle and pedestrian trail, improving safety and connectivity to schools, employment centers, and transit facilities
- Includes a new bicycle and pedestrian bridge over Rodeo Gulch Creek
- Enhances mobility and transportation for disadvantaged communities
- Within a quarter mile of four public schools
- Can be phased into shorter segments

## Project Schedule

PHASE	2021	2022	2023	2024	2025
PE/Environmental*	→				
Final Design (PS&E)*		→			
Advertisement/Award*				→	
Construction*					→ ★

\*Pending availability of funding



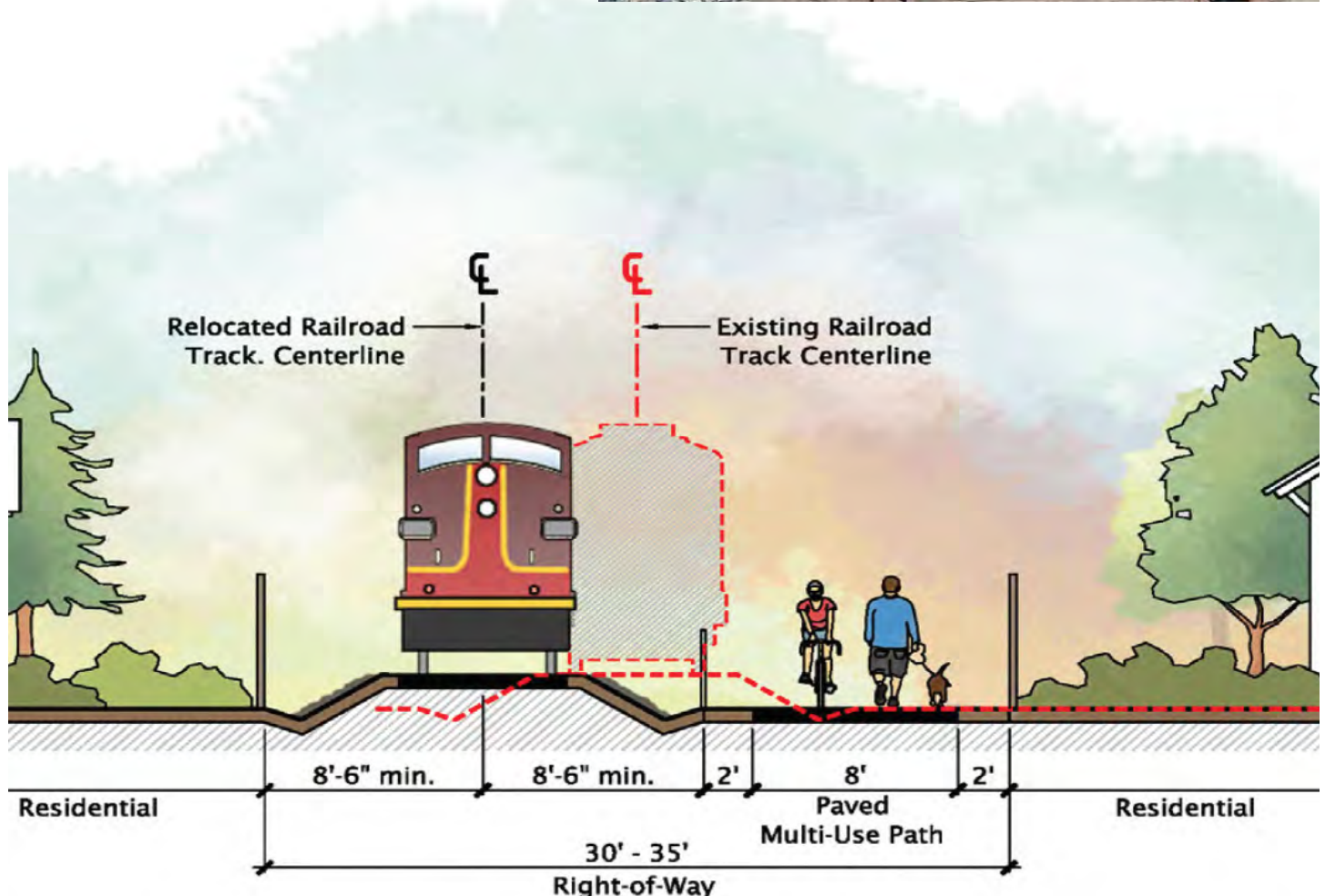
## PROJECT FACT SHEET

Updated March 2019

# Monterey Bay Sanctuary Scenic Trail Network Coastal Rail Trail (Segment 10)

## Project Costs and Funding

Estimated Project Cost	\$	15,570
Funding Sources		
Measure D	\$	0
Other Secured	\$	0
Need	\$	15,570





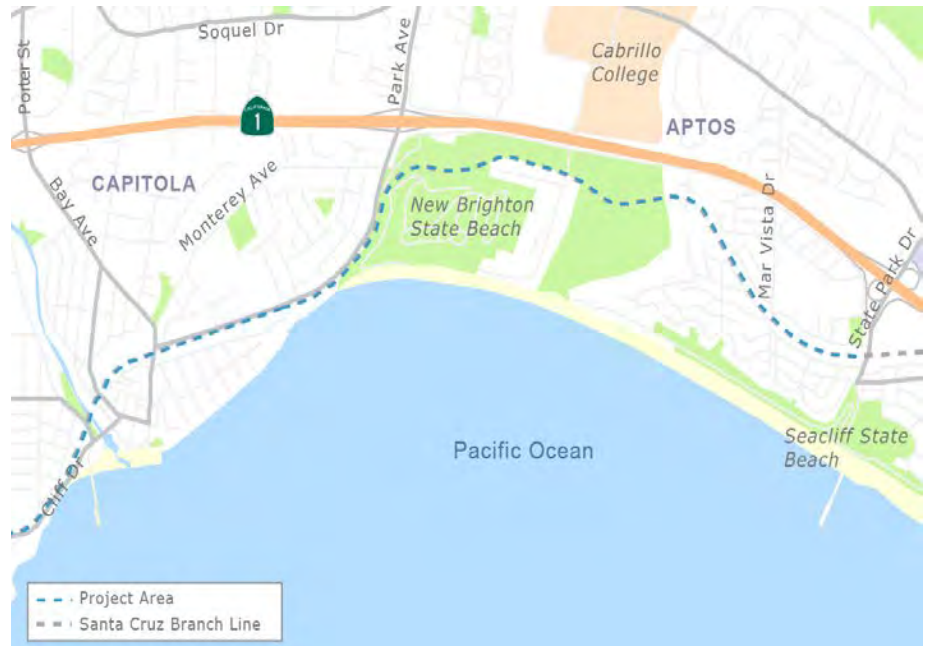
# Monterey Bay Sanctuary Scenic Trail Network Coastal Rail Trail (Segment 11)

## Project Description

The Coastal Rail Trail Segment 11 Project proposes to construct 3.2 miles of the Monterey Bay Sanctuary Scenic Trail Network (Rail Trail) between Jade Street Park in the City of Capitola and State Park Drive in the unincorporated area of Santa Cruz County known as Aptos. Segment 11 of the rail trail was identified as one of the highest priorities in the award-winning Monterey Bay Sanctuary Scenic Trail Network Master Plan. The existing facility is an unimproved railroad right-of-way in public ownership. Alternate routes have high bicycle and pedestrian crash history.

Goals of this project are to increase the proportion of trips accomplished by biking and walking, improve safety and mobility of non-motorized users, and to provide high-quality connections to schools, parks, and community facilities. When constructed, this project will connect to a proposed 32-mile rail trail network that traverses the entire coastline of Santa Cruz County. Segment 11 is within a quarter mile of three public schools, Cabrillo College, four parks, and New Brighton and Seacliff State beaches.

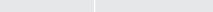
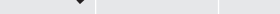


Segment 11 is particularly challenging due to the need to replace the iconic 500-foot-long railroad trestle over Soquel Creek located in Capitola Village with a new bridge that accommodates both rail and trail users. Results from a recent bridge inspection and subsequent feasibility study will provide scope and cost estimates for the new trestle bridge over Soquel Creek (anticipated late 2019).



## Project Highlights

- Connects Aptos to Capitola
- 3 new bridges, including replacement of the historic railroad trestle over Soquel Creek in Capitola Village with a new multimodal bicycle and pedestrian railroad bridge
- Provides a dedicated bicycle and pedestrian trail, improving safety and connectivity to schools, commercial centers, and transit facilities

## Project Schedule

PHASE	2021	2022	2023	2024	2025
PE/Environmental*					
Final Design (PS&E)*					
Advertisement/Award*					
Construction*					

\*Pending availability of funds



## PROJECT FACT SHEET

Updated March 2019

# Monterey Bay Sanctuary Scenic Trail Network Coastal Rail Trail (Segment 11)

## Project Costs and Funding

Estimated Project Cost	\$	TBD
Funding Sources		
Measure D	\$	0
Other Secured	\$	0
Need	\$	TBD





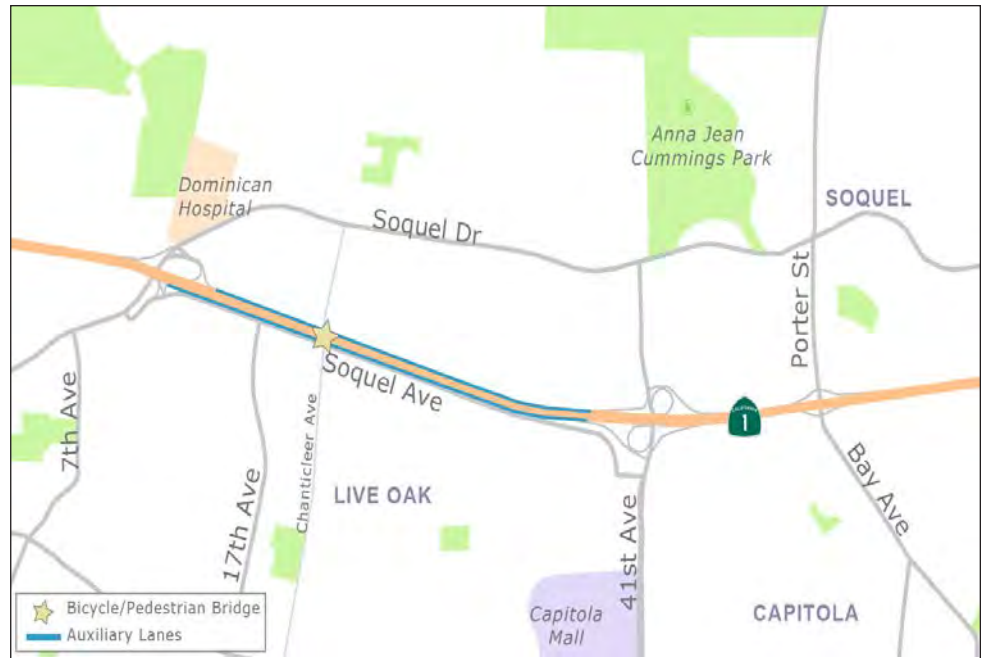
# Highway 1 Auxiliary Lanes (41st Avenue to Soquel Drive), and Chanticleer Bike/Ped Overcrossing

## Project Description

The project will construct northbound and southbound auxiliary lanes between the 41st Avenue and Soquel Avenue/ Drive interchanges and construct a new bicycle and pedestrian overcrossing at Chanticleer Avenue. Historically, this section of Highway 1 has been the busiest in the county serving over 100,000 vehicles a day, providing access to the primary regional commercial/ retail activity centers on 41st Avenue and regional medical facilities located on Soquel Drive. The auxiliary lanes will connect the on-ramps with the next off-ramp, thereby extending the weaving and merging distance between the ramps, improving traffic operations, and reducing cut-through traffic diverting to local streets and neighborhoods.

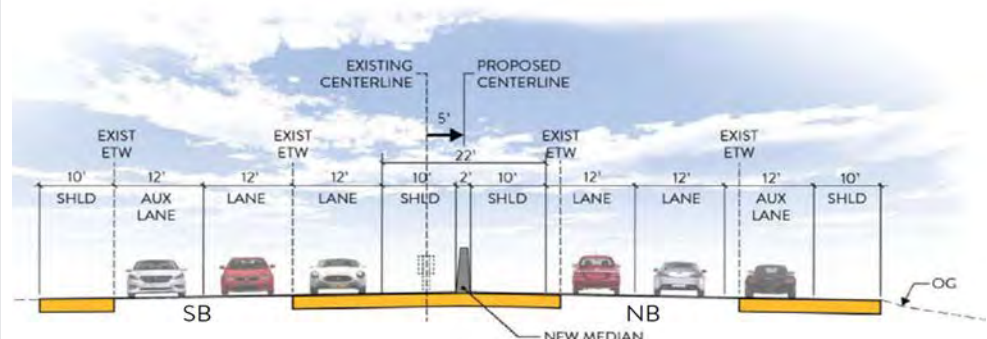
The pedestrian/bicycle overcrossing at Chanticleer Avenue provides an alternative route for bicyclists and pedestrians currently using the Soquel or 41st interchanges to cross over Highway 1. The overcrossing will be lighted, 12 to 14 feet wide, and will incorporate aesthetic treatments consistent with the visual character of the corridor and the adjacent community.

Voter-approved Measure D transportation funds are being used for this project to allow the project development process to be accelerated. For more information on the Measure D program, see the RTC's website ([www.sccrtc.org](http://www.sccrtc.org)).



## Project Highlights

- Improves traffic operations on Highway 1
- Improves bicycle and pedestrian connectivity to regional destinations and transit by providing a dedicated crossing for active transportation users at Chanticleer Avenue
- Measure D funds are being used to accelerate the project development process
- Construction ready in 2020, pending availability of funds





## PROJECT FACT SHEET

Updated March 2019

# Highway 1 Auxiliary Lanes (41st Avenue to Soquel Drive), and Chanticleer Bike/Ped Overcrossing

## Project Costs and Funding (in thousands)

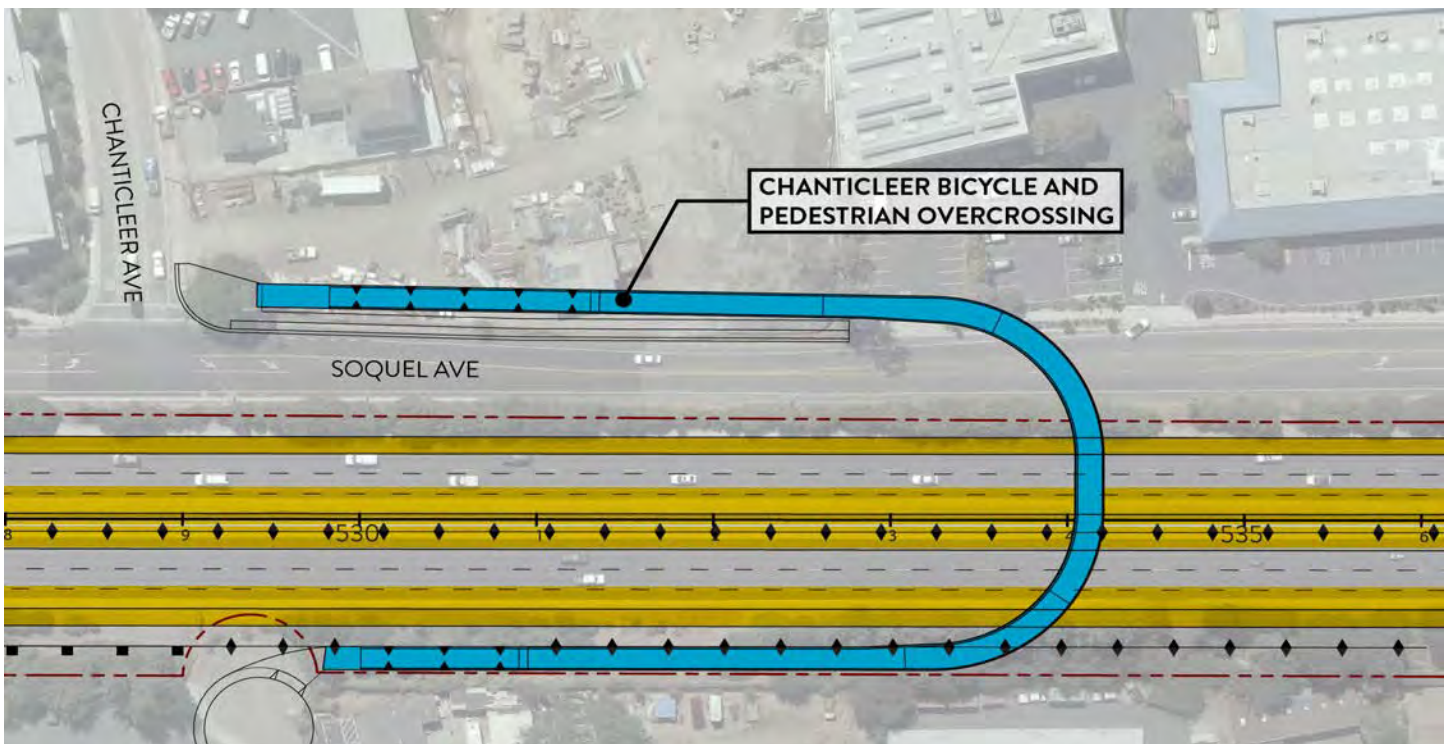
<b>Estimated Project Cost</b>	<b>\$ 34,212</b>
<b>Funding Sources</b>	
Measure D	\$ 1,650
Other Secured	\$ 6,000
Needed	\$ 26,562



## Project Schedule

PHASE	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
PE/Environmental										
Final Design (PS&E)										
Advertisement/Award*										
Construction*										

\*Pending Availability of Funds





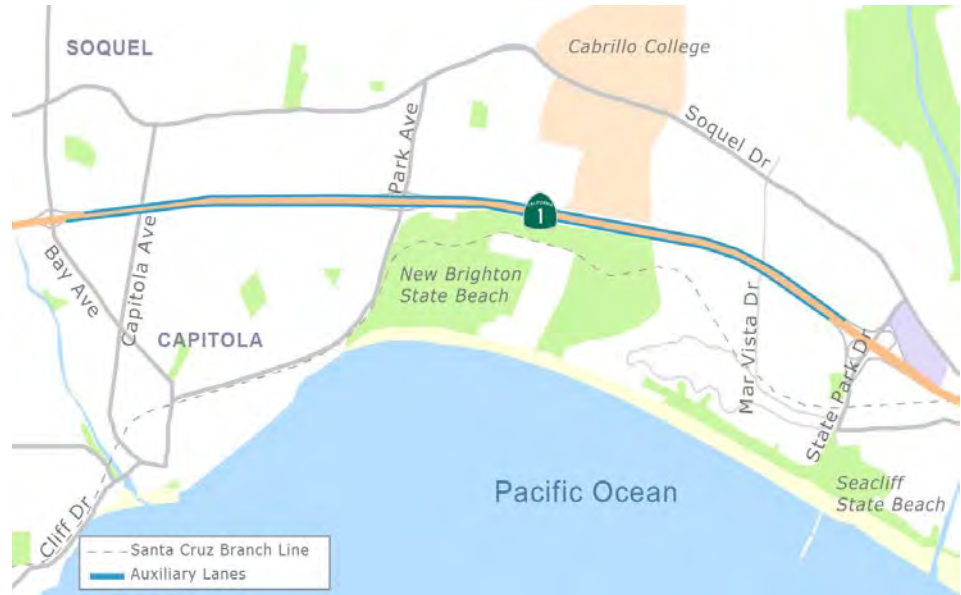
# Highway 1 Auxiliary Lanes (Bay Street/Porter Street and State Park Drive)

## Project Description

The project will construct northbound and southbound auxiliary lanes between the Bay Street/Porter Street and State Park Drive interchanges and replace the existing Capitola Avenue local roadway overcrossing. This section of Highway 1 is one of the busiest in the county, providing access to the City of Capitola, Soquel and Aptos villages, and Cabrillo College. The auxiliary lanes will connect the on-ramps with the next off-ramp, thereby extending the weaving and merging distance between the ramps, improving traffic operations, and reducing cut-through traffic diverting to local streets and neighborhoods.

The new Capitola Avenue overcrossing will include enhanced bicycle and pedestrian facilities to improve connectivity for bicyclists and pedestrians between Soquel Drive to the north and the future Coastal Rail Trail to the south. The overcrossing, soundwalls and retaining walls will incorporate aesthetic treatments consistent with the visual character of the corridor and the adjacent community.

Voter-approved Measure D transportation funds are being used for this project to allow the project development process to be accelerated. For more information on the Measure D program, see the RTC's website ([www.sccrtc.org](http://www.sccrtc.org)).



## Project Highlights

- Improves traffic operations on Highway 1
- Improves bicycle and pedestrian connectivity to regional destinations and transit by providing enhanced bicycle and pedestrian facilities for active transportation users at Capitola Avenue
- Measure D funds are being used to accelerate the project development process
- Construction ready in 2022, pending availability of funds

## Project Schedule

PHASE	2019	2020	2021	2022	2023	2024
PE/Environmental	→					
Final Design (PS&E)*		→				
Advertisement/ Award*				→		
Construction*					→	

\*Pending availability of funds



## PROJECT FACT SHEET

Updated March 2019

# Highway 1 Auxiliary Lanes (Bay Street/Porter Street and State Park Drive)

## Project Costs and Funding

(in thousands)

Estimated Project Cost	\$	83,255
Funding Sources		
Measure D	\$	9,113
Other Secured	\$	1,830
Need	\$	72,312



View of project corridor looking north



Capitol Avenue overcrossing will be replaced and will include bicycle and pedestrian improvements



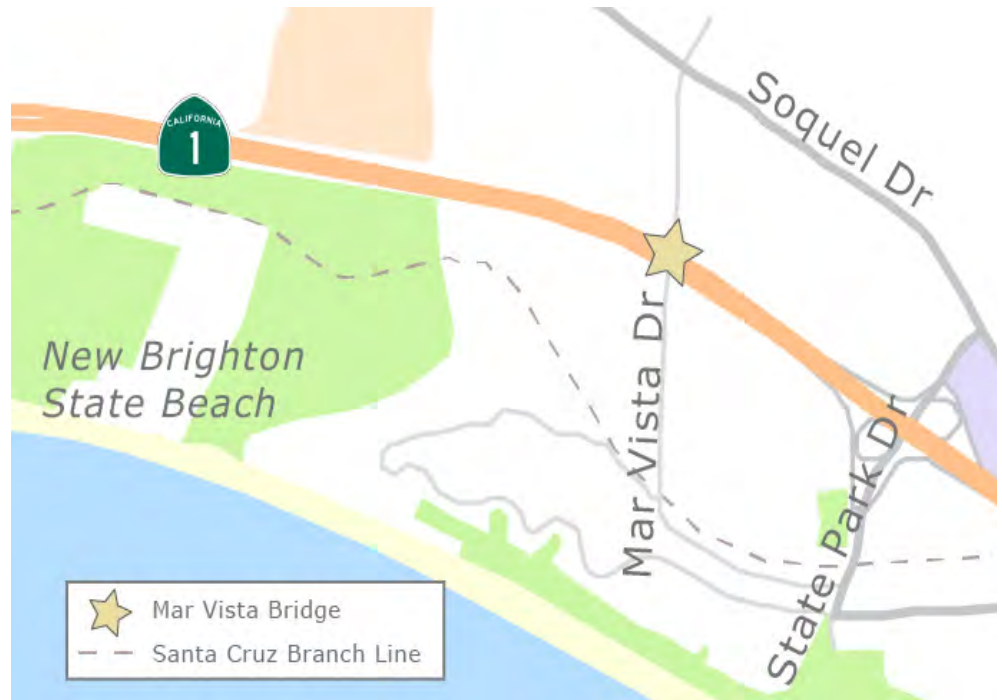
# Highway 1 Mar Vista Bicycle and Pedestrian Overcrossing

## Project Description

The Highway 1 Mar Vista Bicycle and Pedestrian Overcrossing will provide a safe link between schools, the beach, residential neighborhoods and retain centers on each side of Highway 1. This bicycle and pedestrian overcrossing was one of three bicycle and pedestrian overcrossings identified in the Highway 1 Corridor Investment plan. The proposed crossing locations were chosen with public input to provide community cohesion and improved connectivity to schools and other activity centers.

The Mar Vista crossing will reduce travel distances for bicyclists and pedestrians traveling between Mar Vista Drive at McGregor Drive in Seacliff to Mar Vista Elementary School by up to 1.6 miles and minimize travel through the busy State Park Drive interchange. The bridge will also improve access to residential, educational, recreational, and commercial destinations, including Seacliff State Beach, Cabrillo College, and Aptos/Seacliff villages.

This project is eligible to receive voter-approved Measure D transportation funds. For more information on the Measure D program, visit [www.sccrtc.org](http://www.sccrtc.org).



## Project Highlights

- Provides new opportunities for safe and convenient travel
- Improves bicycle and pedestrian connectivity to regional destinations and transit by providing a dedicated crossing for active transportation users
- Connects neighborhoods, schools, parks/beaches, and commercial centers

## Project Schedule

PHASE	2019	2020	2021	2022	2023	2024
PE/Environmental	I →					
Final Design (PS&E)		I →				
Advertisement/ Award*				I →		
Construction*					I → ★	

\*Pending availability of funds



# Highway 1 Mar Vista Bicycle and Pedestrian Overcrossing

## Project Costs and Funding (in thousands)

Estimated Project Cost	\$ 13,215
Funding Sources	
Measure D	\$ 300
Other Secured	\$ 7,531
Need	\$ 5,384



Project Area with proposed overcrossing shown



# Cruz511

## Traveler Information for Santa Cruz County

### Project Description

For more than 35 years, the RTC has offered transportation demand management (TDM) services to Santa Cruz County with the goal of using the existing transportation system more effectively by assisting travelers to use various modes of transportation, especially sustainable transportation modes. TDM programs use a multi-pronged approach to incentivize and support mode share changes to non-drive alone methods of transportation.

Cruz511, the RTC's TDM service, provides a comprehensive website of resources for travel options around the county including a trip planner, bicycle maps, accessible travel options, and an interactive traffic map with real-time information on construction, incidents and travel speeds. Knowledgeable travel counselors are also available to help people understand their options for getting around.

The Cruz511 program works with non-profits and community-based organizations to deliver messaging around transportation safety. Staff works closely with agencies implementing Vision Zero plans and campaigns around the county by providing resources and guidance. Cruz511 also provides a hazard reporting system where members of the public can report issues that impede access and mobility on our roadway networks.

In 2019, Cruz511 will develop and deliver an online "trip manager" system that will provide employers, residents and visitors access to rideshare matches, bike resources including bikeshare, transit information that will integrate with Metro's real-time information as well as access to a host of other mobility services such as Scoop, Waze and Uber. This system will provide access to a suite of transportation choices. It will also allow employers to conduct workplace challenges and gamification of sustainable commuting.

Visit **Cruz511.org** for Santa Cruz County traveler information.



### Project Highlights

- Provides sustainable commute choices to residents through coordination with major employers in the county
- Developing an online and mobile platform to make sustainable commute choices easier for all people to access
- Coordinating with Metro to promote and encourage transit usage
- Provides education and informational messaging regarding safety and mobility options to the public through online and print media

### Project Costs and Funding (18/19)

Estimated Project Cost	\$	380,052
Funding Sources		
Measure D	\$	150,000
Other Secured	\$	230,052



# Cruz511

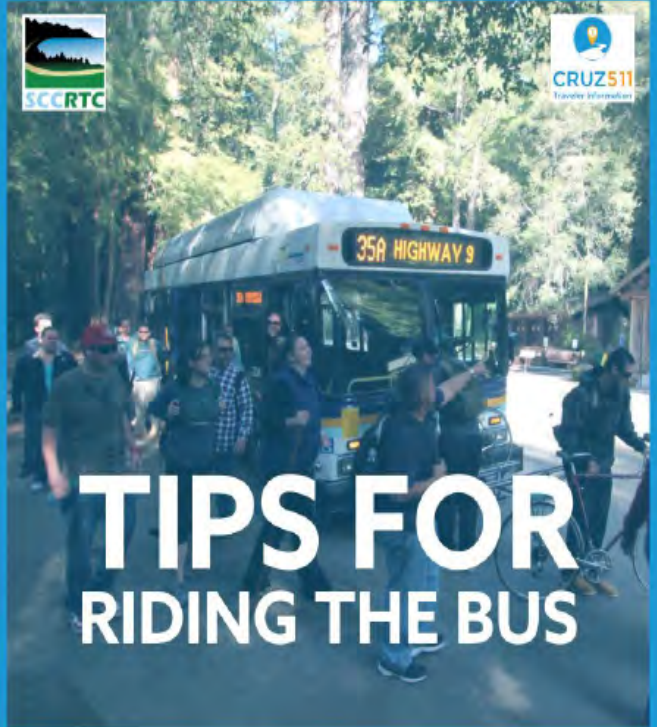
## Traveler Information for Santa Cruz County



**CRUZ511  
HOW  
TO:  
USE OUR  
TRAFFIC  
MAP**



**TIPS FOR  
RIDING THE BUS**





# Safe on 17 Traffic Operations Systems

## Project Description

The Highway 17 corridor was identified as a high collision corridor in 1998 as a result of collision data analysis and recommendations of local, regional, county and state agencies. The Safe on 17 Task Force was formed to develop and implement collision reducing strategies, such as additional CHP enforcement, traffic safety improvements, and public education. These strategies focus on preventing the occurrence of the top five Primary Collision Factors in fatal and injury collisions including driving at unsafe speeds, vehicle right-of-way violations, improper turning and improper lane change.

The Task Force is comprised of representatives from the Santa Cruz County Regional Transportation Commission (SCCRTC) and the San Francisco Bay Area's Metropolitan Transportation Commission (MTC), the California Highway Patrol (CHP), California Department of Transportation (Caltrans), local police and fire departments, legislators' offices and the media. SCCRTC and MTC provide \$50,000 annually for enhanced CHP enforcement using Service Authority for Freeway Emergencies (SAFE) funds. SAFE funds come from a \$1 registration fee on all vehicles in the region and fund the highway call box system, Freeway Service Patrols on Hwy 1 and 17 in addition to extra CHP enforcement on Hwy 17 and other motorist-aid services.



## Project Highlights

- ▶ Multi-agency, multi-jurisdictional effort to reduce injury and fatal collisions on Highway 17
- ▶ Encourages safer driving and deters traffic violations with extra CHP enforcement
- ▶ Implements road safety improvements to reduce wet weather and run-off-road collisions through guardrail upgrades, shoulder widening projects, and pavement surface treatments
- ▶ Increases safe driving practices, especially on mountainous highway roads, through education and public outreach

## Meeting Schedule

The Safe on 17 Task Force meets twice a year to share information about transportation projects and collisions on Highway 17 and traffic operation systems in Santa Cruz County. Meetings are open to the public and all are welcome to attend.

SAFE ON 17 MEETINGS	LOCATION	ADDRESS
3rd Wednesday in March	CHP San Jose	2020 Junction Ave, San Jose CA
3rd Wednesday in September	SCCRTC office	1523 Pacific Ave, Santa Cruz, CA



## PROJECT FACT SHEET

Updated March 2019

# Safe on 17 Traffic Operations Systems

## Current Highway 17 Projects

PROJECT	COUNTY	LOCATION	TIMELINE
Pavement Restoration	Santa Cruz County – Caltrans D5	Granite Creek Road to Santa Clara/ Santa Cruz County line	March 2019 – October 2019
Wildfire Prevention/ Fuel Reduction	Santa Clara County – SCFD	Bear Creek Road to Santa Clara/ Santa Cruz County line	April/May 2019 – December 2019
Ramp Safety Improvements	Santa Cruz County – Caltrans D5	Fishhook (Hwy 1/Hwy 17) to Pasatiempo overcrossing	Spring 2020
Pavement Restoration & Safety Improvements	Santa Clara County – Caltrans D4	Alma College Road to Santa Clara/ Santa Cruz County line	January 2021 – October 2021





# Freeway Service Patrol

## Project Description

The Santa Cruz County Regional Transportation Commission (RTC) operates the Freeway Service Patrol (FSP) program in Santa Cruz County in conjunction with the Department of Transportation (Caltrans) and the California Highway Patrol (CHP). This program consists of two tow trucks patrolling Highway 1 from Highway 9 to State Park Drive and Highway 17 from Mount Herman Road to the Santa Clara County Line.

FSP tow trucks remove disabled vehicles from the highway at no cost to the motorists. They reduce the congestion on the highway by quickly clearing accidents, debris and other incidents, and allowing traffic to return to normal conditions. They commonly perform tasks such as changing a flat tire, jump-starting a vehicle, or providing gas. Service is available during weekday commute hours and on a limited schedule on weekends.

The FSP program is designed to reduce congestion, improve safety, and reduce fuel consumption and auto emissions by minimizing the congestion associated with collisions and other incidents. The benefit/cost ratio for the Santa Cruz County FSP program is 4:1.



## Project Highlights

- Reduces the number of traffic jams by quickly clearing accidents, debris and other incidents
- Lessens the chain of further accidents and bottlenecks caused by passing drivers
- Saves fuel and cuts air-pollution emissions by reducing stop-and-go traffic
- Helps stranded motorists

## Service Schedule

	WEEKDAYS		WEEKENDS	
	AM	PM	Saturday	Sunday
<b>Hwy 1</b>	6:00-9:00 a.m.	3:30-6:30 p.m.	No regular weekend service	
<b>Hwy 17</b>	6:30-9:30 a.m.	3:30-6:30 p.m.	None	1:00-7:00 p.m.

\*Special weekend service is provided during Spring Break (3/23/19 – 4/21/19) and Summer (5/25/19 – 9/1/19).



# Freeway Service Patrol

## Project Costs and Funding

### Estimated Project Cost FY18/19

Towing	\$ 325,000
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### Funding Sources FY18/19

Caltrans	\$ 248,975
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Measure D	\$ 175,008
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## FSP Partners





# San Lorenzo Valley Highway 9 Corridor

## Project Description

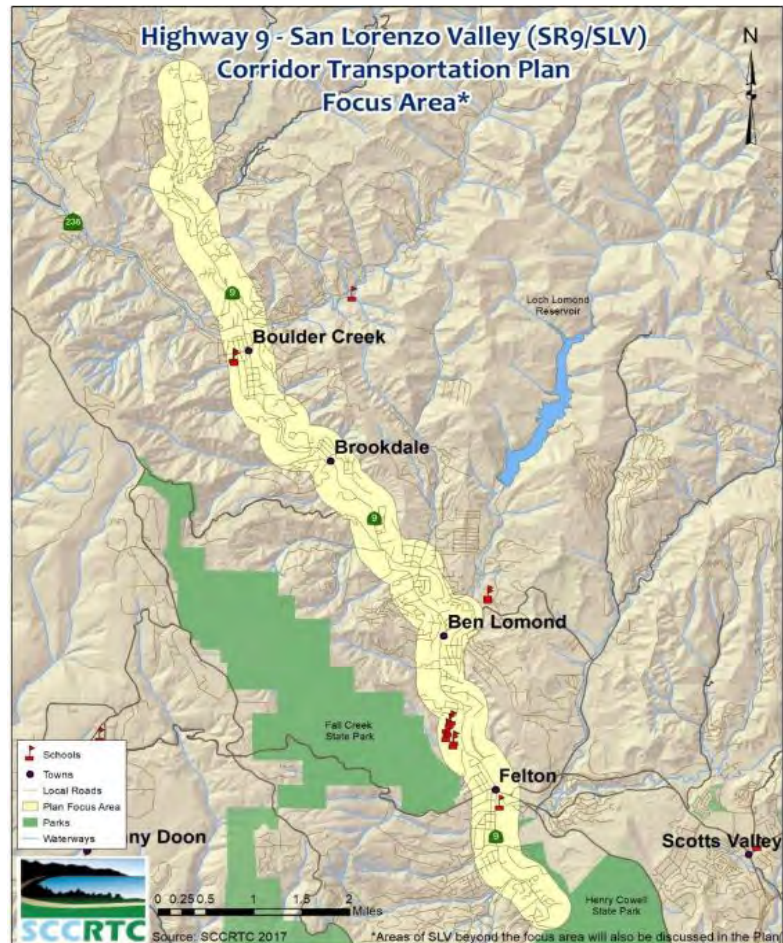
Highway 9 serves as the “Main Street” and economic center for the towns of Felton, Ben Lomond, Brookdale, and Boulder Creek and is an interregional arterial connecting Silicon Valley and Santa Cruz.

### Corridor Plan

Measure D designates \$10 million for transportation projects in the Highway 9 corridor that will improve travel for residents of the San Lorenzo Valley (SLV). Since Measure D, state, federal, and other local revenues are limited, a first step in identifying priority projects was development of a comprehensive Highway 9-SLV Complete Streets Corridor Plan. Building on past public input and planning activities, the plan identifies, evaluates, and prioritizes transportation projects on Highway 9 and connecting county roads through SLV that can be implemented in the short and mid-term to address challenges on the corridor. The plan focuses on safety for pedestrians, bicyclists, and motorists; access to schools, businesses, and bus stops; traffic operations, pavement conditions, drainage, and other needs in this travel corridor.

The plan includes conceptual complete street designs and provides a framework for partnering with Caltrans to implement investments that address community concerns, improve multi-modal safety, access, connectivity, economic vitality, and environmental quality, and improve the condition of existing infrastructure (e.g. fill potholes).

The plan is online at [www.sccrtc.org/slvplan](http://www.sccrtc.org/slvplan).



## Priority Projects

The Highway 9 Corridor Plan identifies over 30 priority projects for the corridor, including the following:

- ▶ Pedestrian and bicycle paths to SLV schools and modifications to improve traffic flow along the schools' entrances
- ▶ Modifications to Felton, Brookdale, Ben Lomond, and Boulder Creek village cores to create safer pedestrian walking and crossing facilities, reduce speeding, and improve access to businesses
- ▶ Corridor-wide roadway maintenance, storm damage repairs, and emergency preparedness; pedestrian safety and visibility improvements; and shoulder widening for bicycles

The plan will be used to secure grants and facilitate subsequent design, environmental review, and construction of these and other priority projects.



# San Lorenzo Valley Highway 9 Corridor

## Project Costs and Funding

Estimated Project Cost	Varies	
Funding Sources		
Measure D	\$	10M
Other	\$	TBD
Need	\$	TBD



## Highway 9 Pedestrian Crosswalks and Enhancements

A \$250,000 Highway Safety Improvement Program grant and Measure D funds will be used for pedestrian crossing safety enhancements on Highway 9 (State Route 9/SR9) in the San Lorenzo Valley. The project includes upgrades to five intersections and a range of treatments, such as installation of high-visibility striping and signage, advance warning flashing beacons, and Rectangular Rapid Flash Beacons. Five locations with high foot traffic and a history of collisions involving pedestrians were identified as priorities for these funds. Caltrans is reviewing these locations for constructability:

- ▶ SR9/Redwood Drive in Felton
- ▶ SR9 midblock crossing between Graham Hill Road and Kirby Street in Felton
- ▶ SR9/Clear Creek Road in Brookdale
- ▶ SR9/Forest Street in Boulder Creek
- ▶ SR9/Pool Drive in Boulder Creek





# Highway 17 Wildlife Habitat Connectivity Project

## Project Description

The Highway 17 Wildlife Habitat Connectivity Project is a joint project from Caltrans, the Santa Cruz County Regional Transportation Commission, the Land Trust of Santa Cruz County, and resource agencies to construct a wildlife undercrossing on Highway 17 near Laurel Road in Santa Cruz County.

The Santa Cruz Mountains are home to a variety of wildlife species including endangered and threatened species. The area of Highway 17 at Laurel Road has been identified as a critical linkage for two core wildlife habitat areas on either side of the highway.

Highway 17 is the major freeway connection between the San Francisco Bay Area and the Monterey Bay Region through the Santa Cruz Mountains. More than 65,000 vehicles travel the highway each day (24 million vehicles a year). The dense traffic, concrete median barriers, and lack of culvert undercrossings or bridges make Highway 17 a major barrier for wildlife moving through the Santa Cruz Mountains. Many wildlife (including mountain lions, bobcats and deer) have been hit trying to cross Highway 17 near Laurel Road.

Highway 17 at Laurel Road is built over a natural drainage, an ideal place to install a large culvert to allow animals to travel beneath the highway. At the project location, 460 acres of mostly undeveloped land on both sides of the highway have been preserved in a conservation easement by the Land Trust of Santa Cruz County.

For information, contact Aaron Henkel, Caltrans District 5 Project Manager, 805-549-3084.



## Project Highlights

- ▶ Provides safe passage for wildlife to cross under Highway 17 near Laurel Road
- ▶ Bridges two core wildlife habitat areas on each side of Highway 17
- ▶ Highway 17 at Laurel Curve is built over a large natural drainage, an ideal place to install a culvert to allow animals to travel beneath the highway
- ▶ Collaborative project between the Regional Transportation Commission, Land Trust of Santa Cruz County, and Caltrans

## Project Costs and Funding

Estimated Project Cost	\$12.4M
Funding Sources	
Measure D	\$5M
State Highway Operation and Protection Program (SHOPP)	\$4.54M
Land Trust of Santa Cruz County	\$3M



## PROJECT FACT SHEET

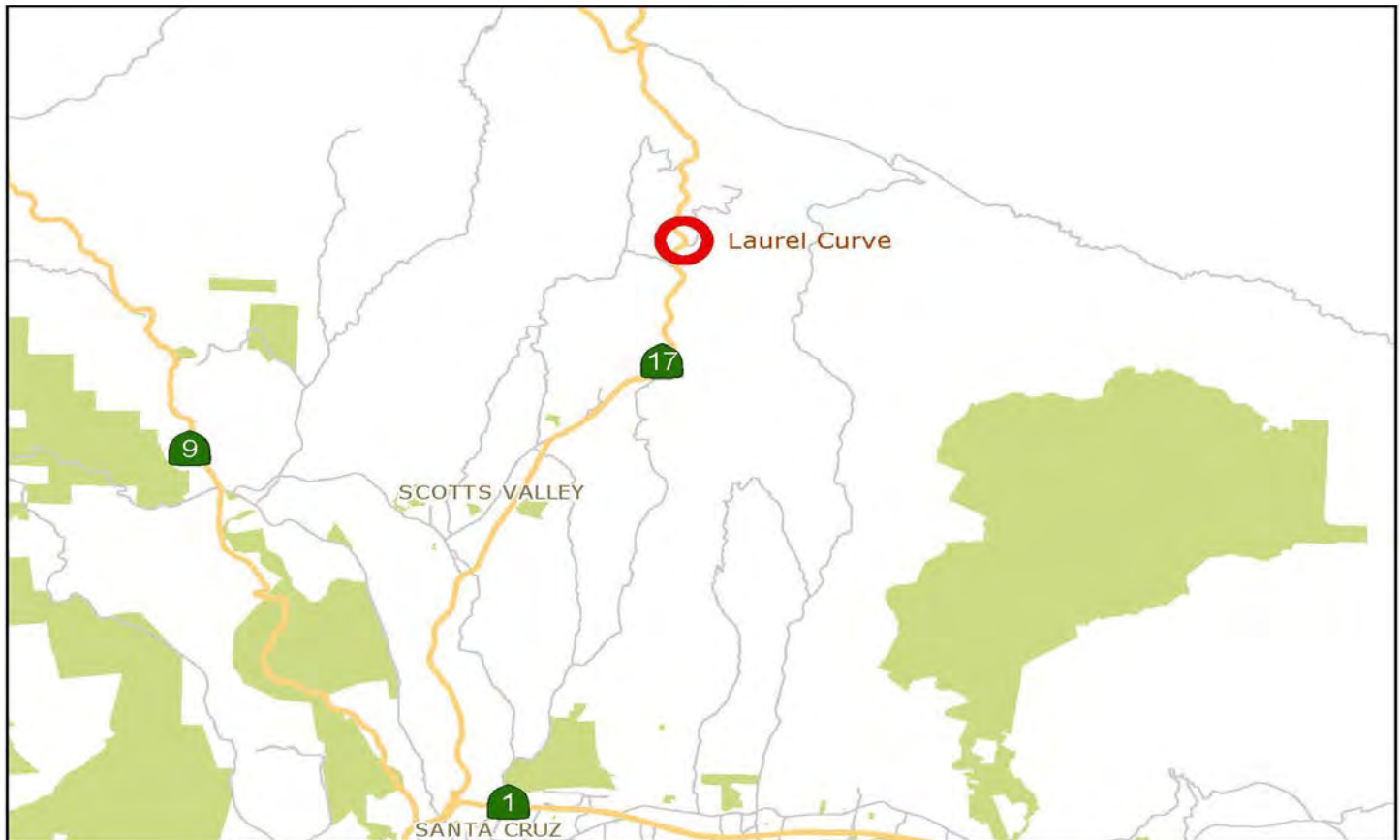
Updated March 2019

# Highway 17 Wildlife Habitat Connectivity Project

## Project Schedule

PHASE	2018	2019	2020	2021	2022	2023	2024
Environmental(PA/ED)	DONE						
Final Design (PS&E)	→						
Advertisement/Award				→			
Construction*				→	★		

\*Pending availability of financing



## Funding Partners





# Santa Cruz Branch Rail Line

## Project Description

The 32-mile Santa Cruz Branch Rail Line is a continuous transportation corridor offering tremendous potential for new mobility options for residents and visitors alike. In October 2012, the RTC completed acquisition of this 135-year old transportation resource bringing it into public ownership with the objective of increasing transportation options and opportunities. The rail corridor spans the county from Davenport to Watsonville, runs parallel to the Highway 1 corridor, and connects to regional and state rail lines. This important transportation corridor is within one mile of more than 80 parks, 25 schools, approximately half of the county's population, and provides access to the Monterey Bay National Marine Sanctuary at several key locations.

Potential uses include the following:

- ◇ Increased freight rail service
- ◇ Seasonal or recreational passenger rail service
- ◇ High-capacity public transit
- ◇ Bicycle & pedestrian path in conjunction with rail services (see Coastal Rail Trail fact sheet)



## Rail Improvement Efforts

As owner of the Santa Cruz Branch Rail Line, the RTC entered into an Administration, Coordination and License Agreement with St. Paul & Pacific Railroad Co. LLC, a subsidiary of Progressive Rail Incorporated, to operate freight service and maintain the rail infrastructure within the railroad easement.

- ▶ **Rail Structure Upgrades & Repairs** - With over \$5 million in State Transportation Improvement Program (STIP) funds, the RTC reconstructed the La Selva Beach trestle and completed improvements to three other bridges in 2015. A new structures assessment is underway to help determine the next phase of structure upgrades. In addition, the RTC is working to repair damages caused by the storms of 2017.
- ▶ **Freight Rail Service** - Freight rail service is currently provided by St. Paul & Pacific Railroad to a number of companies for commodities such as construction materials, agricultural products, beverages, and biofuels. Freight rail service helps to reduce traffic and greenhouse gases as one rail car load generally removes four truck trips from roadways and freeways.
- ▶ **Passenger Operations** - Big Trees Railroad currently operates seasonal and special event recreational rail service on the Santa Cruz Branch Rail Line. St. Paul & Pacific Railroad also plans to operate some recreational rail service. In January 2019, the RTC unanimously approved keeping the track in place and conducting an alternatives analysis for high-capacity public transit that could be implemented in the future. St. Paul & Pacific Railroad is required to submit a plan for recreational rail service by March 15, 2020.



# Santa Cruz Branch Rail Line

## Infrastructure Preservation and Analysis of Options

Measure D provides 8 percent of its revenue for the rail corridor. The RTC is responsible for maintaining the rail right-of-way. The RTC has a Preventative Maintenance Program that outlines procedures for RTC staff to carry out maintenance operations on the rail line. Regular inspections and repairs to the infrastructure within the rail right-of-way will maintain the corridor for future use and limit impacts to adjacent jurisdictions and private property.



© 2013 Howard Cohen  
Christmas Slough Ride

## Alternatives Analysis

An outcome of the Final Unified Corridor Investment Study, which was adopted by the RTC in January 2019, was to work with Santa Cruz Metro to perform an alternatives analysis for high-capacity transit options on the rail ROW. RTC and Metro staff are working together to determine the scope of work, schedule, and budget for the project. The tentative project schedule is to release the request for proposals in summer 2019 for consultants to perform this analysis and complete the project by January 2021.

The RTC received a Caltrans State Highway Account Grant for \$100,000 which will go toward the Alternatives Analysis.



# Measure D Updates

## Spring 2019

In November 2016 Santa Cruz County voters passed Measure D, providing stable, local funds to maintain and improve local roads, highways, bridges, sidewalks, bicycle facilities, and transit. Measure D is helping local agencies address some of the significant backlog of transportation needs in Santa Cruz County. The following highlights a few of the projects Measure D is funding.

### Monterey Bay Sanctuary Scenic Trail Network (MBSST) Rail Trail

- The City of Santa Cruz started construction of the new bike/walk bridge at the San Lorenzo River Trestle near the Boardwalk. The project is scheduled to be completed in 2019.
- This spring the City of Santa Cruz will be advertising for construction of the Rail Trail between Natural Bridges Drive and Bay St/California Ave (Phase 1 of Segment 7).
- Santa Cruz is finalizing environmental review, design and permitting this Spring for the section of the Rail Trail between Bay St/California St and the Wharf intersection roundabout (Phase 2 of Segment 7).
- The RTC certified the Final Environmental Impact Report (EIR) for the North Coast Rail Trail project from Davenport to Wilder Ranch State Park (Segment 5) on March 7, 2019. Construction will follow the federal environmental clearance, permitting and final design process, and is expected to occur in 2021.



*SLV River Trestle Construction,  
City of Santa Cruz*

### Highway 9/SLV Corridor and Highway 17 Wildlife Crossing

- In January the RTC released the draft Highway 9/San Lorenzo Valley (SLV) Complete Streets Corridor Plan for public review and is now updating the plan based on input received. Measure D funds are expected to leverage other funds for priority projects identified in the plan.
- Caltrans continues design of the wildlife crossing under Highway 17; construction is funded by a combination of Measure D and Land Trust revenues.

### Highway 1 Projects Under Design

- Design work continues for construction of auxiliary lanes between 41st Avenue and Soquel Drive, and a bicycle/pedestrian overcrossing at Chanticleer Avenue. Construction is expected to begin in 2020.

### Rail Corridor

- On January 17, 2019, the RTC approved the Unified Corridor Investment Study (UCS) preferred scenario and affirmed the RTC's commitment to include trail and transit, freight and recreational rail uses in the Santa Cruz Branch Rail Line corridor. The RTC will be working with METRO to do more detailed analysis of high-intensity transit options.
- Storm damage repairs and preventative maintenance, including vegetation and drainage work, continues in the rail corridor. Maintenance requests can be directed to [info@sccrtc.org](mailto:info@sccrtc.org).

## More Local Road Repairs Coming Soon

City and County public works departments are gearing up for a busy spring and summer, repairing local roads and improving bicycle and pedestrian facilities throughout the county.

- County of Santa Cruz
  - The County plans to resurface 5.75 miles of roads in the Live Oak, Ben Lomond, Rio Del Mar, and Bonny Doon areas starting in June 2019.
- Scotts Valley
  - New sidewalks along Kings Village Road are nearly complete.
  - Construction of new trails through Glenwood Preserve is will begin this spring.
- Santa Cruz
  - Reconstruction of Cedar Street in the downtown area is anticipated to be completed this Spring. The project includes pavement reconstruction, new access ramps, bike lanes and international crosswalk striping.
  - The city is advertising a residential slurry seal project to be constructed this summer, which will improve a number of streets citywide.
  - Design work continues on a paving project for River Street, between Water and Highway 1, that is anticipated to start this fall. It will include new access ramps, bike lane and crosswalk striping.
  - Elementary school bike safety classes are ongoing
- Watsonville
  - Bicycle Safety Improvements – Watsonville contracted with Ecology Action to provide BikeSmart bicycle safety training in schools
  - Bicycle Safety Improvements - Contracted with Bike Santa Cruz County to provide the Earn A Bike Program in Watsonville schools, which includes provides students with safety training and opportunities to receive a bike and bike helmet.
  - Pedestrian Traffic Safety - Contracted with a traffic engineer to analyze collision data to assist with implementing pedestrian safety programs and improvements.
  - Lee Rd Trail - Contracted with consulting engineer to assist with design of the Lee Road Trail project.

*Measure D-funded road resurfacing –  
Before & after in Boulder Creek, 2018*



## Lift Line – Paratransit Services

- Lift Line continued its expanded services seven days per week utilizing two additional drives. For the first half of FY18/19 Lift Line provided 2,886 additional rides funded through Measure D.
- Two new fully electric 16 passenger paratransit buses, which replace two gas engine buses, have been ordered and are expected to begin service in Spring 2019.
- Lift Line is actively look for a new operating facility/site and is reviewing a possible property in Watsonville.
- Since July 2018 Lift Line, in partnership with the Santa Cruz Downtown Seniors Center, has expanded service to Loudon Nelson Community Center for seniors to take classes and participate in activities.

## Implementation and Oversight

- The Measure D Taxpayer Oversight Committee is reviewing FY17/18 audits and expenditure reports to ensure that revenues have been spent in accordance with the Measure D Ordinance.



## MEMORANDUM

**TO:** SCCRTC Interagency Technical Advisory Committee

**FROM:** Sean Reilly Vienna, Planner

**MEETING DATE:** April 18, 2019

**SUBJECT:** 2019 Public Participation Plan

### RECOMMENDATION:

Receive an informational update regarding the federally required update for the AMBAG Public Participation Plan. ITAC members are asked to provide any input or feedback to assist in the development of the 2019 PPP.

### BACKGROUND/DISCUSSION:

The federally required 2019 Public Participation Plan (PPP) is a comprehensive document that aims to guide regional planning agencies and local jurisdictions in the public participation process for the tri-county Monterey Bay Region that either receive federal funds or are subject to a federally required action.

AMBAG, as the federally designated Metropolitan Planning Organization (MPO) for the Monterey Bay region, prepares and adopts the PPP at least once every four years. The last PPP, the *2015 Monterey Bay Area Public Participation Plan*, was last adopted in April 2015 and was originally adopted in 2008 to comply with Safe, Accountable, Flexible, Efficient Transportation Equality Act: A Legacy for Users (SAFETEA-LU) legislation. The *2019 Public Participation Plan* will cover a four-year period from 2019-2023 and must now comply with The Fixing America's Surface Transportation Act (FAST Act) which was enacted in 2015. The *2019 Public Participation Plan* emphasizes the transportation decision making process, including the expanded use of visualization techniques and innovative online marketing strategies in public outreach.

### **Next Steps**

Prior to beginning the update to the next MTP/SCS Plan and as a requirement by AMBAG's Overall Work Program (OWP), AMBAG must first update the Public Participation Plan for 2019. The requirements include increased involvement and collaboration with members of

the public and decision makers and staff from all local jurisdictions and our partner agencies within the region.

AMBAG is required to have an updated Public Participation Plan to serve as a guide for all public involvement activities conducted by the MPO. As such, this plan will contain the procedures, strategies and techniques used by AMBAG for public involvement in all programs and projects that utilize federal funds.

Below are key dates for developing the 2019 Public Participation Plan:

- **June 12, 2019:** AMBAG Board of Directors will be asked to release the Draft 2019 PPP for public comment
- **August 14, 2019:** Public Hearing on Draft 2019 PPP at AMBAG's Board Meeting (anticipated)
- **August 23, 2019:** Close of the public comment period
- **October 9, 2019:** AMBAG Board of Directors scheduled to adopt the Final 2019 PPP

Staff will bring the draft 2019 Public Participation Plan to the AMBAG Board of Directors in June to release it for at least a minimum 45-day public review period.

#### **ATTACHMENTS:**

1. 2019 PPP Timeline

**AMBAG 2019 Public Participation Plan Update - Draft Schedule**

<b>Date</b>	<b>Tasks/Objective</b>	<b>Due Dates</b>
Feb/Early March 2019	Outreach to RTPAs by email and confirm point of contacts	3/4/2019
Early March 2019	Email Draft Schedule and Process to RTPAs	3/7/2019
March/April 2019	Email PPP to RTPAs document for changes/edits	3/19/2019
	Edits/Changes for Draft 2019 due on 4/12/2019 to AMBAG	4/12/2019
April/May/June 2019	Present 2019 PPP Update Process to all RTPA TAC/SSTAC meetings	
	April 18, 2019 SCCRTC ITAC Meeting	4/18/2019
	May 2, 2019 TAMC and SBtCOG TAC Meetings	5/2/2019
	May 24, 2019 SBtCOG SSTAC	5/24/2019
	May 29, 2019 TAMC/MST MAC	5/29/2019
	June 4, 2019 SCCRTC E&D TAC	6/4/2019
June 2019	Present Draft 2019 PPP to Boards, Release Public Notice (70 days) and Start Public Comment Period	<b>Open Comment Period on: 6/12/2019</b>
	June 12, 2019: AMBAG Board Meeting	
	June 20, 2019 - SCCRTC TPW and SBtCOG Board Meeting	6/20/2019
	June 26, 2019 - TAMC Board Meeting	6/26/2019
August 2019	Public Hearing on 2019 PPP at AMBAG's August Board Meeting RTPAs to Also Hold Public Hearings (if using AMBAG PPP as their plan)	
	August 1, 2019 - SCCRTC Public Hearing	8/1/2019
	August 1,4 2019 - AMBAG Public Hearing	8/14/2019
	August 15, 2019 - SBtCOG Public Hearing	8/15/2019
	August 21, 2019 TAMC Board Meeting	8/21/2019
	August 23, 2019 Close Public Comment Period	<b>Close Comment Period on: 8/23/2019</b>
September/October 2019	Summarize comments and make revisions to PPP	9/3/2019
	Adoption of PPP by SBtCOG (if using AMBAG PPP as their plan)	9/19/2019
	Adoption of PPP by TAMC (if using AMBAG PPP as their plan)	9/25/2019
	Adoption of PPP by SCCRTC (if using AMBAG PPP as their plan)	10/3/2019
	Final 2019 PPP for adoption by AMBAG Board	10/9/2019

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

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

**RE:** Regional Transportation Improvement Program Development

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## **RECOMMENDATIONS**

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

1. Receive an update on development of the 2020 Regional Transportation Improvement Program (RTIP);

Staff recommends that project sponsors:

2. Begin preparing updated cost estimates and funding plan information for projects that were previously programmed for funds by the RTC, highlighting any unfunded balances/additional funding needs; and
  3. Provide a preliminary list of priority projects for RTC discretionary funds to RTC staff this spring.
- 

## **BACKGROUND**

As the Regional Transportation Planning Agency (RTPA) for Santa Cruz County, the Santa Cruz County Regional Transportation Commission (RTC) is responsible for selecting projects to receive approximately \$6 million in discretionary state and federal funds per year. This is approximately 4% of the total local, state, and federal transportation funds that are typically available for transportation projects in Santa Cruz County. These discretionary funds are available for a wide range of projects – including highway, local road, transit, transportation demand management, bicycle, and pedestrian projects. They include funds available through the State Transportation Improvement Program (STIP), Surface Transportation Block Grant Program (STBG) /Regional Surface Transportation Program Exchange (RSTPX), as well as a one-time infusion of over \$600,000 in funds from the FHWA Highway Infrastructure Program (HIP). In addition to these sources, SB 1 made an additional \$300,000 per year available to the RTC through the formula Local Partnership Program (LPP). (In addition to SB1-LPP funds programmed by the RTC, SB 1 is also helping address some of the backlog of needs in Santa Cruz County via an additional \$7.2 million per year to local cities and the County of Santa Cruz, nearly doubled formula funds for transit projects and the State Highway Operation and Protection Program (SHOPP), and new competitive programs for projects identified as priorities by state agencies.)

The RTC typically selects projects to receive its discretionary funds through a competitive application process, which includes evaluation of project benefits, review by the RTC's advisory

committees, a public hearing, and adoption by the RTC board. Approved projects are programmed in the RTC's *Regional Transportation Improvement Program* (RTIP) and/or RTC budget. If projects are considered regionally significant, will impact air quality conformity, or are receiving federal funds, they are also amended into the *Federal/Metropolitan Transportation Improvement Program* (prepared by the Association of Monterey Bay Area Governments (AMBAG)). Projects approved by the RTC for State Transportation Improvement Program (STIP) funds are subject to concurrence from the California Transportation Commission (CTC), which also makes the final determination on what year STIP funds are programmed after looking at proposals from agencies statewide.

## DISCUSSION

In 2019, there are regional shares of State Transportation Improvement Program (STIP), Surface Transportation Block Grant Program (STBG)/Regional Surface Transportation Program Exchange (RSTPX), SB 1 Local Partnership Program (LPP), and Highway Infrastructure Program (HIP) funds available for programming. The California Transportation Commission's (CTC) draft Fund Estimate for the STIP will not be available until June, but staff estimates approximately \$5-7 million in new funds will be available through FY24/25. Approximately \$3 million per year in STBG/RSTPX funds are available starting FFY19, with \$224,813 of the region's share of RSTPX funds allocated directly to the County of Santa Cruz each year (as set forth in state statute). There is \$302,000 in LPP for FY20/21 and \$680,000 in HIP available. HIP is more restrictive than the other programs, as it can only be used on construction of highways, bridges and tunnels per 23 USC 133 (b)(1)(A); it cannot be used on rural minor collectors or local access roads, transportation alternatives (bike/ped), transit, nor transportation planning and studies.

Similar to years past, **staff recommends selecting projects for several funding programs through a consolidated programming process.** This provides the flexibility to focus STIP and LPP funds to projects that also meet CTC priorities, and focus funds which have more "strings" attached (e.g. federal funds and funds that flow through the CTC) to projects or project sponsors that are better equipped to meet those requirements, while considering regional priorities for our diverse transportation system. A consolidated process also reduces the amount of time the RTC and project sponsors spend on the programming process.

Another reason the RTC has programmed funds through a combined process is that though the RTC is responsible for selecting projects to receive the region's share of STIP funds, the CTC makes the final decision on whether projects are included in the STIP and in what year. It is not uncommon for the CTC to program only some projects and to shift projects to later years than requested. When the CTC has not agreed to program or been unable to allocate funds to locally approved projects, the RTC has maintained its commitment to those projects and regularly backfilled those projects with STBG/RSTPX funds. For instance, the RTC has committed to reprogram \$6.44 million in STIP or STBG/RSTPX funds to the City of Watsonville's Highway 1/Harkins Slough Road Bicycle/Pedestrian Bridge project, if it does not secure Active Transportation Program (ATP) or other grant funds. The project was one point short of receiving ATP funds this past cycle and is expected to reapply in Cycle 5. If it does not receive Cycle 5 ATP funds, the RTC will need to program STIP or STBG/RSTPX to the project to fulfill its commitment.

As project applications are evaluated and projects are approved by the RTC, staff works with projects sponsors to confirm the most appropriate funding source (“color of funds”) for each. This sometimes includes changing previously approved STBG/RSTPX to STIP for highway and other large projects, thereby freeing up STBG/RSTPX for smaller projects or projects that are not as high of a priority for the CTC.

County Public Works staff have suggested that at least some of the STBG/RSTPX funds be instead programmed by formula to cities and the County, indicating that a competitive application process is too cumbersome and unpredictable. In considering such a proposal, the RTC would likely take into account the following:

- its outstanding commitments to the Harkins Slough Road project (mentioned above),
- only 4% of the transportation funds available to Santa Cruz County are discretionary,
- issues stated above regarding the STIP,
- responsibility to meet state and federal mandates to implement the Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS),
- RTC priorities – including those identified through the Unified Corridor Investment Study (UCIS), and
- the range of projects that regularly compete for STBG/RSTPX funds, and
- the range of agencies that regularly submit applications (including cities and county public works, non-profit agencies such as Ecology Action and Bike Santa Cruz County, the Health Services Agency, University of California at Santa Cruz (UCSC), Santa Cruz METRO, among others).

**Therefore, RTC staff does not recommend a shift to programming STBG/RSTPX on a formula basis this cycle.** RTC staff is however open to evaluating this change for future cycles.

#### Proposed Process and Timeline:

The RTC’s proposal for STIP funds is due to the California Transportation Commission (CTC) by December 15, 2019; the proposed timeline for the consolidated programming process is based around that schedule.

1. **Update cost, schedule, and funding information for previously programmed projects** (May-June 2019): As a first step in preparing for the next programming cycle, agencies still implementing previously programmed projects will be asked to provide updated project cost, schedule, and scope information. This includes an updated engineer’s estimates for capital projects. In recent years, project sponsors saw a significant spike in project costs due to higher bids in a very active construction market and it is anticipated that there may be cost increases on several projects. Unfortunately, partially funded phases of projects cannot be programmed for state and federal funds and projects that are partially funded may need to be de-programmed. Additionally, if a project is no longer one of an agency’s highest priorities, RTC will consider proposals to shift the funds to other projects. For projects that remain high priorities, but are not fully funded, project sponsors should identify how they propose to fully fund the project, including if they propose to request RTC discretionary funds to do so. If an agency will be seeking grant funds from RTC or other agencies, agencies should also identify their

backup plan/alternate funding source available to make the project whole or to scale back the project scope if there is a funding gap.

2. **Establish Evaluation Criteria** (May-August 2019): The RTC evaluates projects proposed for funds based on how well they address *Regional Transportation Plan* (RTP) goals, policies, and targets; federal and state criteria and guidelines (draft STIP guidelines expected to be available from CTC in June); and other criteria established by the RTC for each programming cycle. Staff will return to the ITAC for input on draft criteria at a future meeting.
3. **Identify Preliminary Priority List** (May-July 2019): Staff has received information about several projects that may seek RTC-discretionary funds for this year. This includes projects identified in the preferred scenario of the UCIS (includes Highway 1, rail, Monterey Bay Sanctuary Scenic Trail Network, Soquel-Freedom Blvd corridor projects), Highway 152/Holohan Road intersection, Highway 1/9, Highway 9/San Lorenzo Valley complete streets and safety projects, Street Smarts/Vision Zero traffic safety education programs, transportation demand management programs – including Open Streets and Ecology Action programs, and additional funds needed for several local road pavement projects that were previously programmed for funds. Staff recommends that project sponsors inform staff of estimated funding needs for these and other priority projects this spring.
4. **Issue call for projects** (est. August 2019)
5. **Applications Due/Project evaluation** (late September/October): Review of funding requests
6. **Review by RTC advisory committees** (October/November 2019)
7. **Public Hearing and RTC adoption** (by December 2019)

## SUMMARY

The RTC is responsible for selecting projects to receive certain state and federal funds. This staff report provides a summary of the proposed process and timeline for programming RTC-discretionary State Transportation Improvement Program (STIP), Surface Transportation Block Grant Program (STBG)/Regional Surface Transportation Program Exchange (RSTPX), Local Partnership Program (LPP), and Highway Infrastructure Program (HIP) funds in 2019.

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