



**Santa Cruz County Regional  
Transportation Commission's  
BICYCLE ADVISORY COMMITTEE**

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**AGENDA**

**Monday, August 10, 2020**

**6:00 pm to 8:30 pm**

**NOTE: TELECONFERENCE**

Join the online meeting to see presentations:

<https://us02web.zoom.us/j/84539505951?pwd=TVFZYVF3bGIYaElHaVNTeUVPdWs2UT09>

Online meeting ID: 845 3950 5951

Password: 304539

Dial-in: +1 669 900 9128

**Members of the public may not attend this meeting in person.** Comments and questions may be shared with the Committee through teleconference audio in real time, or by prior written submission to [ttravers@sccrtc.org](mailto:ttravers@sccrtc.org).

This meeting is being held by teleconference in accordance with the Brown Act as currently in effect under the State Emergency Services Act, the Governor's Emergency Declaration related to COVID-19, and the Governor's Executive Order N-29-20, which allow local board and committee members and the public to participate and conduct meetings by teleconference, videoconference, or both. [View full executive order](#).

**COMMITTEE MEMBERSHIP**

| <u>Member</u>        | <u>Alternate</u>  | <u>Representing</u>            |
|----------------------|-------------------|--------------------------------|
| Grace Voss           | Janneke Strause   | District 1                     |
| Shea Johnson         | Casey Beyer       | District 2                     |
| Peter Scott          | Sally Arnold      | District 3                     |
| Anna Kammer          | Vacant            | District 4                     |
| Rick Hyman           | Theresia Rogerson | District 5                     |
| Mike Moore           | Vacant            | City of Capitola               |
| Matt Farrell         | Bruce Sawhill     | City of Santa Cruz             |
| Richard Masoner      | Vacant            | City of Scotts Valley          |
| Murray Fontes        | Drew Rogers       | City of Watsonville            |
| Amelia Conlen, Chair | Matt Miller       | Ecology Action/Bike To Work    |
| Leo Jed              | Jim Langley       | Comm. Traffic Safety Coalition |

The majority of the Committee constitutes a quorum for the transaction of business.

1. Call to Order

2. Introductions
3. Announcements – RTC staff
4. Oral communications – members and public

*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.*

5. Additions or deletions to consent and regular agendas

### **CONSENT AGENDA**

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

6. Approve draft minutes of the June 8, 2020 Bicycle Advisory Committee meeting
7. Accept summary of hazard reports
8. Approve recommendation to the RTC to approve City of Watsonville's Transportation Development Act (TDA) allocation request for \$337,920 for MBSST Segment 18 Phase 1 construction project
9. Accept letters of support from the Bicycle Advisory Committee for grant applications by:
  - a. County of Santa Cruz for Highway 152/Holohan intersection project
  - b. City of Santa Cruz for Swanton Delaware Multiuse Path project
  - c. City of Santa Cruz for MBSST Segment 7 Phase 2
  - d. City of Santa Cruz for MBSST Segment 8/9
10. Accept informational item: Highway 1 Program Update to RTC

### **REGULAR AGENDA**

11. Caltrans District 5 Active Transportation Plan review and provide input – Ingrid McRoberts, Audrey Ogden, and Terri Persons, Caltrans staff
12. Draft Project List for the 2045 Regional Transportation Plan review and provide input – Amy Naranjo, RTC Transportation Planner
13. Measure D 5-Year Plans review and provide input – Rachel Moriconi, RTC Senior Transportation Planner
14. County of Santa Cruz Active Transportation Plan update and provide input – Amelia Conlen, BAC Chair/Ecology Action
15. Highway 152/Holohan Road intersection project – Amelia Conlen, BAC Chair, and Anna Kammer, BAC District 4 Representative (oral update)

16. Updates related to Committee functions – Committee members (oral updates)

17. Adjourn

**NEXT MEETING:** The next Bicycle Committee meeting is scheduled for October 5, 2020 from 6:00pm to 8:30pm **via teleconference**.

### **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 Bicycle Committee meeting agenda packets are posted on our website, please call (831) 460-3200 or email [info@sccrtc.org](mailto:info@sccrtc.org) to subscribe.*

### **ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES**

*The Santa Cruz County Regional Transportation Commission does not discriminate on the basis of disability and no person shall, by reason of a disability, be denied the benefits of its services, programs, or activities. This meeting location is an accessible facility. If you wish to attend this meeting and require special assistance in order to participate, please contact RTC staff at 460-3200 (CRS 800/735-2929) at least three working days in advance of this meeting to make arrangements. People with disabilities may request a copy of the agenda in an alternative format. As a courtesy to those person affected, Please attend the meeting smoke and scent-free.*

### **SERVICIOS DE TRADUCCIÓN/TRANSLATION SERVICES**

*Si gusta estar presente o participar en esta junta 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.*

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**Santa Cruz County Regional  
Transportation Commission's**

**BICYCLE ADVISORY COMMITTEE**

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**DRAFT MINUTES**

**Monday, June 8, 2020  
6:00 pm to 8:30 pm**

**Teleconference**

1. Call to Order: Chair, Amelia Conlen called the meeting to order at 6:06 pm.
2. Introductions

**Members Present:**

Amelia Conlen, Bike-to-Work, Chair  
Shea Johnson, District 2  
Peter Scott, District 3 (*late*)  
Sally Arnold, District 3 (Alt.)  
Anna Kammer, District 4  
Rick Hyman, District 5  
Theresia Rogerson, District 5 (Alt.)  
Michael Moore, City of Capitola  
Matt Farrell, City of Santa Cruz  
Richard Masoner, City of Scotts Valley  
Murray Fontes, City of Watsonville  
Leo Jed, CTSC

**Unexcused Absences:**

Grace Voss, District 1

**Excused Absences:**

Janneke Strause, District 1 (Alt.)  
Casey Beyer, District 2 (Alt.)  
Bruce Sawhill, City of Santa Cruz (Alt.)  
Drew Rogers, City of Watsonville (Alt.)  
Jim Langley, CTSC (Alt.)  
Matt Miller, Bike-to-Work (Alt.)

**Vacancies:**

District 4 – Alternate  
City of Capitola – Alternate  
City of Scotts Valley – Alternate

**Staff:**

Tommy Travers, Transportation Planner  
Rachel Moriconi, Senior Transportation Planner  
Grace Blakeslee, Senior Transportation Planner

**Guests:**

Greg Martin, County of Santa Cruz  
Gina Cole, Bike Santa Cruz County  
Chris Alonso, Bike Santa Cruz County  
Marty Demare, member of public

3. Announcements – Staff announced that staff will return to the Committee for further input on the Project List for the Regional Transportation Plan 2045 and that the RTC approved narrowing the list of transit alternatives for the Transit Corridor Alternatives Analysis to the four modes as were previously presented to the Committee.

4. Oral communications – Amelia Conlen announced that Ecology Action will hold Bike Month in July, including an online interactive bike “challenge” for the public to track their bicycle riding and win prizes ([lovetoride.net/santacruz](http://lovetoride.net/santacruz)). Gina Cole announced a fundraiser for social justice and Bike Santa Cruz County.
5. Additions or deletions to consent and regular agendas – Items 8 & 10 moved to the Regular Agenda

### **CONSENT AGENDA**

Members discussed item 7: the hazard report regarding the signal detector at Dominican Hospital and requested staff follow-up. Staff answered member questions regarding item 8: it is expected that adding the Mar Vista Drive bridge to the Highway 1 project will save around \$1 million in environmental and preliminary engineering costs, and allow for delivery around 1 year sooner; it will not be impossible to separate the bridge from the Highway 1 project in the future if needed. A motion (Hyman/Jed) was made to approve the consent agenda. The motion passed unanimously with members Conlen, Johnson, Arnold, Kammer, Hyman, Moore, Farrell, Masoner, Fontes, and Jed voting in favor.

6. Approved draft minutes of the April 13, 2020 Bicycle Advisory Committee meeting
7. Accepted summary of hazard reports
8. Accepted informational item: Mar Vista Drive bike & pedestrian bridge planning and funding – (All recommended actions from Staff Report were taken by RTC.)

### **REGULAR AGENDA**

9. Holohan Rd & Highway 152 intersection modifications review and provide input – Greg Martin, County of Santa Cruz staff, described the project as having originated in the 1990s and primarily widening Holohan Road at the intersection. Also included are bike lanes on two legs of the intersection and pedestrian improvements. He also described adjacent Caltrans projects to add pedestrian facilities on both sides of Highway 152 adjacent to the south of the intersection. The project needs additional funds, for which the County is applying for a California Transportation Commission Local Partnership Program (LPP) grant. Members reiterated the need for the proposed bike lane and right turn pocket on Holohan Road. Members noted needed additional space for pedestrians and bicycles on northbound Highway 152 north to and through the Lakeview Middle School entrance, and requested the project include the recommendations in the Safe Routes to Schools Plan for Watsonville. Members discussed a desire for the project to include complete bicycle markings, including bike lanes, bike boxes, and dashed green treatments across intersections, and for the signal to detect bicycles.

A motion (Kammer/Farrell) was made for an ad-hoc subcommittee consisting of Anna Kammer and Amelia Conlen to communicate further bicycle pavement marking improvements with County staff and subsequently, contingent on the response from County staff, write a letter of support for the LPP grant application. The vote passed with members Conlen, Johnson, Arnold, Kammer, Hyman, Moore, Farrell, Masoner, and Jed voting in favor and Fontes voting against.

10. Bike Santa Cruz County (BSCC) programs update & proposals review and provide input – Chris Alonso, BSCC staff, presented information about youth programs including Earn-A-Bike, which includes learning and activities about bicycles and receiving a free bike, middle school Bike Clubs, which includes bicycle riding activities, and Project Bike Tech, in which high school students mentor middle school students and provide education including bicycling and health. He also described holding virtual classes for Earn-A-Bike and Project Bike Tech, and continuing to provide bicycles and equipment and have non-group fun bicycling activities during the COVID-19 shelter-in-place. RTC staff provided information about RTC funding for BSCC programs collectively called Project PASEO: Earn-A-Bike, Open Streets, and pop-up protected bike lanes. Some BSCC programs also receive Measure D funding through the city of Watsonville. Gina Cole, BSCC director, presented a proposal to shift funds from the programs that cannot be held during the shelter-in-place and to Slow Streets projects potentially in Watsonville, Santa Cruz, and the unincorporated County, which will close certain streets to through vehicle traffic to allow for safer walking and bicycling with social distancing.

A motion (Jed/Arnold) was made to approve BSCC's request to use \$29,700 of the funds previously approved for other Project PASEO programs to their proposed Slow Streets project. The motion passed unanimously with members Conlen, Johnson, Arnold, Kammer, Hyman, Moore, Farrell, Masoner, and Fontes voting in favor.

*Member Peter Scott joined the meeting.*

11. North Coast Rail Trail design review – Grace Blakeslee, RTC Senior Transportation Planner introduced the North Coast Rail Trail project, which entails most of Segment 5 of the Monterey Bay Sanctuary Scenic Trail Network spine along the Santa Cruz Branch Rail Line. The project lead is the Federal Highway Administration's Central Federal Lands division. Grace provided updates on the project, including that the project lead has delayed construction funding for the project but nevertheless plans to finish project design by Spring 2021, that rest areas are proposed along the trail near northern beaches and in Wilder Ranch State Park but not adjacent to farming, and that the trail is planned to be open between 5:00 AM and midnight. Members discussed desires for adequate wayfinding signs, consideration of wide bike trailers in case designers plan obstructions to keep vehicles off the trail, adequate bike parking at trailheads, moderate slopes for the trail and access ramps, courtesy signs for sharing space between bicyclists and pedestrians, composting toilets, and access from Laguna Road to the beach. Members of the public inquired about public access near 5400 Coast Road, restrooms, and property acquisitions.
12. Updates – Richard Masoner announced that the construction of Glenwood Road bike lanes in Scotts Valley has begun.
13. Adjourn – 8:28 pm

**NEXT MEETING:** The next Bicycle Committee meeting is scheduled for August 10, 2020 from 6:00pm to 8:30pm at **location TBD.**

Minutes respectfully prepared and submitted by:  
Tommy Travers, Transportation Planner

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| Date     | First Name | Last Name | Location            | Cross Street        | City       | Reported Hazards   | Additional Comments   | Forwarded To              | Forwarded Date | Response   |
|----------|------------|-----------|---------------------|---------------------|------------|--|---|---------------------------|----------------|--|
| 07/31/20 | Dave       | Wade      | 852 Branciforte Dr  | Mill Rd             | Santa Cruz | Bike: Plant overgrowth or interference   | Multiple locations on southbound Branciforte between Glen Canyon and entrance to DeLaveaga, narrow shoulder and vegetation growing across bike lane, notably a lot of blackberry vines  | DPW                       | 07/31/20       | <b>7/31/20 Dorothy Morgan:</b> Hello SCCRTC, Thank you for your email. I have included our Road Maintenance Dispatch who will review and respond to you directly. <b>7/31/20: Road Maintenance Dispatch:</b> SERVICE REQUEST ISSUED 20-001146  |
| 07/30/20 | Dave       | Wade      | 5611 Branciforte Dr | Wild Flower Ln      | Santa Cruz | Bike: Rough pavement or potholes, Pavement cracks  | Very deep pothole, hard to see and "jarring" to hit, at right side edge of traffic lane. From close examination, it appears to be over an abandoned metal drain pipe. I suspect pipe has rusted out and is collapsing, causing pavement above it to collapse as well  | DPW                       | 07/31/20       | <b>7/31/20 Jana Vargas:</b> Good afternoon, We are in receipt of your email concerning potholes and uneven pavement on Branciforte Drive. I will forward your request to our Road Maintenance Department for review and response.  |
| 06/30/20 | Anna       | Kammer    | Hamer Rd            | Orchard Heights Rd  | Aptos      | Bike: Rough pavement or potholes, Pavement cracks, Plant overgrowth or interference, Debris on shoulder or bikeway | On this section of Hames Rd. the shoulder has sand, gravel and weeds making bike riding difficult and dangerous. At the top of the hill, just past Orchard Heights, the cement barriers block the shoulder obligating bike riders to ride in the vehicle travel lane. Riding in the travel lane at this point means that bike riders are compelled to compete for roadway space with vehicles traveling at speeds of 35 mph or more - a very challenging situation. | DPW                       | 06/30/20       | <b>7/1/20 Dorothy Morgan:</b> Good Morning SCCRTC, Thank you for your email about the overgrown vegetation on Hames Road. I have included our Road Maintenance Dispatch and our Encroachment Inspectors who will review and respond to you directly. <b>7/1/20 Road Maintenance Dispatch:</b> Service request issued 20-000975 |
| 06/21/20 | Dan        | Nowacki   | King St             | Bay St              | Santa Cruz | Bike: Traffic signal problem   | Hi, Bicycles do not successfully trigger the signal at this intersection despite markers indicating where to situate bike. I have noticed this issue attempting a left turn from northbound Bay onto westbound King and also westbound King going straight across Bay. Could you please adjust the sensitivity? Thanks.   | Jim Burr, Claire Gallogly | 06/22/20       | <b>6/23/20 Jim Burr:</b> Crew will respond to resolve issue. Complete.   |
| 05/17/20 | Laurie     | Radovan   | 3030 Mission St     | N/A                 | Santa Cruz | Bike: Plant overgrowth or interference, Debris on shoulder or bikeway  | A large branch is blocking the bikeway, forcing cyclists into one way, wrong way vehicle traffic  | Jim Burr, Claire Gallogly | 05/18/20       | <b>6/23/20 Jim Burr:</b> This has been forward to Caltrans for response.   |
| 04/29/20 | Brad       | Cramer    | 1553 Soquel Dr      | Commerical Crossing | Santa Cruz | Bike: Traffic signal problem   | The magnetic actuator for the signal leaving Dominican Hospital property doesnt register bikes making it difficult to utilize the left turn lane onto Soquel southbound. This is on my steel frame bike the typically is recognized by actuators. Thanks,   | DPW                       | 04/29/20       | <b>4/29/20 Dorothy Morgan:</b> Good Afternoon Brad Cramer, Thank you for your email about the signal light on Soquel Drive. I have included our Road Maintenance Dispatch and Traffic Team who will review and respond to you directly.<br><br><i>On 7/14, Mr. Cramer reported that it is now fixed</i>                        |

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**TO:** SCCRTC Bicycle Advisory Committee

**FROM:** Tommy Travers, Transportation Planner

**RE:** City of Watsonville Article 8 Transportation Development Act Allocation Request – MBSST Segment 18 Phase 1

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## **RECOMMENDATION**

Staff recommends that the Bicycle Advisory Committee recommend to the Regional Transportation Commission approval of the City of Watsonville's Article 8 Transportation Development Act allocation claim for Monterey Bay Sanctuary Scenic Trail (MBSST) Segment 18 Phase 1

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## **BACKGROUND**

Each year the Regional Transportation Commission (RTC) allocates Article 8 Transportation Development Account (TDA) funds to local jurisdictions for bikeway and pedestrian projects. TDA funds allocated to a local jurisdiction may be rolled over from one fiscal year to the next. TDA claims with pedestrian components must be reviewed by the Elderly & Disabled Transportation Advisory Committee and those with bicycle amenities must be reviewed by the Bicycle Advisory Committee (BAC) prior to approval by the Regional Transportation Commission.

## **DISCUSSION**

The City of Watsonville submitted a letter and TDA Claim ([Attachment 1](#)) requesting a total of \$337,920 in new allocations to support construction costs for the Segment 18 Phase 1 project. The final design plans were reviewed by the BAC at your December 2019 meeting. The project is currently under construction and will result in an 11-foot-wide paved multi-use path running parallel to the RTC-owned Santa Cruz Branch Rail Line. The Phase 1 portion will run from Ohlone Parkway to a connection with the Watsonville Slough Trails approximately 1,600 feet to the east. After phases 1 and 2 are complete, Segment 18 of the MBSST will run from Lee Road to Walker Street and provide a safe, separate ADA-compliant pathway for pedestrians and bicyclists to access Slough Trails, schools, businesses, and homes in Watsonville as well as eventually connect via the MBSST Network to points north of Watsonville. The cost increase that has arisen during construction is the result of unanticipated soil conditions.

**Staff recommends that the Bicycle Advisory Committee recommend that the Regional Transportation Commission approve the City of Watsonville's allocation TDA claim request in the amount of \$337,920 for MBSST Segment 18 Phase 1.** The project is consistent with the RTC's Regional Transportation Plan.

## **SUMMARY**

The City of Watsonville is requesting TDA Article 8 allocations for MBSST Segment 18 Phase 1 in the amount of \$337,920. Staff recommends that the Committee recommends that the Regional Transportation Commission approve the City of Watsonville's allocation request.

Attachments:

1. City of Watsonville Article 8 TDA Allocation Request Letter & Claim Form





# City of Watsonville

*"A Community of Opportunities"*

July 29, 2020

Guy Preston, Executive Director  
Santa Cruz County Regional Transportation Commission  
1523 Pacific Avenue  
Santa Cruz, CA 95060

SUBJECT: Transportation Development Act Article 8 Project Allocation Claims

Dear Mr. Preston:

The City of Watsonville Public Works and Utilities Department submits the enclosed Transportation Development Act (TDA) Article 8 allocation claim for the current fiscal year. The TDA funds currently available equal \$686,071.

An allocation claim of \$337,920 is requested for work being done on the City's Monterey Bay Sanctuary Scenic Trail Segment 18 – Ohlone Parkway to Watsonville Slough Trail Trailhead Project. During construction of the trail, unanticipated soil conditions were encountered that require a change order to the existing contract. Existing soils were found to contain high amounts of clay that made it unsuitable for use as backfill for the trail. The City considered different solutions, including a different kind of retaining wall, disposing of the clay soil offsite and replacing it or treating the soil with lime and reusing it onsite. The City chose to lime treat the soil and use it as backfill for the trail. The TDA request is to pay for the lime treatment.

The City designed the project and is currently managing construction. The Santa Cruz County Regional Transportation Agency and the City are currently developing a trail maintenance agreement. When the agreement is executed, the City will fulfill its responsibilities.

Environmental documentation for this project has been completed and can be accessed on the State Clearinghouse website at [ceqanet.opr.ca.gov](http://ceqanet.opr.ca.gov) and SCH Number 2012082075.

Thank you for accepting the enclosed request for allocation of TDA funding.

Yours truly,

Steve Palmisano, Director  
Public Works & Utilities Department

attachment

# **Transportation Development Act (TDA) – Local Transportation Funds CLAIM FORM for Bike/Ped Projects**

*Submit a separate form for each project.*

*This form has been developed in an effort to standardize information required from TDA recipients, based on TDA Statute, RTC Rules and Regulations, and/or RTC board requests. If you have any questions about this claim form or would like an electronic copy of the form, please contact the SCCRTC at 460-3200.*

## **Project Information**

1. Project Title: Monterey Bay Sanctuary Scenic Trail Segment 18 – Ohlone Parkway to Watsonville Slough Trail Trailhead Project
2. Implementing Agency: City of Watsonville
3. Sponsoring Agency (if different) – must be a TDA Eligible Claimant:
4. TDA funding requested this claim: \$337,920
5. Fiscal Year (FY) for which funds are claimed: FY20/21
6. General purpose for which the claim is made, identified by the article and section of the Act which authorizes such claims: ☒ Article 8 Bicycle and/or Pedestrian Facility
7. Contact Person/Project Manager  
Name: Murray Fontes, Principal Engineer  
Telephone Number: 831-768-3117 E-mail: murray.fontes@cityofwatsonville.org  
  
Secondary Contact (if primary not available)  
Name: Maria Esther Rodriguez, Assistant Director of Public Works  
Telephone Number: 831-768-3112 E-mail: maria.esther.rodriguez@cityofwatsonville.org
8. Project/Program Description/Scope (use additional pages, if needed, to provide details such as work elements/tasks): Construction of a portion of Segment 18 of the Monterey Bay Sanctuary Scenic Trail. Work involves constructing a 1,600 foot long by 12-foot wide pedestrian and bicycle path within the existing railroad corridor and adjacent to the railroad tracks. This funding is for additional soil work.
9. Project Location/Limits (attach a map and/or photos if available/applicable, include street names): The project is within the existing railroad right of way between Ohlone Parkway and the Watsonville Slough Trail Trailhead.
10. Justification for the project. (Why is this project needed? Primary goal/purpose of the project; problem to be addressed; project benefits; importance to the community): The Monterey Bay Sanctuary Scenic Trail is a countywide project that will provide pedestrian and bicycle facilities where none currently existing. The segment under construction in Watsonville is the first phase of a trail that will connect the downtown area to the City's slough trail network.

11. Project Productivity Goals for this fiscal year:
- Measures of performance, success or completion to be used to evaluate project/program (ex. increase use of facility/service, decrease collisions, etc.): Increase in pedestrians and bicyclists and reduction in collisions involving pedestrians and bicyclists.
  - Number of people to be served/anticipated number of users of project/program (ex. number of new or maintained bike miles; number of anticipated users, number of people served/rides provided): The project will create 0.25 mile of new pedestrian and bicycle path.
12. Consistency and relationship with the Regional Transportation Plan (RTP) - Is program/project listed in the RTP and/or consistent with a specific RTP Goal/Policy? If so, what is the RTP project number? The project is included in the 2040 Regional Transportation Plan as Project ID TRL 18L.
13. Impact(s) of project on other modes of travel, if any (ex. parking to be removed): Increase in pedestrian and bicycling and decrease in automobile usage.
14. Estimated Project Cost/Budget, including other funding sources, and Schedule: (*attach project budget*).

***Capital Projects – Budget summary***

|   | Planning                   | Environ-<br>mental | Design/<br>Engineering | ROW    | Construction | Other<br>* | Contingency | Total     |
|---|----------------------------|--------------------|------------------------|--------|--------------|------------|-------------|-----------|
| <b>SCHEDULE<br/>(Month/Yr)<br/>Completion<br/>Date __/__/__</b> | With<br>Environ-<br>mental | 07/19              | 10/19                  | 07/19  | 12/20        | 03/21      |             |           |
| <b>Total<br/>Cost/Phase</b>                                     | With<br>Environ-<br>mental | 290,000            | 500,000                | 10,000 | 1,451,913    | 111,000    |             | 2,362,913 |
| <b>\$TDA<br/>Requested<br/>(this claim)</b>                     |                            |                    |                        |        | 337,920      |            |             | 337,920   |
| <b>Prior TDA:</b>   |                            |                    |                        |        | 0            |            |             | 0         |
| <b>Source 3:</b>  |                            |                    |                        |        |              |            |             |           |
| <b>Source 4:</b>  |                            |                    |                        |        |              |            |             |           |
| <b>Unsecured/<br/>additional<br/>need**</b>                     |                            |                    |                        |        |              |            |             |           |

\*If applicable, describe what is included in "Other": Public Outreach and Training to improve bicycle & pedestrian safety

\*\*If project is not fully funded, explain plan to secure additional funds?

15. Preferred Method and Schedule for TDA fund distribution (*see RTC Rules and Regulations for details*):
- Bike/Ped: ☒ Up to 90% upon initiation of work OR  
☐ 100% upon project completion

## 16. TDA Eligibility:

|   | YES?/NO?         |
|---|------------------|
| A. Has the project/program been approved by the claimant's governing body? Council originally approved project Resolution XX-XXX (CM). Council will be asked to approve additional work at 08/25/20 meeting.                                    | Yes              |
| B. Has this project previously received TDA funding?  | No               |
| C. For capital projects, have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? City and RTC currently developing maintenance agreement.           | Yes (In Process) |
| D. Has the project already been reviewed by the RTC Bicycle Committee and/or Elderly/Disabled Transportation Advisory Committee? (If "NO," project will be reviewed prior to RTC approval).   | Yes              |
| E. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: <a href="http://www.dot.ca.gov">http://www.dot.ca.gov</a> ). | Yes              |

**Documentation to Include with Your Claim:****All Claims**


- ☒ A letter of transmittal addressed to the SCCRTC Executive Director that attests to the accuracy of the claim and all its accompanying documentation.
- ☒ Statement from the TDA Eligible Claimant indicating its role and responsibilities.

**Article 8 Bicycle/Pedestrian Claims**

- ☒ Evidence of environmental review for capital projects

**Local Agency Certification:**

This TDA Claim has been prepared in accordance with the SCCRTC's Budget, SCCRTC's Rules and Regulations, and Caltrans TDA Guidebook (<http://www.dot.ca.gov/hq/MassTrans/State-TDA.html>). I certify that the information provided in this form is accurate and correct. I understand that if the required information has not been provided this form may be returned and the funding allocation may be delayed.

Signature  Title: Assistant Public Works & Utilities Director Date: 07/29/20

June 25, 2020

Mitch Weiss, Executive Director  
California Transportation Commission  
1120 N. Street, MS-52  
Sacramento, CA 95814

**RE: SUPPORT OF SANTA CRUZ COUNTY CTC SB-1 LOCAL PARTNERSHIP  
PROGRAM GRANT APPLICATION IN THE AMOUNT OF \$1.35 MILLION DOLLARS  
FOR HIGHWAY 152/HOLOHAN ROAD INTERSECTION IMPROVEMENTS**

Dear Mr. Weiss:

As part of the Regional Transportation Commission of Santa Cruz County (SCCRTC), the members of the Bicycle Advisory Committee (BAC) would like to express support for Santa Cruz County's grant application for the CTC SB-1 Local Partnership Program (LPP) in the amount of 1.35 million dollars for the Highway 152/Holohan Road Intersection Project. Our committee advises the SCCRTC on bicycle infrastructure and safety improvements for transportation projects throughout Santa Cruz County.

This project consists of improvements at a vital regional intersection frequently used by bicyclists going from the City of Watsonville to schools and rural areas in Southern Santa Cruz County. We support the proposed improvements to the road infrastructure, and would like to thank the County of Santa Cruz for working with the BAC to include green lane treatments and other bike-friendly treatments that will make this area safer for cyclists.

We urge your support for this exciting and long-awaited grant project to improve this intersection for Santa Cruz County and the Watsonville community.

Sincerely,

Amelia Conlen, Chair  
SCCRTC Bicycle Advisory Committee

State of California  
Department of Transportation  
Division of Local Assistance  
P.O. Box 942874, MS-1  
Sacramento, CA 94274-0001

July 24, 2020

Dear ATP Grant Selection Committee,

On behalf of the Santa Cruz County Regional Transportation Commission's Bicycle Advisory Committee, I am writing to express support for the City of Santa Cruz's Active Transportation Program application for the *Swanton Delaware Multiuse Path*. The infrastructure that will be improved through this grant will create a safe, direct route between Westside neighborhoods, Natural Bridges State Park and Beach, the Seymour Marine Exploration Center, and the UCSC Coastal Sciences Campus and improve active transportation for the entire community. Additionally, this project connects to other separated facilities, continuing to build out a safe and separate network for active transportation.

Our community and the Bicycle Advisory Committee are invested in creating more spaces for people to safely walk and bike for transportation and recreation. As we've seen an increase in development in this westside neighborhood, the roadway connecting key community destinations is not designed for bicyclists and pedestrians to safely travel. The addition of a multiuse path, protected bike lane, sidewalk, and intersection treatments will increase safety and access for active transportation.

The Bicycle Advisory Committee advocates for improved bike facilities throughout Santa Cruz County, but we know that separated, off-street facilities provide the most opportunity to improve safety and encourage new cyclists. We appreciate the forward-thinking design of this project, which fills a key gap in the bike network between the West Cliff Drive multiuse path and the future Monterey Bay Sanctuary Scenic Trail.

I encourage you to support this valuable project. The *Swanton Delaware Multiuse Path* is an important project to connect the Santa Cruz community via safe active transportation infrastructure. The Bicycle Advisory Committee strongly supports funding this project to improve active transportation in the City of Santa Cruz.

Sincerely,

Amelia Conlen, Chair  
SCCRTC Bicycle Advisory Committee

State of California  
Department of Transportation  
Division of Local Assistance  
P.O. Box 942874, MS-1  
Sacramento, CA 94274-0001

July 24, 2020

Dear ATP Grant Selection Committee,

On behalf of the Santa Cruz County Regional Transportation Commission's Bicycle Advisory Committee, I am writing to express support for the City of Santa Cruz's Active Transportation Program Cycle 5 application for the *Rail Trail Segment 7 Phase 2* project. The infrastructure that will be improved through this grant will create safer routes for students to travel to school, and improve active transportation for the entire community. The partnership to provide non-infrastructure education and encouragement at Bay View Elementary through innovative "vertical" programming will make this a truly inclusive and effective program and help the next generation become lifelong active transportation users.

Construction of the Rail Trail will be truly transformative for our community. This project, as a part of the Monterey Bay Sanctuary Scenic Trail, is a key piece of the most extensive project for active transportation ever undertaken in Santa Cruz County. The outcome of this project is major mode shift to non-motorized travel along Santa Cruz County's publicly owned rail corridor. The project builds a challenging .8 mile segment of completely separated multiuse trail for active transportation, connecting to an additional 8 miles of rail trail moving forward at the northern end of this project. This segment contributes to the eventual construction of 32-mile continuous rail trail connecting the coastal cities within the County.

The Santa Cruz Rail Trail is a top-priority project for the Bicycle Advisory Committee, and Committee members have advocated for the project for decades. We are thrilled to see Segment 7, Phase 1 of the trail under construction and strongly support funding for the construction of Segment 7, Phase 2. The Committee advocates for improved bike facilities throughout Santa Cruz County, but we know that separated, off-street facilities provide the most opportunity to improve safety and encourage new cyclists.

I encourage you to support this valuable project. The *Rail Trail Segment 7 Phase 2* project is an important next step to connect the Santa Cruz community to schools, employment, and community facilities via a safe, connected, active transportation corridor. The Bicycle Advisory Committee strongly supports funding this project to improve active transportation in the City and County of Santa Cruz.

Sincerely,

Amelia Conlen, Chair  
SCCRTC Bicycle Advisory Committee



State of California  
Department of Transportation  
Division of Local Assistance  
P.O. Box 942874, MS-1  
Sacramento, CA 94274-0001

July 24, 2020

Dear ATP Grant Selection Committee,

On behalf of the Santa Cruz County Regional Transportation Commission's Bicycle Advisory Committee, I am writing to express support for the City and County of Santa Cruz's Active Transportation Program application for *Santa Cruz Rail Trail Segment 8 and 9 Construction*. This project will construct over two miles of completely separated multiuse trail to increase active transportation use in our community.

As community partners, we acknowledge that only by working together will this transformative active transportation corridor be built: one step, one grant, one segment at a time. The *Santa Cruz Rail Trail Segment 8 and 9 Construction* project is to take the next step in advancing this rail trail which at construction will be the next piece in a world-class 32-mile separated rail trail facility. The Bicycle Advisory Committee strongly supports this project, and this vision for a more active Santa Cruz.

The Santa Cruz Rail Trail is a top-priority project for the Bicycle Advisory Committee, and Committee members have advocated for the project for decades. We are thrilled to see Segment 7, Phase 1 of the trail under construction and strongly support funding for the construction of Segments 8 and 9. The Committee advocates for improved bike facilities throughout Santa Cruz County, but we know that separated, off-street facilities provide the most opportunity to improve safety and encourage new cyclists.

I urge you to support this valuable project. The *Santa Cruz Rail Trail Segment 8 and 9 Construction* is an important next step to connect the Santa Cruz community to schools, employment, and daily needs via a safe, connected, separated active transportation corridor and to encourage children and families to be lifelong active transportation users. The Bicycle Advisory Committee strongly supports funding this project to improve active transportation in the City and County of Santa Cruz.

Sincerely,

Amelia Conlen, Chair  
SCCRTC Bicycle Advisory Committee

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**TO:** Regional Transportation Commission

**FROM:** Sarah Christensen, P.E.

**RE:** Highway 1 Corridor Investment Program Update

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## **RECOMMENDATIONS**

This item is for information only.

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## **BACKGROUND**

The RTC, in cooperation with Caltrans and the Federal Highway Administration (FHWA), prepared a combined Environmental Impact Report/Environmental Assessment (EIR/EA) for the Tier I programmatic-level long range vision for the Highway 1 corridor and the Tier II (project level) 41<sup>st</sup>/Soquel Auxiliary Lanes and Bike/Ped Overcrossing Project. The Final EIR/EA was certified in January 2019.

In 2018 the RTC advanced and implemented the final design for the Highway 1 41<sup>st</sup>/Soquel Auxiliary Lanes and Bike/Ped Overcrossing Project to achieve project readiness for funding opportunities. In 2019 RTC entered into Cooperative Agreement with Caltrans and awarded the consultant contract for the Project Approval & Environmental Document (PA&ED) phase of the Highway 1 Bay/Porter to State Park Auxiliary Lanes and Bus on Shoulder project. Earlier this year the RTC entered into a Cooperative Agreement with Caltrans and awarded a consultant contract for the PA&ED phase of the Highway 1 State Park to Freedom Blvd Auxiliary Lanes and Bus on Shoulder Project. Completion of the environmental documents will help to demonstrate project readiness for future state and federal funding applications.

In May of 2020 staff presented a package of projects included in the Watsonville-Santa Cruz Multimodal Corridor Program to the Commission, and requested Measure D matching funds be programmed for the Senate Bill 1 (SB1) Solutions to Congested Corridors Program (SCCP) and Local Partnership Program (LPP). The applications were submitted last month.

## **DISCUSSION**

Below is an update on the Highway 1 Corridor Investment Program of projects under development. The projects include auxiliary lanes to improve mainline operations on Highway 1, a Bus on Shoulder facility to improve transit travel time and reliability of METRO commuter routes, and new bicycle and pedestrian

overcrossings to provide connectivity and access over Highway 1. Fact sheets for the projects under development are included as Attachment 1.

**Highway 1 41<sup>st</sup>/Soquel Auxiliary Lanes and Bus on Shoulder Project**

The final design and right of way phases are underway for the Highway 1 Auxiliary Lanes and Bus on Shoulder Project between the 41<sup>st</sup> Avenue and Soquel Avenue/Drive interchanges which includes construction of northbound and southbound auxiliary lanes, the first phase of the Bus on Shoulder facility which will total 2.75 miles between the Morrissey Boulevard interchange in Santa Cruz and Bay/Porter interchange in Capitola, and a new pedestrian and bicycle overcrossing at Chanticleer Avenue. The 100% Plans, Specifications, and Engineer's Estimate were submitted to Caltrans in July. The project is on schedule for Ready to List (RTL) in December of 2020, with Caltrans anticipated to be the implementing agency for construction.

The right of way needs for this project include partial acquisitions for the construction of the bicycle and pedestrian overcrossing at Chanticleer Avenue, which are being led by the County of Santa Cruz Real Property Division through an agreement with the RTC. As part of the development of the permit applications, the consultant team identified the need for mitigation in the form of replacement planting of trees. The RTC is working with the County of Santa Cruz Parks Division to determine an appropriate off-site mitigation location.

Measure D and State Transportation Improvement Program (STIP) funds are being used to fund the final design and right of way phases of this project. The current estimate for construction is \$36 Million (capital and support). Staff submitted the applications for Senate Bill 1 (SB1) programs to fully fund construction and construction support, including Solutions for Congested Corridors Program (SCCP)(\$15 million) and Local Partnership Program (LPP) (\$8.5 million) funds for construction of this project in Cycle 2. The matching funds for construction and construction support include STIP and federal Highway Infrastructure Program (HIP) funds.

**Highway 1 Bay-Porter/State Park Auxiliary Lanes**

The Project Approval and Environmental Document (PA&ED) phase of the Highway 1 Auxiliary Lanes Project between the Bay Avenue/Porter Street and State Park Drive interchanges is underway. This project proposes to construct northbound and southbound auxiliary lanes between the Bay Street/Porter Avenue and Park Avenue, and Park Avenue to State Park Drive interchanges on Highway 1, extend the bus on shoulder facility by 3 miles, construct drainage facilities, and construct retaining walls and soundwalls. The project also includes the replacement of the Capitola Avenue Overcrossing and a new Bicycle/Pedestrian Overcrossing (POC) at Mar Vista Drive in Aptos which was added to the project scope in May 2020. The preconstruction phases of this project are funded by Measure D, Regional Surface Transportation Program Exchange (RSTPX), and STIP.

The RTC awarded a consultant contract and entered into a Cooperative Agreement with Caltrans at the June 2019 RTC meeting, with the RTC as the implementing

agency for the environmental phase of the project. Since that time, the consultant completed work on the traffic studies, geometric design of the proposed improvements, and completed environmental technical studies. Circulation of the draft environmental document is scheduled for October of 2020.

The Project Development Team (PDT), consisting of RTC, Caltrans, County of Santa Cruz, City of Capitola, and consultants are developing an on-line public outreach program scheduled in the fall of 2020. An informational meeting about the bicycle and pedestrian overcrossing at Mar Vista Drive, and an environmental review meeting are being planned through online platforms to comply with social distancing requirements, while gaining valuable feedback from the public on the project. The PA&ED phase is scheduled to be completed in May of 2021.

Staff plans to advance the final design phase of this project concurrent with the environmental phase in order to expedite the schedule and have the project construction-ready sooner. A Cooperative Agreement for the PS&E and right of way phases with Caltrans and a consultant contract will be brought to the Commission for approval toward the end of 2020.

The total cost for the project is estimated to be approximately \$89M (capital and support). The PA&ED phase, including the consultant contract for the preliminary engineering and environmental analysis, is funded by STIP, RSTPX, and Measure D. The final design and right of way phases of this project is funded by STIP and Measure D. Staff included this project in the applications for Cycle 2 of SCCP (\$52.3 million) and LPP (\$14.9 million) submitted in July 2020. If successful, construction will be fully funded which is scheduled to begin in 2023.

### **Highway 1 State Park/Freedom Auxiliary Lanes**

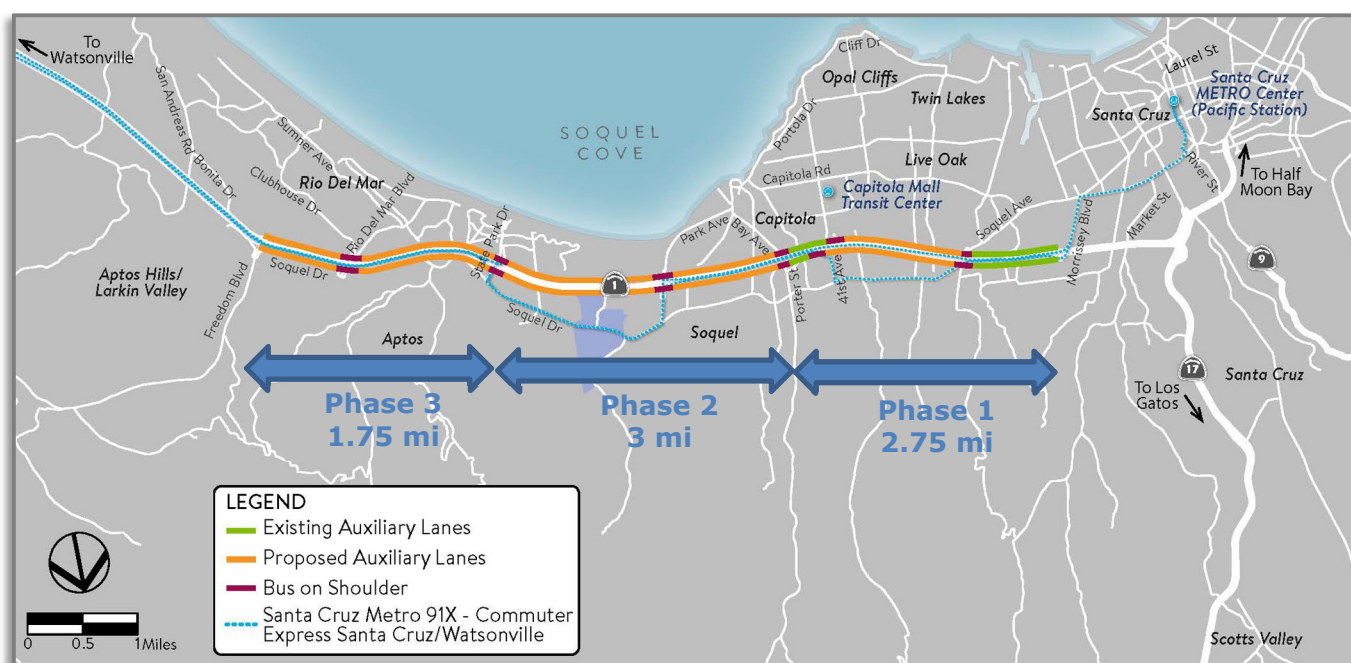
The PA&ED phase of the Highway 1 Auxiliary Lanes and Bus on Shoulder Project between the State Park Drive and Freedom Boulevard interchanges is underway. The Project proposes to widen SR 1 to accommodate auxiliary lanes and the bus on shoulder facility in the northbound and southbound directions. The major improvements include widening of the Highway 1 bridge over Aptos Creek and Spreckels Drive, replacing the two railroad bridges over SR 1 with multimodal bridges that can accommodate a multiuse trail and future transit, and construction of Segment 12 of the Monterey Bay Sanctuary Scenic Trail Segment 12 from State Park Drive to Rio Del Mar Boulevard.

Currently the team is developing the mapping to be used for the preliminary geometry of the proposed improvements, environmental technical studies and biological surveys. Notice of Preparation (NOP) is scheduled for fall of 2020, with a scoping meeting planned through online platforms to comply with social distancing requirements. The PA&ED phase of this segment is scheduled to be completed in 2022. The PA&ED phase of this project is funded by Measure D and Local Partnership Program (LPP) formula funds. Staff plans to apply for cycle 3 of the SB 1 SCCP and LPP to fund construction of the project.

### Highway 1 Bus on Shoulder

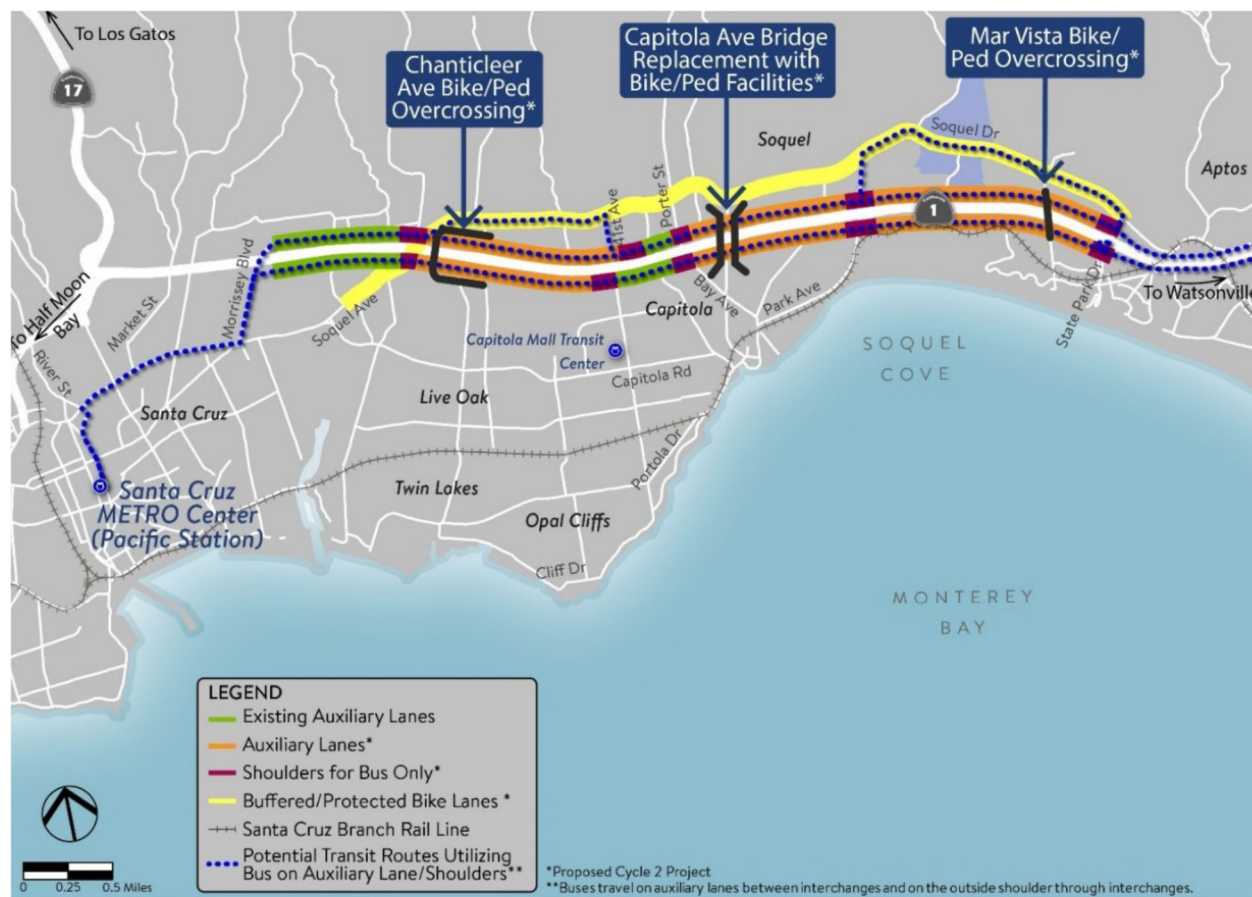
The proposed Bus on Shoulder facility on Highway 1 has been integrated into the auxiliary lanes projects implemented in phases. The three segments of the Bus on Shoulder facility are under development:

- (1) Between the Morrissey Boulevard and Bay/Porter interchanges, in the final design phase included in the Highway 1 41<sup>st</sup>/Soquel Auxiliary Lanes Project (2.75 miles),
- (2) Between the Bay/Porter and State Park Drive interchanges, in the PA&ED phase included in the Highway 1 Bay-Porter/State Park Auxiliary Lanes Project (3 miles), and
- (3) Between the State Park Drive and Freedom Blvd interchanges, in the PA&ED phase included in the Highway 1 State Park Dr/Freedom Blvd Auxiliary Lanes Project (1.75 miles)



### Watsonville-Santa Cruz Multimodal Corridor

Following the programming of Measure D matching funds in May of 2020 for the Senate Bill 1 (SB1) Solutions to Congested Corridors Program (SCCP) and Local Partnership Program (LPP), the cycle 2 applications were submitted in July of 2020. A total of \$107M was requested which would fully fund construction of 3 sets of northbound and southbound auxiliary lanes between Soquel Avenue/Drive and State Park Drive interchanges, 5.75 miles of Bus on Shoulder facility, two bicycle and pedestrian overcrossings (at Chanticleer Avenue and Mar Vista Drive), and 5 miles of multimodal improvements on Soquel Drive which include buffered and protected bike lanes, intersection improvements, and adaptive signals. Below is a map showing the projects included in the cycle 2 funding applications:



The California Transportation Commission (CTC) Staff are evaluating the applications received and plan to make a recommendation for award in November of 2020, with program adoption by the CTC in December of 2020. If successful, construction of the Highway 1 41<sup>st</sup>/Soquel Auxiliary Lanes and Bus on Shoulder project which includes the Chanticleer Bicycle and Pedestrian Overcrossing would begin construction in 2021, and the Highway 1 Bay/Porter to State Park Auxiliary Lanes and Bus on Shoulder project which includes the Bicycle and Pedestrian Overcrossing at Mar Vista Drive would begin construction in 2023.

### FISCAL IMPACT

This report is informational only and there are no new fiscal impacts. The various projects in the Highway 1 Corridor Investment Program are funded by a combination of funding sources, including STIP, Measure D, RSTPX, Local Partnership Program formula funds, Federal Highway Investment Program (HIP) and Metro funds. In general Measure D and RTC-discretionary funds will be used to leverage state and federal grants to fully fund the projects through construction. Fiscal impacts for future decisions will be included when staff recommends actions on those proposed projects.

## **SUMMARY**

An update on the Highway 1 Corridor Investment Program of projects was provided, including the auxiliary lanes, bus on shoulder, and bicycle and pedestrian bridges under development.

## **ATTACHMENTS**

Highway 1 Project Fact Sheets: SEE [Agenda Item 13 Attachment 2](#)

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**AGENDA:** August 10, 2020

**TO:** Bicycle Advisory Committee

**FROM:** Tommy Travers, Transportation Planner  
*The information provided was primarily prepared by Caltrans for your review*

**RE:** Caltrans District 5 Active Transportation Plan

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## **RECOMMENDATIONS**

Staff recommends that the committee receive a presentation about the Caltrans District 5 Active Transportation Plan and provide input during a discussion session with Caltrans District 5 staff.

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## **BACKGROUND**

Caltrans District 5 is the first of the 12 Caltrans District offices that is developing an Active Transportation Plan. Caltrans District 5 includes the Counties of Santa Barbara, San Benito, Monterey, San Luis Obispo and Santa Cruz. Work on the AT Plan started in early 2019, and the Plan is expected to be completed in the late Fall of 2020. The plan will identify bicycle and pedestrian needs and improvements on, across and parallel to, the State Transportation System. Toole Design Group, the consulting team, developed an overarching statewide data framework and methodology for using the active transportation data.

## **DISCUSSION**

Currently, Caltrans staff are meeting with local agencies and organizations to provide an update on the AT Plan development and discuss opportunities to build and expand partnerships with local agencies, community organizations, and other stakeholders.

1. Update on the Caltrans District 5 AT Plan project timeline, and tasks completed, and plan components in development.
  - a. Existing conditions of the bicycle and pedestrian facilities on, across and parallel to the State Highway System.
  - b. Gaps and Barriers in the pedestrian and bicycle network
  - c. Community Engagement efforts
  - d. Incorporation of local plans and mapping data.

"Partnership" is one of the 6 goals of the plan, and is defined as "*Strengthen partnerships with state, local and regional partner agencies and community organizations to implement active transportation projects on the State Transportation System.*" Caltrans staff are requesting input from the TAC to discuss strategies and opportunities to improve and strengthen partnerships between agencies and organizations in Santa Cruz County.

## **SUMMARY**

Staff recommends that all members Bicycle Advisory Committee participate in the discussion and provide input for the Caltrans District 5 Active Transportation Plan.

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**AGENDA:** August 10, 2020

**TO:** Bicycle Advisory Committee

**FROM:** Amy Naranjo, Transportation Planner

**RE:** Project List for 2045 Transportation Plans

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## **RECOMMENDATIONS**

Staff recommends that the Bicycle Advisory Committee:

1. Review and provide input on the preliminary draft project list for the 2045 Regional Transportation Plan and 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy.
- 

## **BACKGROUND**

As the transportation planning agency for Santa Cruz County, the Regional Transportation Commission (RTC) is responsible for developing, implementing, and regularly updating the Regional Transportation Plan (RTP) for Santa Cruz County. The RTC also works with the Association of Monterey Bay Area Governments (AMBAG) to produce and implement the Metropolitan Transportation Plan (MTP) for the Monterey Bay region. The RTP is the state-mandated long range/20+ year transportation plan and the MTP is the federally-mandated long range transportation plan. To more efficiently and effectively complete the two transportation plans, the RTC works with AMBAG to develop components that can be used for both transportation plans. The RTP and MTP include goals, targets and policies that are used to prioritize projects for funding (Policy Element); identify the area's transportation needs (Action Element); and estimate the amount of state, federal, and local funds that may be available (Financial Element). Projects are required to be included in an RTP and/or MTP to receive certain transportation funds. The last updates of the RTP and MTP were completed in 2018.

## **DISCUSSION**

The Action Element component of the RTP and MTP includes a list of transportation needs in the region through 2045. Over the past several months RTC committees, members of the public and project sponsors have identified projects to be considered for the RTP/MTP draft project list.

The Bicycle Advisory Committee may wish to focus on projects with a significant portion of the funding for bike projects. Notably many bicycle facilities have been grouped together or are components of larger projects.

**RTC staff requests that the committee review the preliminary draft project list (to be posted online at <https://sccrtc.org/meetings/bike-committee/agendas/> by 8/7/20) and identify any additional projects or gaps in the transportation system that should be considered for the 2045 RTP.**

## **NEXT STEPS**

Once the full list of transportation needs for Santa Cruz County is developed, the project list will undergo various levels of review and analysis, which will ultimately determine which projects are put on the “constrained” list (projects that could be implemented within foreseeable revenues through 2045) or “unconstrained” list (projects that could be funded if new revenues, above and beyond projections, are generated). These reviews include:

1. STARS Analysis: Evaluation of how well projects will advance the goals of the 2045 RTP;
2. Complete Streets Assessment: Analysis to ensure project list addresses “complete streets” needs for Sustainable Communities Strategy (SCS);
3. Sustainable Communities Strategy/Greenhouse Gas Target Achievement Analysis of land use and transportation scenarios;
4. Financial constraint analysis identifying what year projects could realistically be implemented, consistent with annual revenue projections;
5. Program-level environmental review;
6. Public review of the draft RTP/MTP and Draft EIR and board adoption of documents.

Once separated into constrained and unconstrained, the project list will be brought back to the RTC, project sponsors, Advisory Committees and the public for review.

## **SUMMARY**

RTC staff is in the process of developing the complete list of transportation needs for the 2045 Regional Transportation Plan and 2045 Metropolitan Transportation Plan. These plans are long range transportation plans with a horizon year of 2045 and are scheduled for approval in 2022. Staff recommends that committee members provide input on the preliminary draft project list at this meeting.

## **AGENDA:** August 2020

**TO:** RTC Advisory Committees (Bicycle Advisory Committee, Elderly/Disabled Transportation Advisory Committee (E&DTAC), and Interagency Technical Advisory Committee (ITAC))

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

**RE:** Measure D: Five-Year Programs of Projects for Regional Projects and Community Bridges Lift Line

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### **RECOMMENDATIONS**

Staff recommends that the Bicycle Advisory Committee, Elderly and Disabled Transportation Advisory Committee (E&D TAC), and Interagency Technical Advisory Committee (ITAC) provide input on and recommend that the Regional Transportation Commission (RTC) approve the draft Fiscal Year (FY) 2020/2021-2024/2025 five-year programs of projects (5-Year Plans) for Measure D regional investment categories and projects: Highway Corridors, Active Transportation, Rail Corridor, San Lorenzo Valley-Highway 9 Corridor Improvements and the Highway 17 Wildlife Crossing ([Attachment 1-5](#)), and for Community Bridges-Lift Line ([Attachment 6](#)).

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### **BACKGROUND**

In November 2016, Santa Cruz County voters approved Measure D, a ½-cent transaction and use tax (sales tax) for transportation projects and programs. The [Measure D Expenditure Plan](#) provides funding by formula for five categories of projects over 30 years:

- Neighborhood projects: 30% of net measure revenues:
  - \$5 million for the Highway 17 Wildlife Crossing
  - \$10 million for San Lorenzo Valley (SLV)/Highway 9 Corridor
  - Balance (approx. 28%) to cities and County by formula
- Highway Corridors: 25%
- Transportation for Seniors and People with Disabilities: 20% total
  - 16% to Santa Cruz METRO and 4% to Lift Line
- Active transportation/MBSST-Rail Trail: 17%
- 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 (5-Year Plan) identifies how each agency plans to use Measure D funds in the upcoming 5 years. The 5-Year Plans are

adjusted annually based on actual expenditures, updated revenue projections, proposed allocations to specific projects and work tasks, and updated project schedule and cost information for previously approved projects. The plans also include carryover revenues and interest earnings which have been reserved or “banked” to be used in future years.

The Regional Transportation Commission (RTC) is responsible for developing the five-year program of projects for Regional Expenditure Plan categories and projects, as described below. 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 are encouraged to provide input on those plans directly to each recipient agency. Since Community Bridges is not a public agency, the Lift Line 5-Year Plan is also subject to RTC approval.

## **DISCUSSION**

Staff recommendations for Measure D regional programs and projects for FY20/21-FY24/25 are included as Attachment 1 (Exhibits A-E). Fact sheets on major regional projects are included in Attachment 2.

The 5-Year Plans have been updated to reflect lower revenue forecasts resulting from the COVID-19 global health crisis and move some funds between fiscal years based on updated schedules and expenditure rates. While some anticipated expenditures have been added for FY24/25, the draft plans leave some FY24/25 revenues unprogrammed given economic uncertainties related to COVID-19. Although Measure D provides significant funding to deliver the regional investments identified in the Measure D Expenditure Plan, it is not intended or necessary to fully fund all investments. Consistent with the long range Measure D Strategic Implementation Plan (*adopted by the RTC in February 2020*), in order to expeditiously deliver regional programs and projects and to competitively position projects to leverage other grants, the 5-year plans utilize Measure D funds for pre-construction phases and to provide matching funds for some projects. A summary of the 5-year plans is provided below.

### Active Transportation/MBSST-Rail Trail

The updated 5-year plan for the MBSST Network includes:

- Funding for development and/or construction of 18.3 miles of the rail trail from Davenport to Aptos and in Watsonville.
- Utilizes Measure D revenues to leverage federal, state, and other local grants.

- Adds funds for implementation of the Remedial Action Agreement between RTC and County of Santa Cruz Environmental Health Department, Santa Cruz Branch Rail Line Right of Way Boundary Services, North Coast Rail Trail (Segment 5) right-of-way acquisition and Segment 5 design and fabrication of interpretive and wayfinding signs.
- Adds funds for extensive drainage work in FY20/21.
- Shifts some funds to future years based on updated project schedules.

#### Highway 17 Wildlife Crossing

In order to allow the Highway 17 Wildlife Crossing to start construction in 2021, the proposed 5-year plan includes an **inter-program loan from the Highway Corridor category**. Although other financing options, including issuing revenue bonds, were considered, sufficient “pay-go” Measure D cash capacity is available across the Measure D regional categories to accommodate this loan. Upon completion of the project, the Highway 17 Wildlife Crossing’s annual Measure D allocations (\$166,667 per year until 2047) will be paid to the Highway Corridors investment category. The loan amount reflected in the 5-year plan is based on the 95% design cost estimate, but may be adjusted in the future based on actual project costs. The Land Trust of Santa Cruz County is providing the first \$3 million of construction capital costs. Pre-construction and Caltrans support costs are funded by the State Highway Operation and Protection Program (SHOPP).

#### Highway 9/San Lorenzo Valley (SLV)

- Caltrans has started developing a corridor-wide Project Initiation Document (PID) for complete streets elements using \$150,000 of Measure D funds approved by the RTC last year. The PID will provide the basis for scope, cost, and schedule for complete streets projects and will facilitate integration of complete streets components into Caltrans maintenance and major capital improvement projects.
- Caltrans is also completing its PID-level analysis of options for building a pathway between the SLV Schools Complex in Felton and Graham Hill Road to address safety, anticipated to be funded by Caltrans safety funds. Prior to Caltrans making a commitment to fund and implement the safety project, the RTC programmed \$1 million in Measure D to leverage other funds. The RTC can still contribute funds to projects in front of the school or connecting to this Caltrans safety project, but we need to let the complete streets PID be developed and specific projects to be scoped.
- New line added to reflect costs for RTC oversight activities for implementation of projects in the Highway 9 corridor. This includes public outreach, legal, technical assistance, and work to identify projects and apply for grants to leverage the remaining programming capacity to the greatest extent possible.
- Upon completion of the Caltrans Complete Streets and Safety PIDs, staff will return to the RTC to identify specific projects and opportunities to use

Highway 9/SLV Measure D funds to leverage other funds and implement projects in the corridor.

### Highway Corridors

The updated 5-year plans for the Highway Corridors category includes:

- Funds for 3 Highway 1 projects that will construct auxiliary lanes, a bus on shoulder facility, bicycle and pedestrian overcrossings, and replacement of 3 bridges between Soquel Avenue/Drive and Freedom Boulevard interchanges. RTC has applied for SB1 competitive grants for 2 Highway 1 projects between Soquel Avenue/Drive and State Park Drive interchanges. RTC will find out in December of 2020 whether the projects are awarded funds.
- Funds in FY24/25 for ongoing traveler information/transportation demand management programs: Cruz511, Freeway Service Patrol, and the Safe on 17 program aimed at reducing collisions on Highway 17 through increased California Highway Patrol (CHP) enforcement.
- An interprogram loan to the Highway 17 Wildlife Crossing.

### Rail

The updated 5-year plans for the Rail category includes the following:

- Funds for the continuation of the development and construction of storm damage repair projects.
- Funds for ongoing railroad bridge inspections and analysis for the 29 railroad bridges along the Santa Cruz Branch Rail Corridor.
- Removal of Measure D funds previously intended to fund construction of the phase 1 bridge repairs. Staff recommends pursuing grant funds and programming Measure D matching funds for construction at a later date as needed.
- Funds for ongoing track infrastructure repairs to address erosion and drainage issues to preserve the railroad infrastructure.
- Removal of Measure D funds previously intended to fund the preliminary engineering and environmental analysis of the future transit facility on the Santa Cruz Branch Rail Corridor. Staff recommends pursuing grant opportunities and programming Measure D funds for the environmental phase as needed at a later date, pending results from the TCAA which includes the development of the business plan.

### Lift Line-Community Bridges Paratransit

Four percent (4%) of net Measure D revenues are allocated to Community Bridges-Lift Line, as the Consolidated Transportation Services Agency (CTSA) for Santa Cruz County, for paratransit service. Since Community Bridges-Lift Line is the only agency receiving a direct allocation of Measure D fund that is not a public agency, review and approval of Community Bridges Lift Line Measure D five-year plan is overseen by the RTC and included in the



RTC's public review process. The Lift Line five-year plan continues to provide funds for the following:

- Additional drivers to provide door-to-door service for elderly and/or physically or mentally limited and/or ill passengers;
- Van driver trainer who supervises and trains drivers and serves as a substitute driver;
- Outreach, administrative and dispatch work associated with Measure D-funded expanded services;
- Operations facility to house the entire Lift Line operations in one location; and
- Vehicle and equipment reserve to leverage other grants to purchase new fleet vehicles, replace aging and worn shop equipment, and upgrade maintenance and operations facility.

#### Recommendation

**Staff recommends that the RTC's Bicycle Advisory Committee, the Elderly & Disabled Transportation Advisory Committees, and Interagency Technical Advisory Committee (ITAC) review and provide input on the proposed Measure D 5-year programs of projects for the regional and RTC oversight projects and programs: Highway Corridor, Active Transportation/Trail Program, Rail Corridor, San Lorenzo Valley/Highway 9 Corridor, and the Highway 17 Wildlife Crossing, as well as the 5-year program of projects for Community Bridges-Lift Line (Exhibits A-F).**

#### Next Steps

The RTC is scheduled to consider committee input and hold a public hearing on the updated 5-year program of projects in September. As project cost estimates and schedules are refined, and if Measure D and other funding assumptions change, amendments to the 5-year plan may be made throughout the year. Any amendments to the 5-year Plans are subject to approval by the RTC board during a public meeting.

As regional projects are implemented, staff periodically provides updates and solicits input on the projects from the Bicycle Committee and E&DTAC.

After the close of each fiscal year, Measure D recipient agencies submit reports to ensure Measure D funds were expended consistently with the requirements of the voter-approved Measure D Ordinance and other agreements and guidelines. The reports describe 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 expenditures are reviewed by the Measure D

Taxpayer Oversight Committee (TOC). The TOC's FY18/19 annual report and recipient agency audits and expenditure reports are posted on the RTC's Measure D website (<https://sccrtc.org/funding-planning/measured/taxpayer-oversight/>).

## **SUMMARY**

Measure D provides critical funding to improve local highways, construct new bicycle and pedestrian facilities, repair local roads, maintain and expand transit and paratransit services for seniors and people with disabilities, and maintain other publicly owned transportation facilities. Staff recommends that the RTC's advisory committees review and provide input on how RTC invests Measure D funds over the next 5 years for each of the regional transportation categories -- Highway Corridors, Active Transportation, and the Rail Corridor, as well as San Lorenzo Valley Highway 9 Corridor Improvements, the Highway 17 Wildlife Crossing, as well as the 5-year plan for Community Bridges Lift Line (Attachment 1: Exhibits A-F).

### Attachments:

1. Measure D 5-year programs of projects - Exhibits:
  - a. Active Transportation/Monterey Bay Sanctuary Scenic Trail Network (MBSST)/Coastal Rail Trail 5-Year Program of Projects
  - b. San Lorenzo Valley Highway 9 Corridor 5-Year Program of Projects
  - c. Highway 17 Wildlife Crossing 5-Year Program of Projects
  - d. Highway Corridors 5-Year Program of Projects
  - e. Rail Corridor 5-Year Program of Projects
  - f. Community Bridges Lift Line 5-Year Program of Projects
2. Regional Project Fact Sheets

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## Measure D: 5-Year Program of Projects (FY20/21-24/25)

Approved 6/6/19, Amended 12/5/19, 5/7/20, 6/29/20. Proposed updates for 9/20 underlined.

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

| Fact Sheet # |    | Rail Trail Project/Program   | Description   | Schedule                                | Prior Years Spent  | Planned          |             |             |           |                  | Total Measure D    | 2020 Updates   |
|--------------|----|--|---|---|--------------------|------------------|-------------|-------------|-----------|------------------|--------------------|--|
|              |    |  |   |   |                    | FY20/21          | FY21/22     | FY22/23     | FY23/24   | FY24/25          |                    |  |
| TRL-5        | 1  | North Coast Segment 5  | EIR & design consultants, legal, Environmental Health Services & ROW; RTC project mgmt, oversight, outreach and technical assistance  | est 2021                                | <u>\$1,467,599</u> | <u>\$689,274</u> | \$50,000    | \$0         | \$0       | \$0              | <u>\$2,206,873</u> | Update prior. Add funds for right-of-way, technical assistance, and interpretive signs. Previously \$1.77M   |
|              | 1A | 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.                        | ongoing                                 | \$0                | \$0              | \$100,000   | \$125,000   | \$125,000 | <u>\$125,000</u> | <u>\$475,000</u>   | Update to reflect current schedule. Add funds for FY24/25  |
|              | 1B | North Coast Seg 5: Trail construction and reserve to match grants  | Funds to serve as match to grant application(s). Includes \$125k for Davenport Crosswalk.   | est. 2021                               | \$0                | \$325,000        | \$1,750,000 | \$875,000   | \$875,000 | \$0              | <u>\$3,825,000</u> | No change to total. Respread to match current schedule.  |
| TRL-7        | 2  | 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   | Phase I: 2020; Phase II: est. 2021-2022 | ---                | \$1,100,000      | \$1,000,000 | \$0         | \$0       | \$0              | <u>\$2,100,000</u> | No change to total. Move \$1M for Phase 1 to FY20/21 based on est. completion 2020. Shift \$1 M for phase 2 construction to FY21/22 based on updated schedule. City seeking ATP grant for Phase 2. |
|              | 2A | Segment 7: Oversight and technical assistance  | RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmnetal Health Services & ROW)  | duration of project delivery            | \$173,769          | \$35,000         | \$33,203    | \$0         | \$0       | \$0              | <u>\$241,972</u>   | No change to total. Unspent funds from prior years moved to FY21/22 based on updated schedule.   |
| TRL-8/9      | 3  | 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   | Completed June 2019                     | \$500,000          | \$0              | \$0         | \$0         | \$0       | \$0              | <u>\$500,000</u>   | No change. Project completed.  |
|              | 3A | Segment 8: Oversight and technical assistance  | RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmnetal Health Services & ROW)  | done                                    | <u>\$7,149</u>     | \$0              | \$0         | \$0         | \$0       | \$0              | <u>\$7,149</u>     | Reduced to reflect lower spending in prior years.  |
|              | 4  | 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.  | Fall 2022 start                         | \$0                | \$0              | \$0         | \$2,000,000 | \$0       | \$0              | <u>\$2,000,000</u> | No change. City of Santa Cruz submitting application for ATP grant.  |
|              | 4A | Segment 8/9: Oversight and technical assistance  | RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmnetal Health Services & ROW)  | duration of project delivery            | \$13,140           | \$40,000         | \$40,000    | \$40,000    | \$40,000  | \$26,860         | <u>\$200,000</u>   | No change to total. Unspent funds from prior years moved to FY21/22 based on updated schedule.   |
| na           | 5  | Trail maintenance and operations in Santa Cruz   | Ongoing maintenance. Includes restriping, sweeping, vegetation management, mitigations, and periodic repaving.  | ongoing                                 | \$0                | <u>\$25,000</u>  | \$50,000    | \$50,000    | \$50,000  | <u>\$50,000</u>  | <u>\$225,000</u>   | Funds from FY19/20 moved to FY24/25. FY20/21 reduced to \$25k  |
| TRL-10/11    | 6  | Segment 10-11 12: Segment 10 (17th-47th/Jade St. park), Seg 11 (Monterey to St. Park Dr), & Seg 12 (St Park to Aptos Creek Rd) PA/ED | Allocation to County DPW: Environmental Review and Preliminary design, right of way research/surveys, assessments, and grant writing services. County DPW-Capitola project. | TBD                                     | \$0                | \$1,600,000      | \$1,000,000 | \$1,200,000 | \$200,000 | \$0              | <u>\$4,000,000</u> | Update to reflect RTC decision to evaluate Segment 12 with Highway 1 Freedom-SP project. Respread other funds to match to match current schedule.  |
|              | 6A | Segment 10-11 Oversight and technical assistance   | RTC project mgmt, oversight, outreach and technical assistance (consultants, legal, Environmnetal Health Services & ROW)  | TBD                                     | \$28,591           | \$50,000         | \$50,000    | \$50,000    | \$50,000  | <u>\$50,000</u>  | <u>\$278,591</u>   | No change to total. Carryover from FY19/20 moved to FY24/25.   |

| Fact Sheet #                            |    | Rail Trail Project/Program   | Description  | Schedule                                 | Prior Years Spent | FY20/21     | FY21/22     | FY22/23     | FY23/24     | FY24/25     | Total Measure D | 2020 Updates  |
|---|----|--|--|--|-------------------|-------------|-------------|-------------|-------------|-------------|-----------------|---|
| TRL-18                                  | 7  | Segment 18: Ohlone to slough trail (Phase I), Remainder Lee to Walker (Phase II), City of Watsonville lead | Allocation to City of Watsonville for trail construction.  | FY19/20 and remaining portion in FY21/22 | \$0               | \$150,000   | ----->      | \$933,333   | \$933,333   | \$933,333   | \$2,950,000     | No change to total. Funds shifted out based on updated schedule for phase 2.  |
|   | 7A | Segment 18: Oversight and technical assistance   | RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)   | duration of project delivery             | \$85,215          | \$53,672    | \$20,000    | \$0         | \$0         | \$0         | \$158,887       | Update prior. Carryover funds not spent prior years. \$10k added for anticipated EHS work on land use covenant  |
|   | 8  | Trail maintenance and operations in Watsonville  | Ongoing maintenance. Includes restriping, sweeping, vegetation management, mitigations, and periodic repaving.   | ongoing                                  | \$0               | \$4,000     | \$6,000     | \$11,000    | \$11,000    | \$11,000    | \$43,000        | No change to total. Some funds from FY20/21-21/22 moved to FY24/25 based on schedule.   |
|   |    |  |  |  |                   |             |             |             |             |             |                 |   |
| na                                      | 9  | Capitola Trail: City Hall to Monterey Ave  | RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)   | TBD                                      | \$1,087           | \$13,913    | \$0         | \$0         | \$0         | \$0         | \$15,000        | No change   |
|   |    |  |  |  |                   |             |             |             |             |             |                 |   |
| na                                      | 10 | Santa Cruz County Regional Conservation Investment Strategy - Grant match                                  | Match to Wildlife Conservation Board grant for early mitigation planning for transportation projects.  | FY19/20                                  | \$17,340          |             |             |             |             |             | \$17,340        | No change   |
| TRL-M                                   | 11 | Ongoing RTC oversight, coordination, and assistance, including on development of future trail sections.    | RTC: Surveys, soil investigations, Environmental Health (EHS), legal, stakeholder coordination, response to public comments, and development of future projects/grant applications   | ongoing                                  | \$648,986         | \$337,500   | \$260,000   | \$345,000   | \$345,000   | \$345,000   | \$2,281,486     | Update prior based on actuals. Add funds for FY24/25  |
|   | 12 | 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 | ongoing                                  | \$390,685         | \$1,313,709 | \$519,250   | \$519,250   | \$519,250   | \$519,250   | \$3,781,394     | Add funds for significant drainage anticipated in FY20/21 and funds in FY24/25. Updated to reflect funds spent in prior years and shift unspent funds to FY19/20. |
| Estimated Annual Measure D Expenditures |    |  |  |  | \$3,333,563       | \$5,737,068 | \$4,878,453 | \$6,148,583 | \$3,148,583 | \$2,060,443 | \$25,306,693    |   |

**Measure D: 5-Year Program of Projects (FY20/21-FY24/25)**Approved 6/6/19; Amended 11/7/19. Proposed updates: 9/20**Category: Neighborhood Projects: San Lorenzo Valley (SLV)/Highway 9 Corridor (\$333,333/year; \$10 million over 30 years)**

| Fact Sheet #                                   | Name/Road/Limits   | Description   | Schedule                    | Prior Years | Planned Use      |                  |            |            |            | Total Measure D | Proposed 2020 Updates  |
|--|--|---|-----------------------------|-------------|------------------|------------------|------------|------------|------------|-----------------|--|
|  |  |   |                             |             | FY20/21          | FY21/22          | FY22/23    | FY23/24    | FY24/25    |                 |  |
| H-9  | 1<br>San Lorenzo Valley (SLV) Safe Routes to Schools -Preconstruction & grant match  | Funding designated for potential match of future grant opportunities.   | Est. FY2022                 | \$0         | \$250,000        | \$750,000        |            |            |            | \$1,000,000     | Caltrans is evaluating options for the area. Once funding plan is developed, staff will return with recommendations.   |
|  | 2<br>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; including work needed to integrate complete streets components into SHOPP projects. | PID to be completed FY20/21 | \$25,000    | \$125,000        |                  |            |            |            | \$150,000       | \$150k approved for Caltrans PID. Additional \$100k previously programmed that is being used for tehcnical assitance, oversight, and community outreach is now shown in row 4. |
|  | 3<br>Hwy 9 Pedestrian Crosswalks and Enhancements                                    | Stripe new crosswalks and add RRFBs, ladder striping, etc to several existing crosswalks  | 2021                        | \$11,589    | \$18,411         |                  |            |            |            | \$30,000        | No change to total. \$250k HSIP grant being used for construction being implemented by Caltrans.   |
|  | 4<br><u>SLV/SR9 Corridor technical assistance, oversight, and community outreach</u> | <u>Includes legal, engineering review, grant preparation, funding agreements, RTC staff coordination with Caltrans, County, schools, and other stakeholders, public outreach, other other planning activities</u>               | Ongoing                     | \$775       | \$99,225         |                  |            |            |            | \$100,000       | No change to total. New line separating out work that was previously included in line 2.   |
| <b>Estimated 5-Year Measure D Expenditures</b> |  |   |                             |             | <b>\$492,636</b> | <b>\$750,000</b> | <b>\$0</b> | <b>\$0</b> | <b>\$0</b> |                 |  |

**Measure D: 5-Year Program of Projects (FY20/21-FY24/25)***Approved 6/6/19. Proposed updates for 9/20***Category: Highway 17 Wildlife Corridor (\$5 million over 30 years)**

|   |   |   |  |                 | Anticipated Expenditures |          |                    |                    |   |           |                      |                    |   |
|---|---|---|--|-----------------|--------------------------|----------|--------------------|--------------------|---|-----------|----------------------|--------------------|---|
| Fact Sheet #                            |   | Project   | Description  | Schedule        | Prior Years              | FY20/21  | FY21/22*           | FY22/23*           | FY23/24                                 | FY24/25   | Future Debt Service* | Total Measure D    | Proposed 2020 Updates   |
| H-17                                    | 1 | Highway 17 Wildlife Crossing near Laurel Curve: Construction**                | Construct wildlife undercrossing to connect habitat on either side of the highway. Creates a wildlife corridor enabling animals to safely cross the highway.   | 2021-2023       | \$0                      | \$0      | <u>\$1,350,333</u> | <u>\$2,700,667</u> |   |           |                      | <u>\$4,051,000</u> | Updated from \$4M to reflect updated cost estimate range (\$6.8-\$7.2M). Staff recommends interprogram loan from Meas D: Hwy, consistent with SIP. Land Trust match: \$3M. Financing, and outreach/ oversight listed below. |
|   | 2 | Highway 17 Wildlife Crossing near Laurel Curve: Construction Financing        | Financing/debt service on loans or bonds needed advance implementation, since Measure D revenues are allocated over 30 years. RTC anticipates using interprogram loans from other Measure D Regional programs. | NA              | \$0                      |          |                    |                    | Debt Service payments<br>\$166,667/year |           |                      | \$902,194          | Repay inter-program loan through 2047.  |
|   | 3 | Highway 17 Wildlife Crossing near Laurel Curve: Oversight and public outreach | RTC costs associated with oversight, agreements, financing, coordination, and public engagement.   | FY19/20-FY22/23 | \$1,806                  | \$15,000 | \$15,000           | \$15,000           |   |           |                      | \$46,806           | Prior Years reduced based on expenditures.  |
| Estimated Annual Measure D Expenditures |   |   |  |                 | \$1,806                  | \$15,000 | \$1,365,333        | \$2,715,667        | \$166,667                               | \$166,667 | \$568,861            | \$5,000,000        |   |

\*Since the full \$5M committed in Measure D for this project will not be available until end of the 30 year measure, consistent with the Measure D Strategic Implementation Plan, staff recommends that the RTC authorize a loan from the Highway Corridors investment category. Land Trust has committed \$3M to be used to fund first months of construction costs, postponing when Measure D interprogram loan starts.

\*\*Pre-construction and support costs funded through Caltrans SHOPP. Actual cost will depend on final design, bids, any claims, and financing costs.

**Measure D: 5-Year Program of Projects (FY20/21-FY24/25)**Approved 6/6/19. Amended 6/27/19, 2/6/20, 3/5/20, 5/7/20. Proposed updates for 9/20.**Category: Highway Corridors (25% of Measure D Revenues)**

| Fact Sheet #   | Project  | Description   | Schedule          | Prior Years Spent  | FY20/21            | FY21/22            | FY22/23             | FY23/24            | FY24/25            | Total Measure D     | Proposed 2020 Update   |
|--|--|---|-------------------|--------------------|--------------------|--------------------|---------------------|--------------------|--------------------|---------------------|--|
| H-1  | 1 Highway 1: Auxiliary Lanes and Bus on Shoulder from 41st to Soquel; Chanticleer Bike/Pedestrian Overcrossing <sup>(1)</sup>  | Freeway operational improvement, bus on shoulder improvements, rehab roadway and drainage, improve bicycle/pedestrian access over freeway.                                      | Start Spring 2021 | \$991,381          | \$308,619          | \$350,000          | \$100,000           | \$0                | \$0                | \$1,750,000         | No change to total. "Prior Years" updated based on actual expenditures, balances shifted to FY20/21.   |
| H-2  | 2 Highway 1: Auxiliary Lanes & Bus on Shoulder from State Park to Bay-Porter, Reconstruction of Capitola Avenue Overcrossing <sup>(2)</sup> and Bicycle/Pedestrian Overcrossing at Mar Vista Dr <sup>(3)</sup> | Freeway operational improvement, bus on shoulder improvements, soundwalls and retaining walls, reconstruct Capitola Ave. overcrossing with sidewalks and bike lanes             | FY22/23           | \$332,902          | \$1,887,437        | \$1,430,000        | \$2,900,000         | \$5,200,000        | \$2,600,000        | <u>\$14,350,338</u> | Reduce from \$16.3M based on updated cost estimate. Respread expenditures (design, construction, etc) based on anticipated use. Any funds not spent in prior years to be carried over. |
| H-3  | 3 Highway 1: Auxiliary Lanes & Bus on Shoulder from Freedom to State Park, and Reconstruction of two railroad bridges, and widening of the bridge over Aptos Creek/Spreckles Drive <sup>(4)</sup>              | Freeway operational improvement, bus on shoulder improvements, soundwalls and retaining walls, reconstruct 2 railroad bridges and widen bridge over Aptos Creek/Spreckles Drive | FY23/24           | \$196,247          | \$3,251,753        | \$4,971,500        | \$4,892,500         | <u>\$350,000</u>   | <u>\$250,000</u>   | \$13,912,000        | Add funds in FY23/24-24/25 for project management. Carryover funds not spent in FY19/20. Funds for Design shifted from FY20/21 to FY22-FY23. Will seek grants for construction phase.  |
|  | 4 Santa Cruz County Regional Conservation Investment Strategy - Grant match  | Match to Wildlife Conservation Board grant for early mitigation planning for transportation projects.   | TBD               | \$13,605           | \$11,895           |                    |                     |                    |                    | \$25,500            | No change to total. Funds not spent in prior years carried over to FY20/21.  |
| H-4  | 5 Cruz 511-Traveler Information and Commute Manager  | Ongoing system & demand management (TDM), includes Cruz511.org traveler information, carpool and other TDM programs   | Ongoing           | \$186,192          | \$250,000          | \$200,000          | \$200,000           | \$200,000          | <u>\$225,000</u>   | \$1,131,131         | Reduce prior based on actuals and carryover balances to FY24/25. Previously \$1.3M total.  |
| H-5  | 6 Safe on 17   | Ongoing system management program, involves increased CHP enforcement on Highway 17   | Ongoing           | \$46,505           | \$50,000           | \$50,000           | \$50,000            | \$50,000           | <u>\$50,000</u>    | \$268,011           | Reduce prior based on actuals and carryover balances to FY24/25. Previously \$275k total.  |
| H-6  | 7 Freeway Service Patrol <sup>(5)</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                 | Ongoing           | \$204,553          | \$150,000          | \$157,500          | \$165,375           | \$173,644          | <u>\$182,326</u>   | \$926,211           | Reduce "Prior Years" based on actual expenditures. Reduce annual increase to 5% (rather than 10%) and add FY24/25 funds. Previously \$937k total.                                      |
| <b>Estimated Annual Measure D Highway Corridors Expenditures</b> |  |   |                   | <b>\$2,171,191</b> | <b>\$5,909,704</b> | <b>\$7,159,000</b> | <b>\$8,307,875</b>  | <b>\$5,973,644</b> | <b>\$3,307,326</b> | <b>\$32,562,998</b> |  |
| H-17   | 8 Interprogram Loan for Hwy 17 Wildlife Crossing   | Interprogram loan to allow Hwy 17 Wildlife Crossing project to proceed without bonding.   | Interprogram Loan | \$0                | \$0                | <u>\$479,999</u>   | <u>\$2,549,000</u>  | <u>-\$166,667</u>  | <u>-\$166,667</u>  | <u>\$2,862,333</u>  | Interprogram loan consistent with the SIP. Total loan may change based on final project cost. To be repaid \$166.7k/yr   |
| <b>Total Expenditures (with loans &amp; repayments)</b>          |  |   |                   | <b>\$2,171,191</b> | <b>\$5,909,704</b> | <b>\$7,638,999</b> | <b>\$10,856,875</b> | <b>\$5,806,977</b> | <b>\$3,140,659</b> | <b>\$35,425,331</b> |  |

**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
- 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
- Mar Vista Bicycle/Pedestrian Overcrossing:** Project combined with Bay/Porter-State Park 5/7/20. \$300k Measure D funds to supplement project management and public outreach support activities as needed. \$48,500 replaces
- Hwy 1 Freedom-State Park:** Added to Expenditure Plan and 5-year Plan as part of the SIP 2/20 and 3/20.
- Freeway Service Patrol:** Through state budget/SB1 more Caltrans funds became available reducing Measure D needed

**Measure D: 5-Year Program of Projects (FY20/21-FY24/25)**Approved 6/6/19; Amended 6/27/19; Amended 10/3/19 and 5/7/20. PROPOSED 9/20 Updates.**Category: Rail Corridor (8% of Measure D Revenues)**

| Fact Sheet #                            |    | Project   | Description  | Est. Schedule    | Prior Years | FY20/21     | FY21/22   | FY22/23   | FY23/24   | FY24/25   | Total Measure D | Proposed 2020 Updates  |
|---|----|---|--|------------------|-------------|-------------|-----------|-----------|-----------|-----------|-----------------|--|
| R-1                                     | 1  | 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   | Spring 2020-2021 | \$444,643   | \$205,357   |           |           |           |           | \$650,000       | No change to total. "Prior Years" updated to reflect audited financials; carryover shifted to FY20/21.   |
|   | 2  | Railroad Bridge Inspections & Analysis                                    | Railroad Bridges are required to be inspected and load rated every 540 days per Federal Railroad Administration (FRA) requirements               | Ongoing          | \$419,739   | \$200,000   | \$480,000 | \$30,000  | \$520,000 | \$35,000  | \$1,684,739     | Prior reduced based on expenditures. Added funds for remaining engineering work for inspections and load ratings and phase 1 bridge repairs; funds for project management consultant support; and required ongoing inspections. Prior updated to reflect audited financials. Increase total from \$450k. |
|   | 2a | Capitola Trestle Railroad Bridge analysis                                 | Analysis of feasiblty for building a trail on the bridge through Capitola Village and  | est. 20/21       | \$0         | \$50,000    |           |           |           |           | \$50,000        | No Change  |
|   | 3  | Railroad Bridge Rehabilitation  | Rehabilitation of railroad bridges consistent with analysis completed in 2012 and updated analysis proposed for 2018                             | 2020-2022        | \$502,284   | \$0         |           |           |           |           | \$502,284       | Phase 1 Bridge repairs will be construction-ready in 20/21 or 21/22. Total reduced from \$2.2M. Staff will seek grants to fund construction. Matching funds for construction will be programmed at a later date, if needed.  |
|   | 4  | Track infrastructure and signage maintenance and repairs                  | On-going maintenance, repair and rehabilitation of railroad track infrastructure and signage   | Ongoing          | \$589,021   | \$1,246,841 | \$169,010 | \$171,207 | \$173,433 | \$173,433 | \$2,522,945     | Prior updated to reflect expenditures. Added \$1M in FY 20/21 for Manresa Erosion Repair, \$80k for PM consultant support, and anticipated FY24/25 expenditures. Previously \$1.58M total.   |
| R-2                                     | 5a | Alternatives Analysis   | Analysis of high-capacity transit uses on rail corridor.   | 2019-early 2020  | \$621,071   | \$311,929   |           |           |           |           | \$933,000       | Prior years updated based on expenditures, carryover shifted to FY20/21. No change to totals   |
|   | 5b | Preliminary Engineering and Environmental Analysis for Transit            | Preparation of environmental documents for transit project on the rail corridor resulting from the Transit Corridor Alternatives Analysis (TCAA) | TBD              | \$0         | \$0         | \$0       | \$0       | \$0       |           | \$0             | Modified description per TCAA. Funds previously shown were removed - Program funds for the environmental phase at a later date, pending results from the TCAA, development of the business plan, and grant opportunities.  |
| NA                                      | 6  | Santa Cruz County Regional Conservation Investment Strategy - Grant match | Match to Wildlife Conservation Board grant for early mitigation planning for transportation projects.  | FY19/20-20/21    | \$4,353     | \$3,807     |           |           |           |           | \$8,160         | No change to total. "Prior Years" carryover shown in FY20/21.  |
| Estimated 5-Year Measure D Expenditures |    |   |  |                  |             | \$2,017,934 | \$649,010 | \$201,207 | \$693,433 | \$208,433 |                 |  |



**Measure D: 5-Year Plan (FY20/21-FY24/25)****Agency/Category:** **Community Bridges - Lift Line** (4% of Measure D revenues)

| Project name                   | Description   | FY20/21          | FY21/22          | FY22/23          | FY23/24          | FY24/25           | 5 year total        | Total Measure D funds since inception** | Schedule (year)         |
|--------------------------------|---|------------------|------------------|------------------|------------------|-------------------|---------------------|---|-------------------------|
| Driver 1 (see note below*)     | Additional driver to provide expanded hours of paratransit service                | \$123,191        | \$127,503        | \$131,965        | \$135,924        | \$ 140,002        | \$ 658,585          | \$ 1,027,458                            | Ongoing                 |
| Driver 2 (see note below*)     | Additional driver to provide expanded hours of paratransit service                | \$123,191        | \$127,503        | \$131,965        | \$135,924        | \$ 140,002        | \$ 658,585          | \$ 1,027,458                            | Ongoing                 |
| Driver 3 (see note below*)     | Part-time Additional driver to provide expanded hours of paratransit service      |                  |                  | \$ 47,132        | \$ 48,546        | \$ 50,245         | \$ 145,923          | \$ 145,923                              | Start FY22/23           |
| Driver Trainer                 | To support safety and service training for paratransit drivers                    | \$ 63,740        | \$ 66,927        | \$ 70,274        | \$ 72,382        | \$ 74,553         | \$ 347,876          | \$ 497,646                              | Ongoing                 |
| Executive Assistant/Dispatcher | To support additional paratransit rides   | \$ 63,661        | \$ 67,274        | \$ 69,628        | \$ 71,717        | \$ 71,717         | \$ 343,997          | \$ 504,748                              | Ongoing                 |
| Outreach/Publicity             | Materials and videos to promote paratransit ride availability                     | \$ 5,848         | \$ 5,848         | \$ 6,023         | \$ 6,023         | \$ 6,204          | \$ 29,947           | \$ 49,366                               | Ongoing                 |
| Consultants / Project Managers | Facility project management-architects, environ review, design                    | \$ 45,354        | \$ 45,163        |                  |                  |                   | \$ 90,517           | \$ 132,242                              | During capital projects |
| Operations Facility            | Reserve for projected Acquisition, construction and/or renovation expenses        | \$229,000        | \$248,055        | \$267,298        | \$265,667        | \$ 265,550        | \$ 1,275,569        | \$ 2,600,729                            | Ongoing                 |
| Vehicle Equipment Reserve      | Vehicle/ Equipreplacement, matching funds, project procurement and implimentation | \$ 15,000        | \$ 15,000        | \$ 15,000        | \$ 15,000        | 15000             | \$ 75,000           | \$ 164,397                              | Ongoing                 |
| <b>Total</b>                   |   | <b>\$668,984</b> | <b>\$703,272</b> | <b>\$739,285</b> | <b>\$751,183</b> | <b>\$ 763,273</b> | <b>\$ 3,625,998</b> | <b>\$ 6,149,966</b>                     |                         |

\*Operating costs include driver support (Mechanic, IT Support, Fleet manager, Program Supervisor) salaries and fringes, vehicle operations such as vehicle maintenance and repair, fuel, vehicle Insurance, communications expenses, as well as taxes and licenses related to paratransit services. It also includes a prorated allocation of costs such as general liability insurance, staff training and other indirect costs.

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**Measure D: 5-Year Plan (FY20/21-FY24/25)****Project name:****Location:****Description:****Purpose/Need/Benefits:****Community Bridges - Lift Line Vehicle and Equipment Acquisition****N/A****Lift Line Paratransit Vehicles & Equipment**

Fund reserves that can be used vehicle procurement projects, including fleet vehicles that cannot be funded through 5310, replace ageing and or worn shop equipment, improvements and or upgrades to maintenance/operations facility. Provide project matchign funds to leverage state funding.

1) LCTOP Electric vehicle and 2 level III charging stations, CTSA to experiment going green, alternative fuels, environmentally friendly vehicle program.

2) Vehicle Reserve Fund for additional grant funded matching funds.

3) Replace old and worn shop equipment such as vehicle hoist, rolling bridge jacks, tire mounting equipment. (Shop equipment is no longer funded through 5310).

4) *Maintenance of current leased facility, with improvements such as install better lighting, new hot water heater, fix leaking roof, and make upgrades to building, bathrooms and offices.*

**Schedule (estimated)****Total Cost by Phase**

Measure D Funds

Matching Funds

| <b>LCTOP</b>                         | <b>Equipment Reserve</b>              |  | <b>Total</b>      |
|--------------------------------------|---------------------------------------|--|-------------------|
| 2020-2021                            | 2020-2025                             |  |                   |
| <b>\$ 217,485</b>                    |                                       |  | <b>\$ 217,485</b> |
|                                      |                                       |  |                   |
| \$ 15,000                            | \$ 60,000                             |  | \$ 75,000         |
|                                      |                                       |  |                   |
| 10 pass E-bus,<br>2 lvl III chargers | Future projects and<br>matching funds |  |                   |

## Measure D: 5-Year Plan (FY20/21-FY24/25)

**Project name:**

**Location:**

**Description:**

**Purpose/Need/  
Benefits:**

|  |
|--|
| <b>Community Bridges - Lift Line Operations Facility</b>   |
| <b>Watsonville</b>   |
| <b>Lift Line Administrative offices, maintenance facility,fleet parking</b>  |
| <p>Purchase of property and renovation of a operations facility housing the entire CTSA Lift Line operations in one location. We had originally planned on purchasing land after year 5 and building out a new facility. In June of 2019 Lift Line purchased a suitable \$3M property at 545 Ohlone Pkwy, Watsonville CA, with an estimated additional \$1.8M of renovations and other expenses. Measure D facility reserve funds were used for a \$500K down payment and closing costs, financing \$2.5M. In June of 2020, Measure D funds were used to make a \$200K principal payment on a 5-year \$1M owner carry note, and are being utilized in the renovation costs and other associated expenses. If funding returns to pre COVID-19 levels, and the budget allows, the plan is continue to pay \$200K for four more years to pay the owner carry note, with a remaining \$1.5M financed.</p> <p>New Facility to include the following but not limited to;</p> <ol style="list-style-type: none"> <li>1) Operational offices</li> <li>2) Dispatch &amp; Intake station</li> <li>3) Driver holding area (extra board) and lockers.</li> <li>4) Breakroom</li> <li>5) Maintenance shop</li> <li>6) Proper Vehicle Hoists (Large Bus &amp; Mini Vans)</li> <li>7) Electric Charging / Fuel Station (time and money)</li> <li>8) Wash Station</li> <li>9) Shop Ventilation System</li> <li>10) Hazardous Waste storage</li> <li>11) Solar Bus Ports</li> </ol> |

**Schedule**

**Total Cost by Phase**

Measure D Funds  
Capital Campaign/  
Donations

Commercial  
Loan/Financing

| Envir.<br>Review | Design     | Acquisition  | Renovation   | Contingency/<br>Fees | Total        |
|------------------|------------|--------------|--------------|----------------------|--------------|
| 2019-2021        | 2019-2021  | 2019-2020    | 2019-2025    | 2020-2025            |              |
| \$ 124,297       | \$ 202,903 | \$ 3,099,532 | \$ 1,500,000 | \$ 272,250           | \$ 5,198,982 |
|                  |            |              |              |                      |              |
| \$ 124,297       | \$ 202,903 | \$ 799,532   | \$ 2,682,729 |                      | \$ 3,809,461 |
|                  |            |              | \$ 142,431   | \$ 272,250           | \$ 414,681   |
|                  |            | \$ 2,300,000 |              |                      | \$ 2,300,000 |

**Other Info:**

### **Personnel/Consultants:**

|                 |        |
|-----------------|--------|
| Personnel       | 76,810 |
| Legal           | 7,500  |
| Bidding Expense | 6,500  |

### **Pre-Development:**

|                               |         |
|-------------------------------|---------|
| Architecture Design           | 202,903 |
| Survey / Engineering          | 43,200  |
| Permits, Inspections and Fees | 16,524  |

### **Acquisition:**

|                                      |           |
|--------------------------------------|-----------|
| Purchase of Property w/closing costs | 3,099,532 |
|--------------------------------------|-----------|

### **Construction/Renovation:**

|                               |           |
|-------------------------------|-----------|
| Construction / Renovation     | 1,500,000 |
| Permits, Inspections and Fees | 64,573    |
| Equipment / Furnishings       | 75,000    |
| Contingency / Utility Fees    | 106,440   |

**Total Preliminary Cost** **5,198,982**



## PROJECT FACT SHEET

Updated July 2020

# Active Transportation: Coastal Rail Trail Segment 5

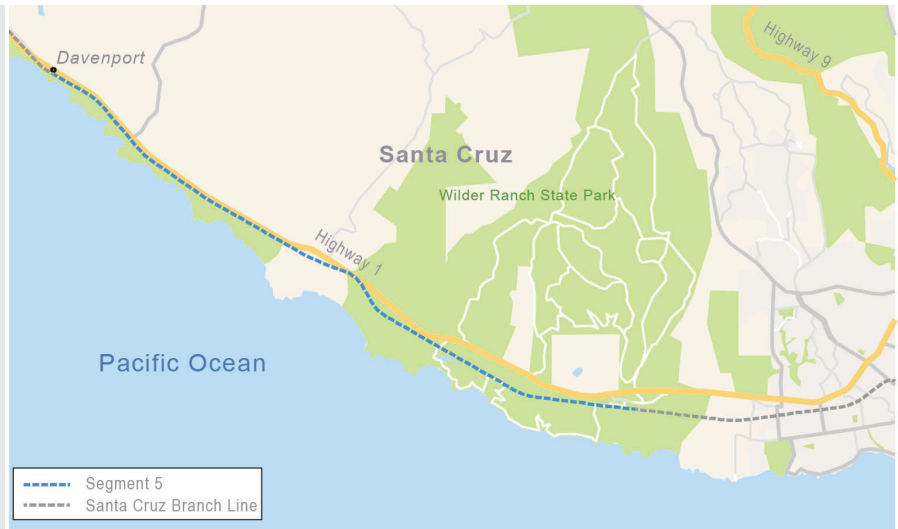
## Project Description

The Coastal Rail Trail Segment 5 (as defined in the Monterey Bay Sanctuary Scenic Trail {MBSST} Network Master Plan) proposes to construct 7.5 miles of the MBSST's rail trail spine between Wilder Ranch and Davenport. Segment 5 would be a new multi-use paved path with striping, parallel unpaved path and shoulder, and parking improvements along the scenic North Coast in Santa Cruz County.

The goals of this project are to provide an accessible bicycle and pedestrian path adjacent to the rail right-of-way for active transportation, recreation, coastal viewshed appreciation, and environmental/cultural education along the existing rail corridor, consistent with the MBSST Network Master Plan. When constructed, this project will be one portion of the planned 32-mile Coastal Rail Trail network that traverses the entire coastline of Santa Cruz County.

Segment 5 is divided into two phases which will be built together should funding be secured. Phase I covers 5.4 miles from Wilder Ranch to Panther/Yellowbank Beach and is fully funded. Phase II spans 2.1 miles from Panther/Yellowbank Beach to Davenport and includes new parking lots in Davenport and at Panther/Yellowbank Beach, improved access to the parking lot at Bonny Doon beach, and a pedestrian crossing in Davenport.

**\* Please note that the North Coast Rail Trail is still in the design and construction planning phase and is not open to the public. Members of the public should not enter the right-of-way until the RTC announces that construction of the trail has been completed and the trail is open for public use.**



## Project Highlights

- ▶ ADA-accessible trail that maximizes ocean views and scenic coastal vistas along historical and agricultural landscapes
- ▶ 7.5-mile continuous paved bicycle and pedestrian trail connecting Wilder Ranch to Davenport
- ▶ Provides car-free alternative access to numerous beaches and recreational facilities along the coast
- ▶ Links to existing and future trails (such as Wilder Ranch, San Vicente Redwoods, etc.) creating bike/pedestrian access from the City of Santa Cruz to Davenport
- ▶ Safety and mobility improvements along a scenic portion of the County adjacent to Highway 1 with the addition of two new parking lots and improvements to a third, restrooms, and a pedestrian crossing in Davenport

## Project Status/Schedule

The RTC completed the Environmental Impact Report in 2019. CFL is scheduled to complete the federal environmental document in 2020, with final design expected in 2021. Preconstruction activities will be complete in Spring 2021 and the project is scheduled to go to construction in 2021 pending funding availability.



# Active Transportation: Coastal Rail Trail Segment 5

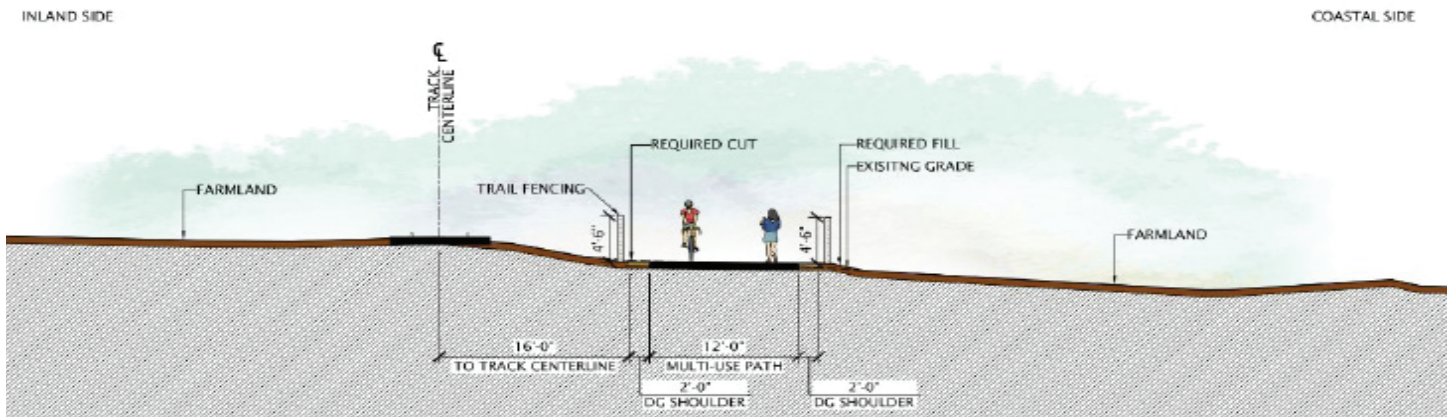
## Project Delivery Strategy

In partnership with the Federal Highway Administration (FHWA) - Central Federal Lands (CFL), the RTC is leading the project delivery. The RTC completed the Environmental Impact Report for the entire 7.5 mile-long Segment 5 project. The RTC is using Measure D, Federal Lands Access Program (FLAP), Coastal Conservancy, and Land Trust of Santa Cruz County funds to leverage other potential grant opportunities. CFL is completing the federal environmental clearance and leading the design of the entire 7.5-mile segment. The RTC is leading the acquisition of any right-of-way needed for the project. Although CFL will lead the construction phase, there is currently only enough funding to complete construction of the southerly 5.4 miles, from Wilder Ranch to Panther/ Yellowbank Beach. The RTC will continue to investigate other state and federal opportunities to complete the construction funding plan. The RTC has dedicated funding for the Davenport crosswalk, which can be separated and advanced early, once Caltrans approvals are received.

## Total Programming

| Estimated Total Cost              | \$22M |
|-----------------------------------|-------|
| Funding Sources                   |       |
| Measure D (Active Transportation) | \$6M  |
| Other Secured*                    | \$11M |
| Need                              | \$5M  |

\*Includes Central Federal Lands (FLAP Grant), Land Trust of Santa Cruz County, and RSTPX funds.







## PROJECT FACT SHEET

Updated July 2020

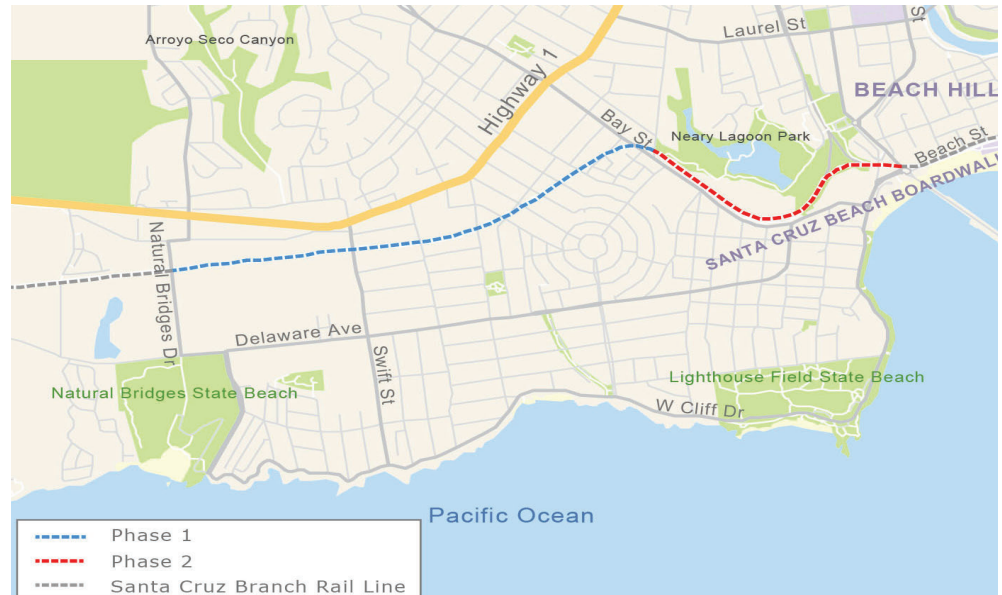
# Active Transportation: Coastal Rail Trail Segment 7

## 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 2.1 miles of the MBSST's rail trail spine between Natural Bridges Drive and Pacific Avenue at the Santa Cruz Wharf. The existing facility is along the publicly-owned railroad right-of-way. Alternate routes have high bicycle and pedestrian crash histories, making this a high priority project in mid-Santa Cruz County.

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 parallels the entire coastline of Santa Cruz County.

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



## Project Highlights

- Provides a low stress, off-street dedicated bicycle and pedestrian trail, improving safety and connectivity to schools, employment centers, and transit facilities
- Over 30,000 residents live within 1 mile of the corridor, where 9 schools and 28 parks are located
- Provides a safer car-free alternative to Mission Street and connects to the Beach Street bikeway
- Enhances mobility and transportation for disadvantaged communities

## Project Delivery Strategy

The City of Santa Cruz is leading the project delivery. The City is delivering Segment 7 in stages due to funding availability. Phase I, from Natural Bridges to Bay/California, is fully funded. Phase II requires additional funds for construction. The City is targeting California Department of Parks and Recreation Proposition 68, SB1-Active Transportation Program, and federal grant opportunities to fully fund the construction of Phase II.



# Active Transportation: Coastal Rail Trail Segment 7

## Total Programming (in thousands)

| Estimated Total Cost              | \$19,808 |
|-----------------------------------|----------|
| Funding Sources                   |          |
| Measure D (Active Transportation) | \$2,100  |
| Other Secured*                    | \$7,369  |
| Need                              | \$10,339 |

\*Includes Coastal Conservancy, Congressional Earmark, FORT/BSCC Donations, Measure D - Local (City of Santa Cruz), City of Santa Cruz, and STIP funds.

## Project Status/ Schedule

Phase I is under construction and expected to be completed in late summer 2020. Phase II is environmentally cleared and design is complete. Once funding and a minor section of right-of-way is acquired, Phase II can go to construction.



Preliminary Project Rendering





## PROJECT FACT SHEET

Updated July 2020

# Active Transportation: Coastal Rail Trail Segments 8 & 9

## Project Description

The Coastal Rail Trail Segments 8 and 9 project (as defined in the Monterey Bay Sanctuary Scenic Trail {MBSST} Network Master Plan) includes 2.5 miles of the MBSST's rail trail spine between Pacific Street in the City of Santa Cruz and 17th Avenue in the unincorporated area of Santa Cruz County. The existing facility is along the publicly-owned railroad right-of-way.

The goals of this project are to increase the numbers of people biking and walking, improve safety and mobility of non-motorized users, and provide high-quality connections to schools, parks, and community facilities. When constructed, this project will be part of a planned 32-mile rail trail network that traverses the entire coastline of Santa Cruz County. A part of the Segment 8 project, the San Lorenzo River Railroad Trestle trail widening, was accelerated ahead of the rest of the segment and was completed in May 2019.

Segments 8 and 9 are particularly challenging due to three new bridges and four at-grade crossings.

The project received \$3M in Active Transportation Program (ATP) funds for pre-construction efforts. Voter-approved Measure D transportation funds are being used as the local match for this project as is \$1.5M from the non-profit Land Trust of Santa Cruz County.



## Project Highlights

- Provides a dedicated bicycle and pedestrian trail, improving safety and connectivity to schools, employment centers, and transit facilities
- Connects to the Beach Street bikeway and Segment 7, connecting the west and east sides of Santa Cruz
- Includes a new bicycle and pedestrian bridge at Rodeo Gulch
- Includes 10' multi-use path across the Santa Cruz Harbor, cantilevered off the Harbor rail bridge
- Connects to downtown Santa Cruz via the San Lorenzo River levee trails
- Provides a 10' multi-use path across the San Lorenzo River, cantilevered off the San Lorenzo River Railroad Trestle
- Extends through the Seabright neighborhood to Live Oak
- 48,000 residents live within 1 mile of the corridor, where 15 schools and 37 parks are located

## Project Delivery Strategy

The City of Santa Cruz is leading the project delivery. The City is delivering Segment 8 in stages due to funding availability. The City fully funded the multi-use path across the San Lorenzo River with an innovative approach, cantilevering off the existing rail trestle with a system that used lightweight decking. The City is funding the remaining pre-construction work with grants from the Land Trust and the state's Active Transportation Program. The City is targeting SB1-Active Transportation Program and federal grant opportunities to fully fund the construction of Phase II.



# Active Transportation: Coastal Rail Trail Segments 8 & 9

## Total Programming (in thousands)

| Estimated Total Cost              | \$ | 34,634 |
|-----------------------------------|----|--------|
| Funding Sources                   |    |        |
| Measure D (Active Transportation) | \$ | 2,000  |
| Other Secured*                    | \$ | 6,369  |
| Need                              | \$ | 26,265 |

\*Includes Measure D - Local (City of Santa Cruz), NRA, TDA, ATP, and Land Trust funds.

## Project Status/Schedule

The multi-use path cantilevered off the San Lorenzo River Railroad Trestle was completed in 2019. The City expects to complete the environmental, design, and right-of-way work by 2022. Construction is dependent on acquiring additional funding.



Preliminary project rendering



## PROJECT FACT SHEET

Updated July 2020

# Active Transportation: Coastal Rail Trail Segments 10 & 11

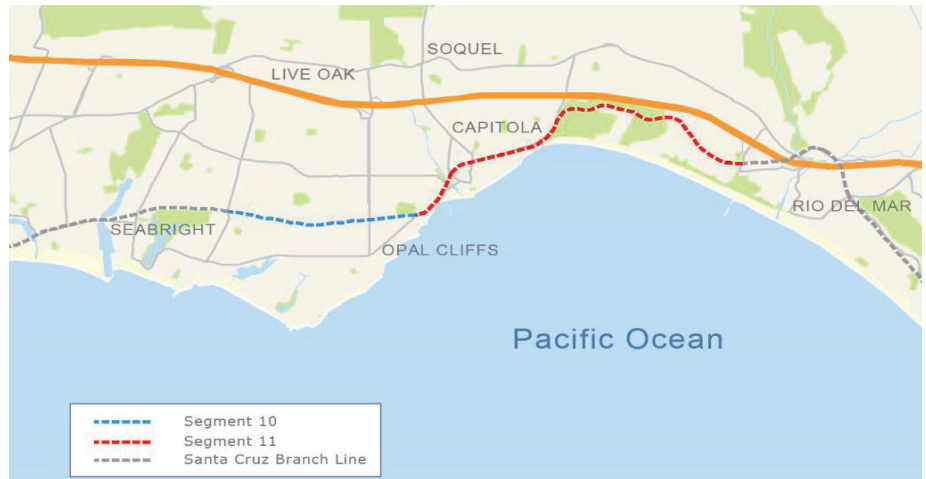
## Project Description

The Coastal Rail Trail Segments 10 and 12 project (as defined in the Monterey Bay Sanctuary Scenic Trail {MBSST} Network Master Plan) proposes to construct 4.7 miles of the MBSST's rail trail spine between 17th Avenue in the unincorporated area of Santa Cruz County known as Live Oak through Jade Street Park in the City of Capitola, then down the coast to State Park Drive.

The 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 Coastal Rail Trail network that parallels the entire coastline of Santa Cruz County.

Segment 10 is particularly challenging due to right-of-way constraints requiring realignment of one 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.

Segment 11 is particularly challenging due to extreme topography, including bridge structures at Soquel Creek, New Brighton State Beach, and Borregas Creek.



## Project Highlights

- ▶ Provides a dedicated bicycle and pedestrian trail, improving safety and connectivity to schools, commercial centers, and transit facilities
- ▶ Includes seven new bicycle and pedestrian bridges
- ▶ Over 49,000 residents live within one mile of the corridor
- ▶ 14 schools, 26 parks, and New Brighton and Seacliff State Beaches are within one mile of the corridor
- ▶ Enhances mobility and transportation for disadvantaged communities

## Project Delivery Strategy

The County is advancing the environmental, design, and right-of-way phases of the project (between 17th Avenue and Live Oak) with \$4 million of Measure D in order to position the project for construction grants, including SB1-Active Transportation Program and potential federal grant opportunities. This project can be phased to smaller sections as funding becomes available. This project currently does not include the Capitola trestle. The Capitola trestle will be studied separately after the Alternatives Analysis for transit in the rail right-of-way. The City of Capitola is leading the delivery of a small section of the trail from City Hall to Monterey Avenue.





# Active Transportation: Coastal Rail Trail Segments 10 & 11

## Total Programming (in thousands)

| Estimated Total Cost              | \$ | 66M |
|-----------------------------------|----|-----|
| Funding Sources                   |    |     |
| Measure D (Active Transportation) | \$ | 4M  |
| Other Secured                     | \$ | 0   |
| Need                              | \$ | 62M |



## Project Status/Schedule

The project, with the exception of the Capitola trestle, is in the environmental phase, which is expected to be completed in 2020 to early 2021. The final design phase is expected to begin in fall 2021 to late 2022. The project is expected to go to construction in 2024 pending funding availability.





## PROJECT FACT SHEET

Updated July 2020

# Active Transportation: Coastal Rail Trail Segment 18

## Project Description

The Coastal Rail Trail Segment 18 (as defined in the Monterey Bay Sanctuary Scenic Trail {MBSST} Network Master Plan) proposes to construct 1.2 miles of the MBSST's rail trail spine from Lee Road to Walker Street in the City of Watsonville connecting the downtown to the existing trail network in the Watsonville Slough Wetlands and a future trail to Pajaro Valley High School. The facility will be along the publicly-owned railroad right-of-way.

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



## Project Highlights

- ▶ Provides a dedicated bicycle and pedestrian trail, improving safety and connectivity to schools, residential areas, and employment centers
- ▶ 1.2-mile continuous paved bicycle and pedestrian trail connecting the City of Watsonville to the Watsonville Slough Wetlands trail network
- ▶ Connects to the Monterey County Monterey Bay Sanctuary Scenic Trail Network
- ▶ Over 22,000 residents live within one mile of the trail
- ▶ 12 schools and 12 parks are within one mile of the trail
- ▶ Enhances mobility and transportation for disadvantaged communities

## Project Delivery Strategy

The City of Watsonville is leading the project delivery. The City is delivering Segment 18 in stages due to funding availability and the time needed to get new crossing agreements approved by the California Public Utilities Commission (CPUC). Phase I, from Ohlone Parkway to a Watsonville Trail Network trailhead, is fully funded. Phase II requires additional funds for construction. The City is targeting SB1-Active Transportation and federal grant opportunities to fully fund the construction of Phase II.





# Active Transportation: Coastal Rail Trail Segment 18

## Total Programming (in thousands)

| Estimated Total Cost                             | \$9,306 |
|--|---------|
| Funding Sources                                  |         |
| Measure D (Neighborhood & Active Transportation) | \$4,010 |
| Other Secured*                                   | \$2,906 |
| Need   | \$2,390 |

\*Includes ATP, County, FORT, Land Trust, City of Watsonville, RTC and STIP funds

## Project Status/Schedule

The environmental phase was completed in 2015. Phase I is expected to be open in fall 2020. Phase II is in the final design phase, which is expected to be completed in 2021. Phase II is expected to go to construction in 2021, depending on approval of CPUC crossing agreements and securing remaining funds needed to fully fund construction.



Preliminary project rendering



## PROJECT FACT SHEET

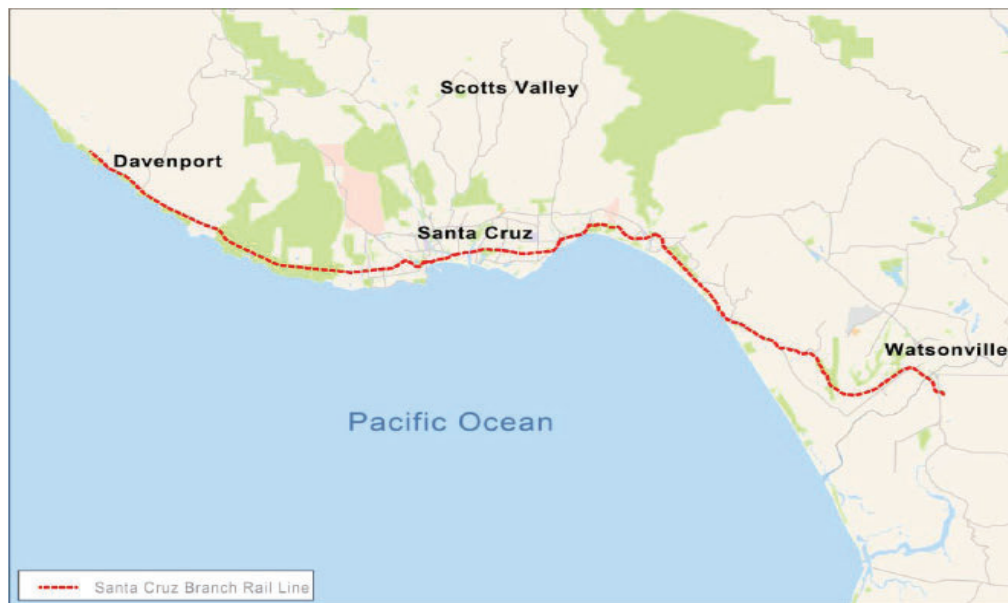
Updated December 2019

# Active Transportation: RTC PM and Maintenance

## Santa Cruz Branch Rail Line

The 32-mile Santa Cruz Branch Rail Line (SCBRL) is a continuous transportation corridor that spans the length of the county offering tremendous potential for new mobility options for residents and visitors alike. In 2013, the RTC adopted the Monterey Bay Sanctuary Scenic Trail Network Master Plan and certified a programmatic Environmental Impact Report. The Coastal Rail Trail, serving as the system's spine, is a result of a 20-year effort to purchase the SCBRL, which was first established in 1876. On October 12, 2012, the RTC successfully closed escrow, placing title of the branch line into public ownership with the commitment of facilitating passenger and freight service, as well as creating a multi-use bicycle and pedestrian trail.

This important transportation corridor is within one mile of more than 80 parks, 25 schools, approximately half of the county's population, provides access to the Monterey Bay National Marine Sanctuary at several key locations, and connects to regional and state rail lines.



## RTC Project Management and Maintenance

The RTC is responsible for managing the overall development of the Coastal Rail Trail corridor, including oversight, technical assistance, and implementing some of the project development work for segments of the trail.

The RTC is also responsible for maintaining the portion of the right-of-way outside of the railroad easement. The short-line railroad operator, Saint Paul & Pacific Railroad, is responsible for maintaining the infrastructure within the railroad easement.

It is important to maintain the corridor in order to:

- ▶ Retain the integrity of the land to support future increased transportation use
- ▶ Support existing storm water drainage systems that flow along and across the corridor
- ▶ Limit impacts to adjacent properties from trees or sediment

The RTC has a Preventative Maintenance Program that outlines procedures for RTC staff to carry out maintenance operations, with individual inquiries being tracked using ArcGIS, a mapping and analytics platform. Regular inspections and repair or cleanup work within the right-of-way will maintain the corridor for future use and limit impacts to adjacent jurisdictions and private property.

General property management of a railroad right-of-way must account for federal railroad law and oversee various activities, such as access for utility companies or local government jurisdictions.





# Active Transportation: RTC PM and Maintenance

## Program Highlights

### Maintenance

- ▶ Semiannual inspections of full corridor
- ▶ Track and process individual requests from neighbors or local jurisdictions for maintenance
- ▶ Future trail maintenance agreements for constructed segments
- ▶ Annual clearing of drainage facilities and grass mowing
- ▶ Removal of encampments, trash, or problem trees as needed
- ▶ Other vegetation control as needed

### Other Property Management

- ▶ Management of utility crossings and leases
- ▶ Processing of right-of-entry agreements
- ▶ Addressing illegal encroachments, altered drainage, and dumping of sediment and trash from adjacent property owners
- ▶ Trail Segment Maintenance



## Total Programming (in thousands)

### Funding Sources

|           |               |
|-----------|---------------|
| Measure D | ~\$1.25M/year |
|-----------|---------------|







## PROJECT FACT SHEET

Updated July 2020

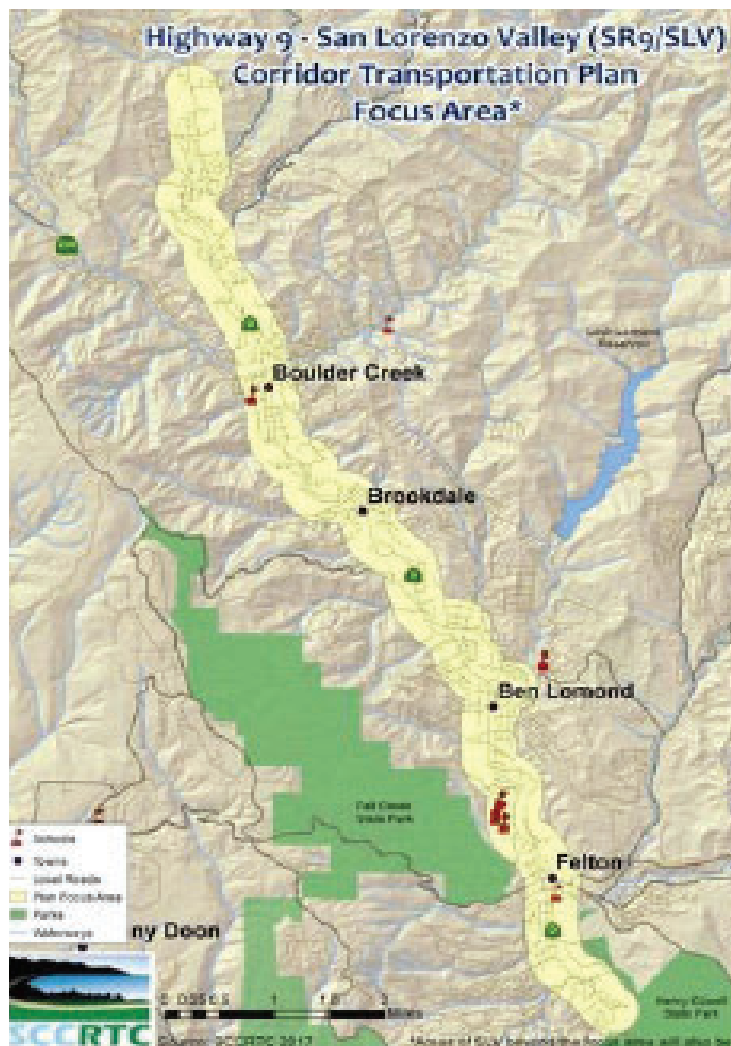
# Neighborhood Projects: San Lorenzo Valley Highway 9 Corridor Improvements

## Project Description

Highway 9 serves as the “Main Street” and economic corridor for the San Lorenzo Valley (SLV) towns of Felton, Ben Lomond, Brookdale, and Boulder Creek, and is an interregional arterial connecting Silicon Valley and Santa Cruz. It is the backbone for the movement of people and goods through the SLV and is the only direct route linking the four SLV towns.

There are significant transportation concerns throughout the SLV. This mountainous area has high collision rates, narrow curving roadways frequently impacted by steep terrain, significant gaps in bicycle and pedestrian facilities, a lack of walkways to many of the bus stops, traffic backups at a number of choke points, as well as pavement, drainage, and other assets in disrepair.

Measure D designates \$10 million for transportation projects in the Highway 9 corridor that will improve travel for residents of the SLV. Since Measure D, state, federal, and other local revenues are limited, a first step in identifying priority projects was the development of a comprehensive Highway 9 San Lorenzo Valley 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 the SLV that can be implemented in the short- and mid-term to address challenges along the corridor. The plan focuses on safety for pedestrians, bicyclists, and motorists; multi-modal access to schools, businesses, and bus stops; traffic operations, pavement conditions, drainage, and other needs in this travel corridor.



## Total Programming (in thousands)

| Total Funding Secured    | \$ | 10,821 |
|--------------------------|----|--------|
| Funding Sources          |    |        |
| Measure D (Neighborhood) | \$ | 10,000 |
| Other*                   | \$ | 821    |

\*Includes HSIP Grant (Fed), Caltrans Planning Grant, and Match (TDA, RTC Reserve Fund & RPA) funds.



# Neighborhood Projects: San Lorenzo Valley Highway 9 Corridor Improvements

## 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 town centers 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.

## Project Delivery Strategy

The RTC, Caltrans, and the County of Santa Cruz are working together to deliver components of the various complete streets projects. Caltrans has agreed to construct the crosswalk improvements that were awarded Highway Safety Improvement Program (HSIP) funds by the end of 2020. The RTC is working with Caltrans on two Program Initiation Documents (PIDS). The first PID was funded by Caltrans and focused on improving safety for pedestrians and cyclists in the segment of Hwy 9 between Kirby Street and the three-school campus in Felton. It was completed in spring 2020 and the project is now moving into the Project Approval & Environmental Documentation (PA&ED) phase. The second PID is funded by Measure D and covers the remaining projects in the Complete Streets Plan. Once the complete streets PID is complete in 2021, the RTC plans to use Measure D funds to leverage state and federal grants to fund construction of additional improvements. Caltrans and RTC are also currently collaborating on incorporating complete streets elements identified in the Plan into other Caltrans-led PIDs in the San Lorenzo Valley.







## PROJECT FACT SHEET

Updated July 2020

# Neighborhood Projects: Highway 17 Wildlife Crossing

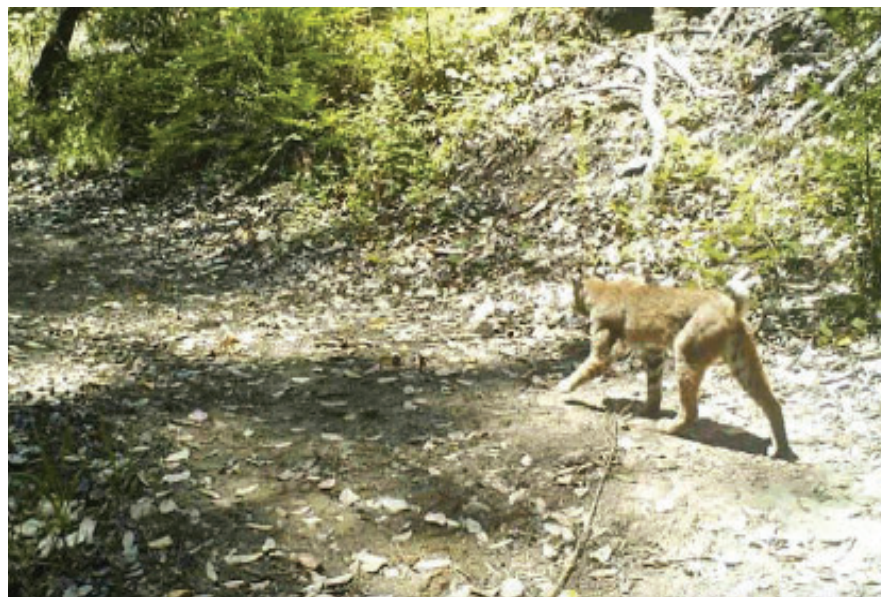
## Project Description

Caltrans, the Santa Cruz County Regional Transportation Commission, the Land Trust of Santa Cruz County, and resource agencies have partnered 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 large natural drainage, an ideal place to install a bridge 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.



## 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 Road is built over a large natural drainage, an ideal place to install a bridge to allow animals to travel beneath the highway
- ▶ Collaborative project between the Regional Transportation Commission, Land Trust of Santa Cruz County, and Caltrans

## Project Delivery Strategy

Caltrans is leading the project delivery. The pre-construction phases are funded with Caltrans State Highway Operation and Protection Program funds. The RTC is using Measure D funds to leverage additional SHOPP and Land Trust funds for construction. The RTC plans to administer an inter-program loan between the Highway Corridor investment category and Wildlife Crossing project to ensure enough Measure D funds are available for this project to start construction in 2021.



# Neighborhood Projects: Highway 17 Wildlife Crossing

## Total Programming (in thousands)

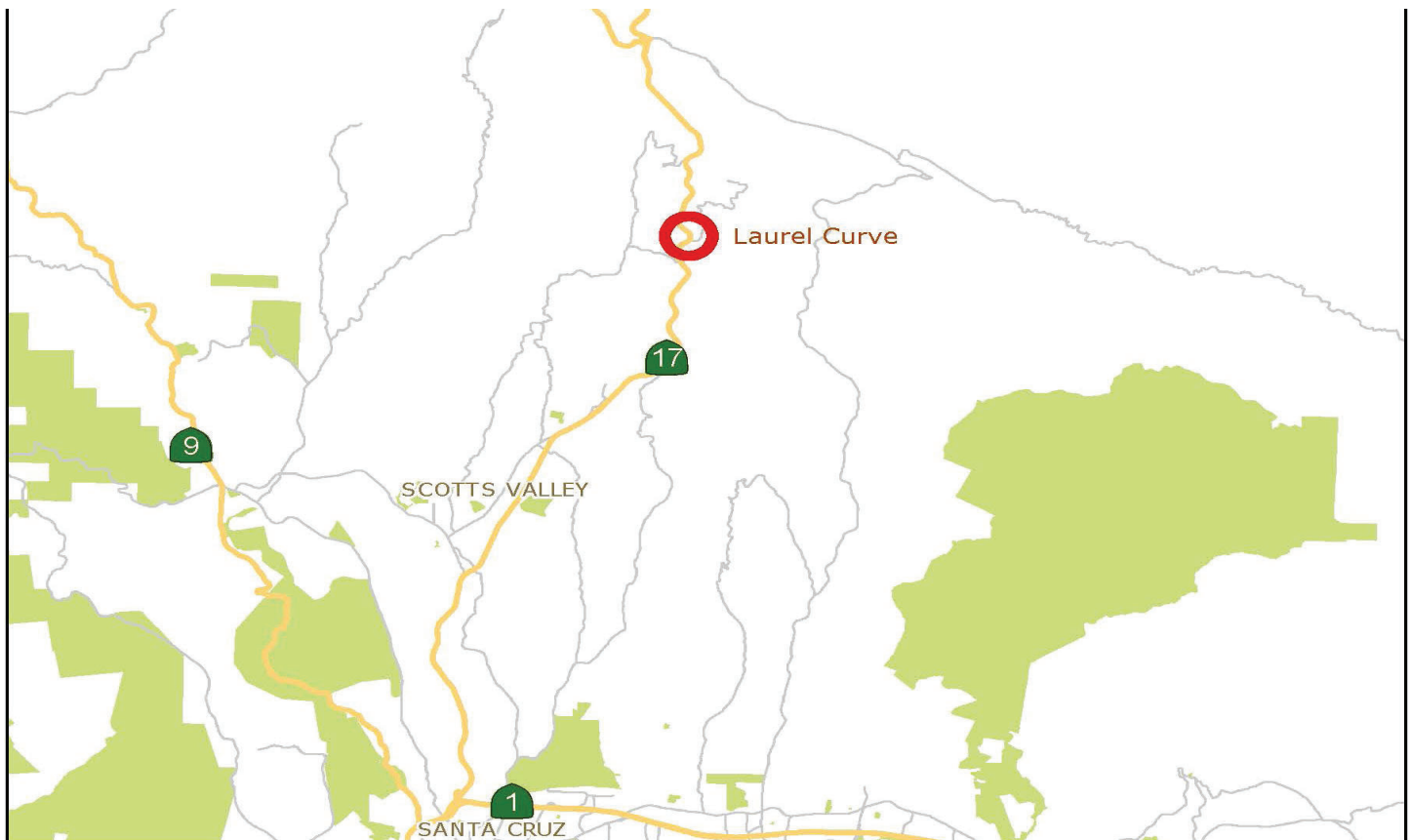
| Estimated Total Cost      | \$12,474 |
|---------------------------|----------|
| Funding Sources           |          |
| Measure D (Neighborhood)* | \$5,000  |
| Other Secured**           | \$7,437  |

## Project Status/Schedule

This project has completed the environmental phase. The final design phase began in 2018 and is expected to be completed in 2020. Construction is expected to begin in 2021.

\*Includes loan payments (principal and interest)

\*\*Includes Land Trust and SHOPP funds.



## Funding Partners





## PROJECT FACT SHEET

Updated July 2020

## Highway Corridor: Highway 1 Aux Lanes, BOS (41st Avenue to Soquel Drive), and Chanticleer Bicycle/Pedestrian Overcrossing

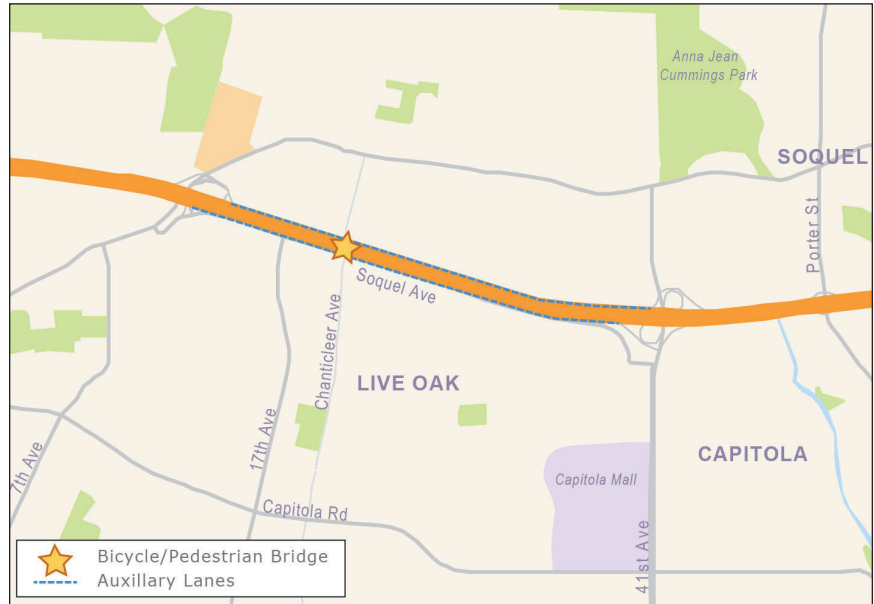
### Project Description

The project will construct northbound and southbound auxiliary lanes and bus-on-shoulder improvements 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 bicycle/pedestrian 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-foot wide, and will incorporate aesthetic treatments consistent with the visual character of the corridor and the adjacent community.

### Unified Corridor Investment Study

Recognizing the need to address both existing transportation problems and future needs of Santa Cruz County, a Unified Corridor Investment Study (UCS) was undertaken to consider transportation options between Santa Cruz and Watsonville along three of the most important north to south transportation routes in the County, including the Highway 1 corridor. The study provides a rigorous analysis of how various groups of projects or scenarios advance the transportation goals of Santa Cruz County.



### 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
- ▶ Adds infrastructure for buses to travel in the auxiliary lanes between interchanges and on the outside shoulder through interchanges
- ▶ Measure D funds are being used to accelerate the project development process
- ▶ Construction ready in early 2021, pending availability of funds

### Project Delivery Strategy

The RTC is leading the delivery of this project. Measure D-Highway Corridor funds and other RTC discretionary funds will be used to complete the work necessary to ready the project for construction, and as a match for future SB1 and federal construction grants. This project has environmental clearance and is currently competing for Cycle 2 of the SB1 Solutions to Congested Corridors Program, Local Partnership Program, and Active Transportation Program competitive funds.





## PROJECT FACT SHEET

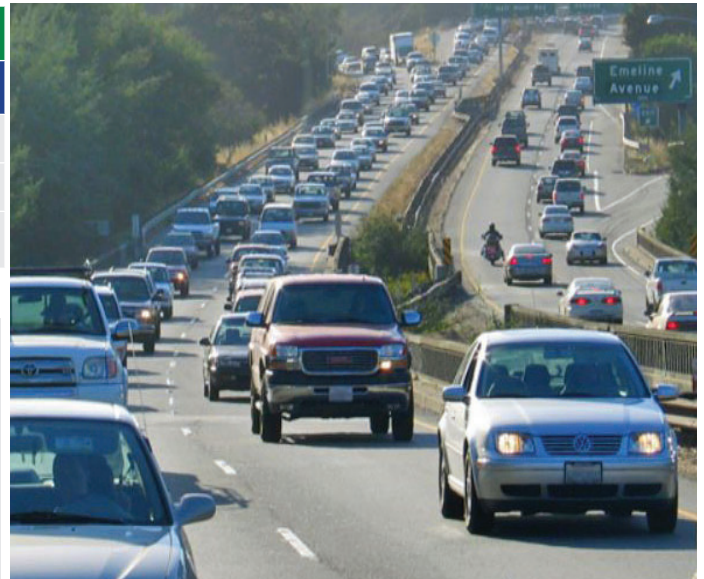
Updated July 2020

# Highway Corridor: Highway 1 Aux Lanes, BOS (41st Avenue to Soquel Drive), and Chanticleer Bicycle/Pedestrian Overcrossing

## Project Funding (in thousands)

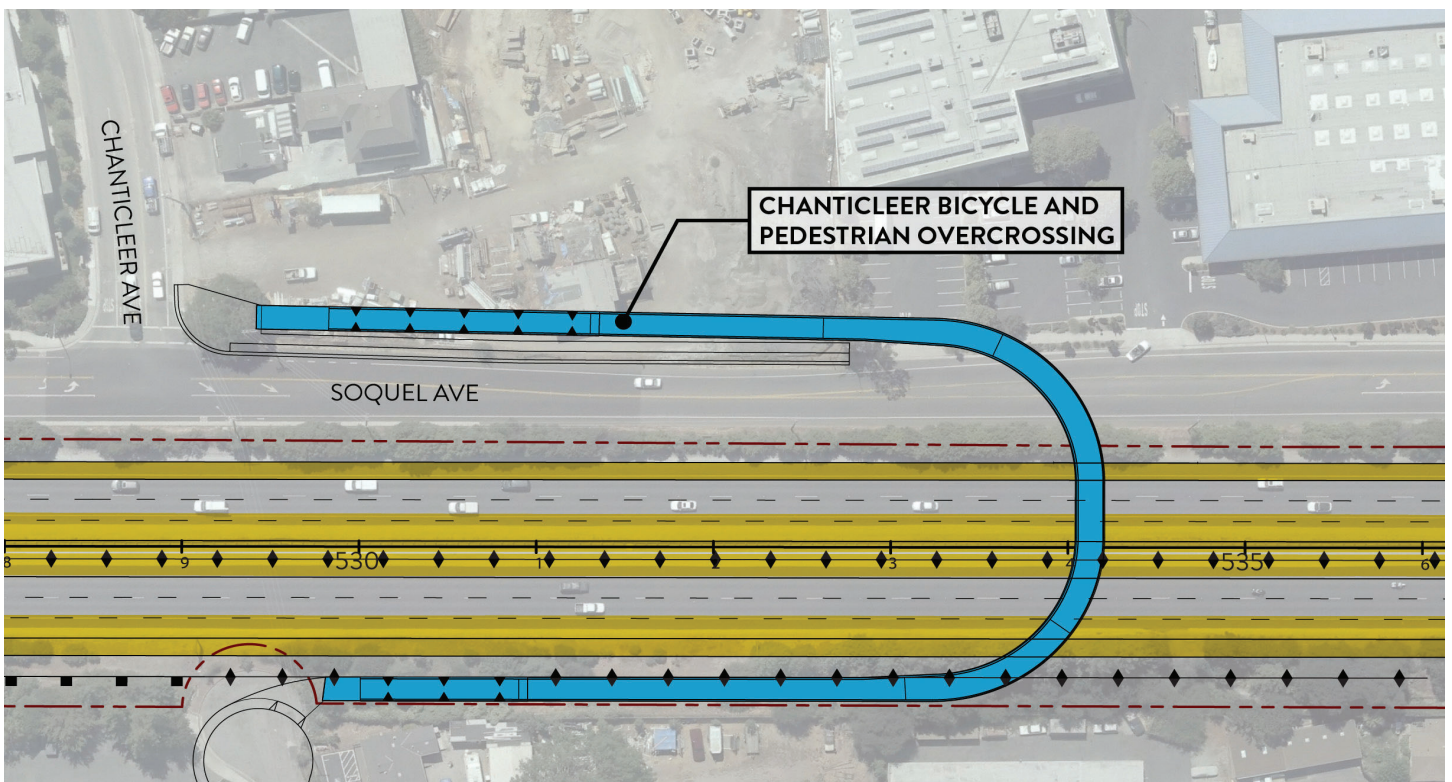
| Estimated Project Cost | \$ | 37, 828 |
|------------------------|----|---------|
| Funding Sources        |    |         |
| Measure D (Highway)    | \$ | 1,976   |
| Other Secured*         | \$ | 10,469  |
| Needed                 | \$ | 25,383  |

\*Includes STIP and HIP funds.



## Project Status/Schedule

The Unified Corridor Investment Study was completed in 2019. The Environmental Impact Report was certified in 2019. The final design phase is currently underway and is expected to be completed in 2020. The project is expected to go to construction in 2021.





## PROJECT FACT SHEET

Updated July 2020

# Highway Corridor: Highway 1 Aux Lanes, BOS (Bay Avenue/Porter Street to State Park Drive), and Mar Vista Bicycle/Pedestrian Overcrossing

## Project Description

The project will construct northbound and southbound auxiliary lanes and bus-on-shoulder improvements between the Bay Avenue/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.

The project also includes a new bicycle and pedestrian overcrossing (POC) at Mar Vista to provide a safe link between schools, the beach, residential neighborhoods and retail centers on each side of Highway 1. This POC was one of three bicycle and pedestrian overcrossings identified in the Highway 1 Corridor Investment Plan.



## Project Highlights

- ▶ Improves traffic and safety operations on Highway 1
- ▶ Reduces cut-through traffic diverting to local streets and neighborhoods by adding auxiliary lanes between Bay Avenue/Porter Street and State Park Drive
- ▶ Improves bicycle and pedestrian connectivity to regional destinations and transit by providing enhanced bicycle and pedestrian facilities for active transportation users at Capitola Avenue
- ▶ Adds infrastructure for buses to travel in the auxiliary lanes between interchanges and on the outside shoulder through interchanges
- ▶ 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 Delivery Strategy

The RTC is leading the delivery of this project. Measure D-Highway Corridor funds and other RTC discretionary funds will be used to complete the work necessary to ready the project for construction, and as a match for future SB1 and federal construction grants. Environmental clearance is expected to be obtained by 2021. The project is also competing for Cycle 2 of the SB1 Solutions to Congested Corridors Program and Local Partnership Program competitive funds.





## PROJECT FACT SHEET

Updated July 2020

# Highway Corridor: Highway 1 Aux Lanes, BOS (Bay Avenue/Porter Street to State Park Drive), and Mar Vista Bicycle/Pedestrian Overcrossing

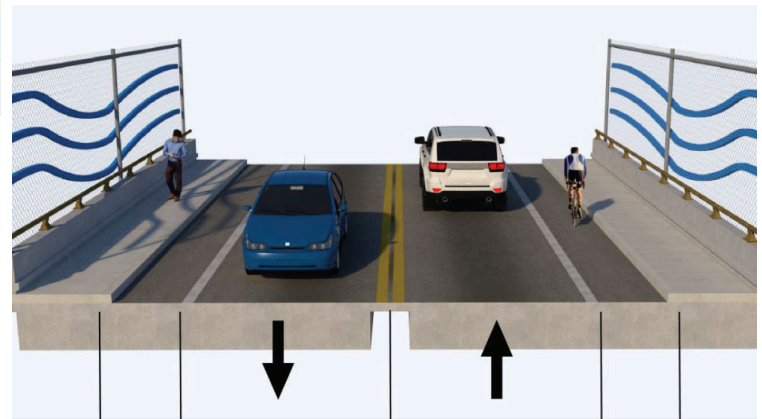
## Project Funding (in thousands)

|                             |                  |
|-----------------------------|------------------|
| <b>Estimated Total Cost</b> | <b>\$ 88,955</b> |
| <b>Funding Sources</b>      |                  |
| Measure D (Highway)         | \$ 15,983        |
| Other Secured*              | \$ 5,741         |
| Need                        | \$ 67,231        |

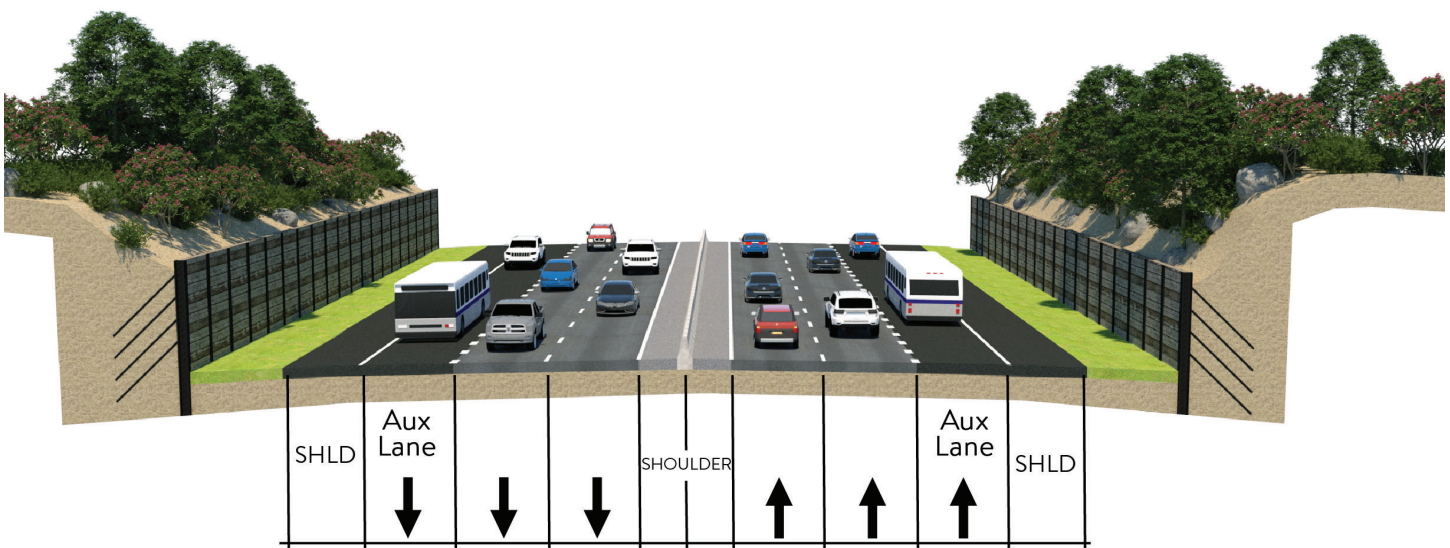
\*Includes STIP funds.

## Project Status/Schedule

The project is in the environmental phase, which is expected to be completed in 2021. Final design is expected to begin in 2020 and be completed by 2022. The project is expected to go to construction in 2022.



Preliminary rendering of Capitola Avenue Overcrossing



Preliminary rendering of auxiliary lanes





## PROJECT FACT SHEET

Updated July 2020

## Highway Corridors: Highway 1 Aux Lanes and BOS (State Park Drive to Freedom Boulevard), and Coastal Rail Trail Segment 12

### Project Description

The project will construct northbound and southbound auxiliary lanes between the State Park Drive and Freedom Boulevard interchanges, replace the two existing railroad bridges between the State Park Drive and Rio del Mar interchanges, and widen the Aptos Creek bridge. This section of Highway 1 provides access to Aptos Village, Rio del Mar, Aptos High School, and Aptos Hills/Corralitos. 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 existing railroad bridges will be replaced with longer span bridges to accommodate the addition of auxiliary lanes on Highway 1. The new bridges will also be able to accommodate future high-capacity public transit and trail to improve multimodal transportation across the County. The new bridges, soundwalls, and retaining walls will incorporate aesthetic treatments consistent with the visual character of the corridor and the adjacent community.

This project also includes construction of Segment 12 of the Coastal Rail Trail, a bicycle and pedestrian trail along an approximately 1.25-mile segment of the Santa Cruz Branch Rail Line right-of-way from State Park Drive to Rio Del Mar Boulevard. The Santa Cruz Branch Rail Line corridor is an active freight line and is owned by the RTC.



### Project Highlights

- ▶ Improves traffic and safety operations on Highway 1
- ▶ Adds infrastructure for buses to travel in the auxiliary lanes between interchanges and on the outside shoulder through interchanges
- ▶ Reduces cut-through traffic diverting to local streets and neighborhoods by adding auxiliary lanes between State Park Drive and Freedom Boulevard
- ▶ Replaces two existing railroad bridges and widens the Highway 1 Aptos Creek bridge
- ▶ Accommodates future high-capacity public transit on the new railroad bridges
- ▶ Multimodal options to increase corridor throughput
- ▶ Improves active transportation connectivity

### Project Delivery Strategy

The RTC is leading the delivery of this project. Measure D-Highway Corridor funds and other RTC discretionary funds will be used to complete the work necessary to ready the project for construction, and as a match for future SB1 and federal construction grants. By obtaining environmental clearance by early 2022, this project can compete for cycle 3 of the SB1 Solutions to Congested Corridors Program, Local Partnership Program, and Active Transportation Program competitive funds.



# PROJECT FACT SHEET

Updated July 2020

## Highway Corridors: Highway 1 Aux Lanes and BOS (State Park Drive to Freedom Boulevard), and Coastal Rail Trail Segment 12

### Project Funding (in thousands)

|                      |    |         |
|----------------------|----|---------|
| Estimated Total Cost | \$ | 101,414 |
| Funding Sources      |    |         |
| Measure D (Highway)  | \$ | 14,514  |
| Other Secured        | \$ | 0       |
| Needed               | \$ | 86,900  |

### Project Status/Schedule

The environmental phase of this project is expected to begin in 2020 and be completed in 2021. The design phase is expected to begin in 2021. The project is expected to go to construction in 2024 pending availability of funding.



Preliminary rendering of new railroad bridge





## PROJECT FACT SHEET

Updated July 2020

# Highway Corridors: Cruz511

## Program 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 travel speeds, incident details, and lane closures on county roads and state highways. 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 partnered with RideAmigos to launch MyCruz511, a commuter engagement and incentives hub for changing the way people commute to reduce traffic and pollution. The platform offers end-users a commuter dashboard, unified trip planner, workplace challenges, and gamification for sustainable commuting.

The MyCruz511 platform now open to all users! Register or login at [my.cruz511.org](http://my.cruz511.org). Use the trip planner to discover commute options. Log your commute trips for a chance to win prizes.



## Program Highlights

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

## Total Programming (in thousands)

| Total Funding       | \$ 2,295 |
|---------------------|----------|
| Funding Sources     |          |
| Measure D (Highway) | \$ 1,300 |
| Other Sources**     | \$ 995   |

\*Amounts show money programmed beginning in FY17/18 when Measure D funds first became available.

\*\*Includes STBG, RSTPX, STIP, SAFE, City of Santa Cruz and Fund Interest



## PROJECT FACT SHEET

Updated July 2020

# Highway Corridors: Safe on 17

## Program 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 (RTC), the San Francisco Bay Area's Metropolitan Transportation Commission (MTC), the California Highway Patrol (CHP), the California Department of Transportation (Caltrans), local police and fire departments, legislators' offices, and the media. The RTC and MTC provide \$100,000 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 Highways 1 and 17 in addition to extra CHP enforcement on Highway 17, and other motorist-aid services. The RTC provides an additional \$50,000 annually to the program from Measure D funds.



## Program 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. A teleconference option is available for those unable to attend meetings in person.

| SAFE ON 17 MEETINGS        | LOCATION     | ADDRESS                              |
|----------------------------|--------------|--------------------------------------|
| 3rd Wednesday in March     | CHP San Jose | 2020 Junction Ave.,<br>San Jose, CA  |
| 3rd Wednesday in September | RTC office   | 1523 Pacific Ave.,<br>Santa Cruz, CA |





# Highway Corridors: Safe on 17

## Total Programming (in thousands)\*

|                        |               |
|------------------------|---------------|
| <b>Total Funding</b>   | <b>\$ 975</b> |
| <b>Funding Sources</b> |               |
| Measure D (Highway)    | \$ 275        |
| Other Secured**        | \$ 700        |

\*Amounts show money programmed beginning in FY17/18 when Measure D funds first became available.

\*\*Includes MTC-SAFE and DMV-SAFE funds.





## PROJECT FACT SHEET

Updated July 2020

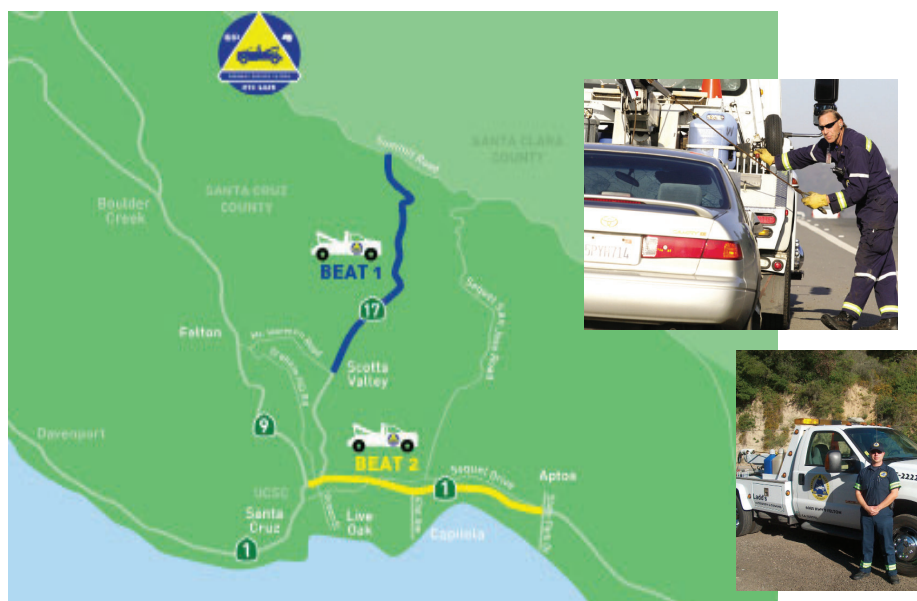
# Highway Corridors: Freeway Service Patrol

## Program 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 motorists. They reduce 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.



## Program 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 and Summer.



## PROJECT FACT SHEET

Updated December 2019

# Rail Corridor: Infrastructure Preservation

## Program Description

The Santa Cruz County Regional Transportation Commission (RTC) acquired the Santa Cruz Branch Line (SCBRL) in 2012 for \$14.2M to expand transportation options and alternatives to driving, and plan for the future mobility needs of Santa Cruz County residents and visitors. The 135-year-old rail corridor spans 32-miles from Davenport to Watsonville and connects to regional and state rail lines.

The short-line railroad operator, St. Paul & Pacific Railroad, currently provides freight rail service to a number of local construction, agricultural, beverage, and biofuel companies through an Administration, Coordination, and License Agreement with the RTC. Freight rail service helps to reduce traffic and greenhouse gases as one rail car load generally removes four truck trips from roadways and freeways. Big Trees & Pacific Railroad currently operates seasonal and special event recreational rail service on a portion of the Santa Cruz Branch Rail Line. St. Paul & Pacific Railroad also plans to operate some recreational rail service.

Measure D funds are used for inspections and repairs to the 29 railroad bridges, as well as repairs and upgrades to railroad signals, grade crossings, and the railbed to meet the Federal Railroad Administration (FRA) Requirements for a short-line railroad.

In 2017, severe winter storms damaged the line at several locations. The RTC is working on securing necessary permits for the repairs and expects construction to occur over two seasons. Phase I will start in 2020 and Phase II on the North Coast will start in 2021, as permits are received.



## Program Highlights

### Rail Preservation Efforts:

- ▶ Inspections and repairs of railroad bridges on an ongoing basis
- ▶ Storm damage repairs and clean up resulting from the 2017 winter storms, the majority of which will be funded by state and federal disaster assistance relief funds
- ▶ Capital Maintenance efforts to comply with FRA requirements, including repair and rehabilitation of railroad track infrastructure, grade crossings, signals, and signage as needed

## Total Programming (in thousands)

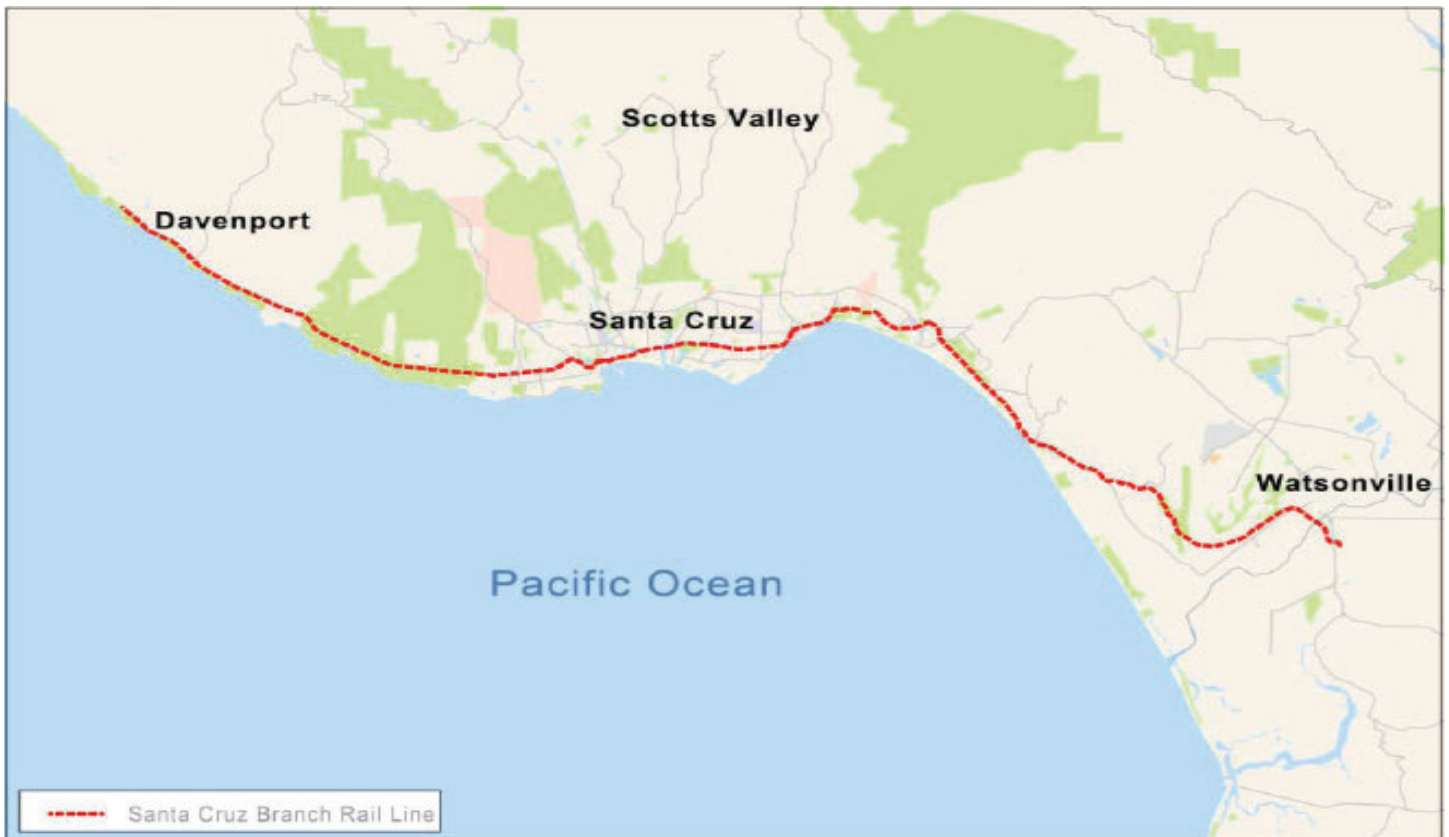
| Total Funding Secured | \$ | 7,955 |
|-----------------------|----|-------|
| Funding Sources       |    |       |
| Measure D (Rail)      | \$ | 5,089 |
| Other Sources*        | \$ | 2,866 |

\*Includes RSTPX and FEMA funds.





# Rail Corridor: Infrastructure Preservation







## PROJECT FACT SHEET

Updated December 2019

# Rail Corridor: Analysis of Options

## Program 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 at Pajaro Station. 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. 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. Big Trees Railroad currently operates recreational rail service on the Santa Cruz Branch Rail Line. St. Paul & Pacific Railroad also plans to operate recreational rail service in the future.

Future uses may include the following:

- High-capacity public transit
- Freight rail service
- Recreational passenger rail service
- Bicycle & pedestrian trail

## Unified Corridor Investment Study

Recognizing the need to address both existing transportation problems and future needs of Santa Cruz County, a Unified Corridor Investment Study (UCS) was undertaken to consider transportation options between Santa Cruz and Watsonville along three of the most important north to south transportation routes in the county, including the Santa Cruz Branch Rail Line Right-of-Way. The study provides a rigorous analysis of how various groups of projects or scenarios advance the transportation goals of Santa Cruz County. In January 2019, the RTC accepted the Final UCS which includes protecting the rail corridor for high-capacity public transit and collaborating with Santa Cruz METRO to consider transit options along the rail right-of-way.



## Total Programming

| Total Funding Secured | \$1M  |
|-----------------------|-------|
| Funding Sources       |       |
| Measure D (Rail)      | \$1M  |
| Other Secured*        | \$387 |

\*Includes FTA 5304-Sustainable Community Planning Grant, and State Highway Account Grant (Caltrans) funds.



# Rail Corridor: Analysis of Options

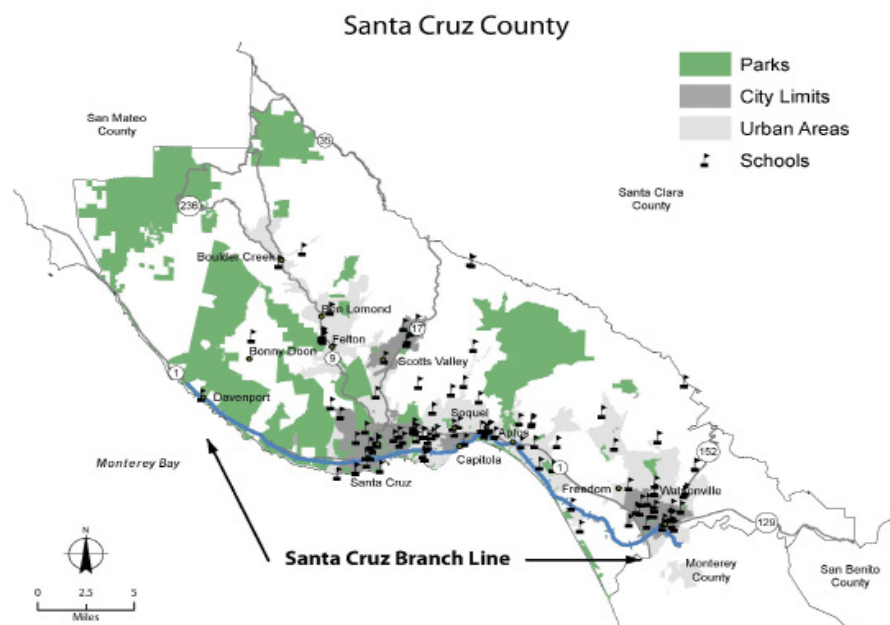
## Alternatives Analysis

The outcome from the 2019 Unified Corridor Investment Study was to reserve the Santa Cruz Branch Rail Line (SCBRL) for high-capacity public transit adjacent to a bicycle and pedestrian trail and to work with Santa Cruz METRO to perform an Alternatives Analysis. The Alternatives Analysis will evaluate public transit investment options that provide an integrated transit network for Santa Cruz County utilizing all or part of the length of the rail right-of-way between Pajaro Station and Shaffer Road as a dedicated transit facility, adjacent to the proposed Monterey Bay Sanctuary Scenic Trail. The transit network along the SCBRL will link to proposed future interregional connections to the Bay Area, Monterey, Gilroy, and beyond. A performance-based planning approach based on a triple bottom line sustainability framework (balancing environmental, economic, and equitable factors) will be employed to compare transit alternatives and define a viable project that will deliver the greatest benefit to Santa Cruz County residents, businesses, and visitors. The Alternatives Analysis is expected to be completed in January 2021. The final deliverable from the Alternatives Analysis is a business plan for implementing public transit on the rail right-of-way.

### Next Steps

The next steps will be an analysis of the rail trestle crossing in Capitola and future environmental analysis of transit on the rail corridor. The RTC will likely need to secure additional grant funds for feasibility and environmental work, depending on the final scope of the proposed project.

| ALTERNATIVES ANALYSIS SCHEDULE     |                |
|------------------------------------|----------------|
| Consultant Contract Finalized      | November 2019  |
| Outreach Plan                      | December 2019  |
| Goals & Performance Measures       | February 2020  |
| Input on Alternatives              | January 2020   |
| Draft Results                      | September 2020 |
| Final Alternatives Analysis Report | January 2021   |



**AGENDA:** August 10, 2020

**TO:** Bicycle Advisory Committee

**FROM:** Tommy Travers, Transportation Planner  
*The information provided was primarily prepared by Ecology Action for your review*

**RE:** County Active Transportation Plan – Project Overview

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## **RECOMMENDATIONS**

Staff recommends that the Bicycle Advisory Committee receive a presentation on the Santa Cruz County Active Transportation Plan and provide input on barriers to walking and biking in unincorporated Santa Cruz County.

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## **BACKGROUND**

The Santa Cruz County Active Transportation Plan is a partnership between the County of Santa Cruz Public Works Department, County Public Health, Ecology Action, and Bike Santa Cruz County. The Active Transportation Plan will update the 2011 Bicycle Plan and provide a roadmap for future improvements for walking and bicycling in unincorporated Santa Cruz County. The planning process is funded through a Caltrans Planning Grant, as well as local matching funds.

Public input is the foundation of the planning process and will be gathered through a social media campaign, community outreach, and public meetings. Following the public input phase in fall 2020, the planning team will develop a list of infrastructure and program recommendations to improve safety and encourage walking and bicycling. Copenhagenize Design Co. is supporting the project as a consultant and will develop the infrastructure recommendations.

In spring of 2021, the planning team will host several pop-up infrastructure demonstrations throughout the County. Pop-ups are temporary installations of traffic safety improvements, such as crosswalks or bike lanes, that give the community a chance to try out new infrastructure and give feedback on whether it should be made permanent.

The final plan is expected to be completed in early 2022 and will be used to guide future improvements and to help the County secure grant funding for project construction.

## **DISCUSSION**

The Street Story tool is being used to gather community input. Street Story collects data on bike and pedestrian crashes, near misses, and hazards, as well as places where people feel safe. The planning team is also asking for ideas on new projects that community members would like to see. Committee members are invited to

share their input on any of these categories or make comments online at <https://ecoact.org/sccatp/>.

The Active Transportation Plan covers unincorporated Santa Cruz County, and does not include the cities of Santa Cruz, Watsonville, Capitola or Scotts Valley. The Highway 9 corridor will not be a major focus of the plan because of the recently completed San Lorenzo Valley Complete Streets Corridor Plan. Three of the key planning areas (Davenport, Live Oak, and Aptos/Rio Del Mar/La Selva Beach) are shown in the maps available online at

[https://sccrtc.org/wp-content/uploads/2020/08/ATPlan\\_Davenport\\_DRAFT.jpg](https://sccrtc.org/wp-content/uploads/2020/08/ATPlan_Davenport_DRAFT.jpg)

[https://sccrtc.org/wp-content/uploads/2020/08/ATPlan\\_LiveOak\\_Final.jpg](https://sccrtc.org/wp-content/uploads/2020/08/ATPlan_LiveOak_Final.jpg)

[https://sccrtc.org/wp-content/uploads/2020/08/ATPlan\\_Aptos\\_DRAFT.jpg](https://sccrtc.org/wp-content/uploads/2020/08/ATPlan_Aptos_DRAFT.jpg)

## **SUMMARY**

The County of Santa Cruz and its consultants are in the early development stages of an update to the Active Transportation Plan for the unincorporated county. Staff recommends that committee members provide input to project planners at this meeting.

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**TO:** Bicycle Advisory Committee  
**FROM:** Tommy Travers, Transportation Planner  
**RE:** Update on Santa Cruz County's Highway 152/Holohan Rd Intersection Project

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## **RECOMMENDATION**

Staff recommends that the Bicycle Advisory Committee discuss an update from the ad-hoc subcommittee for Santa Cruz County's Highway 152/Holohan Rd Intersection Project and consider further communications with the County or Caltrans if desired.

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## **BACKGROUND**

At its June 2020 meeting, Santa Cruz County staff presented their proposed Highway 152 (East Lake Ave)/Holohan Rd/College Rd Intersection Project. Committee members provided comments on the design as well as adjacent areas of Highway 152, and created an ad-hoc subcommittee to meet further with County staff and write a letter of support for the project (see August 2020 agenda item 9).

## **DISCUSSION**

As a result of the June Committee meeting, the ad-hoc subcommittee met with County staff, who incorporated some of the Committee's recommendations into the project design. The subcommittee and RTC staff also communicated with Caltrans staff regarding adjacent Caltrans projects on the state highway. Caltrans responded stating that pedestrian work on the west side of the highway is complete, while work on the planned bridge on the east side over Corralitos Creek is in the engineering stage and only focused on pedestrian accessibility. They stated that they would try to widen the pedestrian waiting area at the SE corner of Highway 152 and College Rd but do not have any upcoming project north of College Road.

The Committee may wish to discuss making further communications with the County and/or Caltrans with regards to future bicycle improvements such as those recorded in the June 2020 Committee meeting minutes (see August 2020 agenda item 6, minutes item 9).

## **SUMMARY**

Staff recommends that the Bicycle Advisory Committee receive an update from the ad-hoc subcommittee for Santa Cruz County's Highway 152/Holohan Rd Intersection Project.