

Measure D Annual Report Cover Sheet

Fiscal Year 2019/20

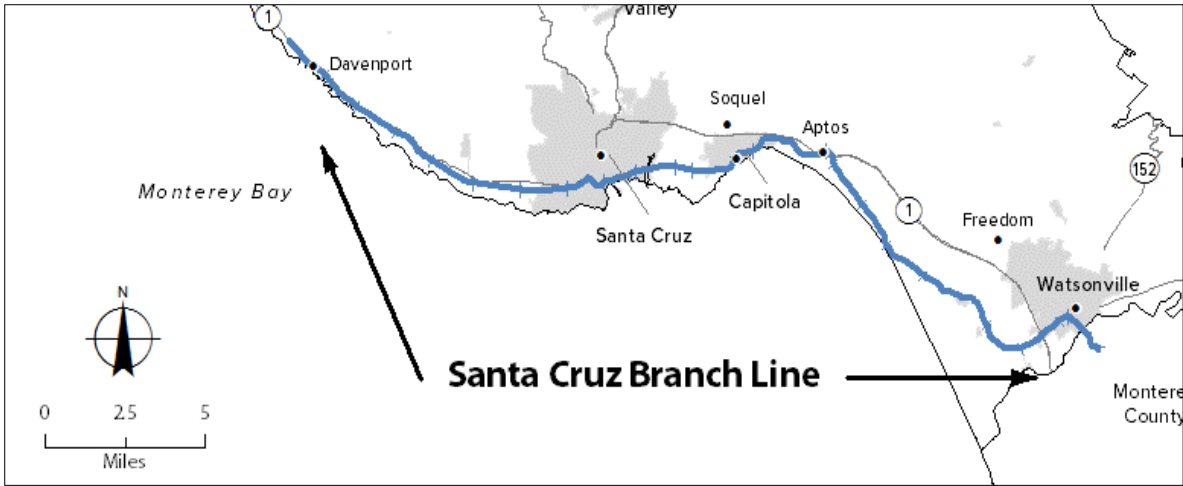
Investment Category: Rail (8%)

Lead: Santa Cruz County Regional Transportation Commission (SCCRTC)

Dear Measure D Taxpayer Oversight Committee: The SCCRTC is pleased to present the following information demonstrating compliance with the voter-approved Measure D Ordinance, Strategic Implementation Plan (SIP), agreements and guidelines. Collectively they make up the Measure D annual report for the Rail Corridor Measure D investment category.

The Measure D Expenditure Plan allocates 8% of revenues to the Rail Corridor investment category for infrastructure preservation and analysis of options, including environmental analysis of both transit and non-rail options for the corridor; rail line maintenance and repairs. The SCCRTC as owner of the Santa Cruz Branch Rail Line and a short-line operator are responsible for maintaining railroad infrastructure.

Measure D Financial Information		
FY19/20 Formula Allocation	\$1,647,443	
Unspent Prior Year Allocations	\$1,867,887	
Interest earned on Unspent Prior Allocations	\$46,328	
Total Measure D Funding Available in <u>FY19/20</u>	\$3,515,329	
Total Measure D Funds Spent in <u>FY19/20</u>	\$2,155,162	
Total Measure D Rollover to <u>FY20/21</u>	\$1,806,906	
<i>Note: Includes \$400,412 FEMA reimbursement for prior expenditures.</i>		
Maintenance of Effort		
FY19/20 LOCAL funds spent on transportation projects, operations, and/or services <i>(excludes grants & Measure D funds)</i>	\$2,617,436	
Maintenance of Effort Baseline <i>(average amount of <u>local</u> funds spent on RTC transportation projects in 3-5 fiscal years prior to 2017)</i>	\$2,114,952	
Measure D Compliance Documents		
Document	Attached	
1. FY19/20 Annual Report Cover Sheet <i>(this document)</i>	x	
2. FY19/20 Audited Financials for Measure D funds	x	
3. FY19/20 Expenditure Report Spreadsheet: Shows what Measure D formula funds were spent on.	X	
3a. Grouped projects supplemental information		
Location	Work done in FY19/20	Schedule for completion
Between Boardwalk and Capitola	Track improvements	Winter 2020
Various	Walkway repairs to 11 bridges	Winter 2020
Various	Erosion repairs at 5 locations	Spring 2020
MP 4.87	Emergency bridge repair	Winter 2021
Various	Structural assessment and analysis of all 29 bridges	Fall 2019

Various	Preparation of construction documents for phase 1 bridge repairs	Fall 2020
N/A	New safety training program	Winter 2020
4. Map:		x
 <p>The map shows the Santa Cruz Branch Line route in Monterey County, California. The line starts at Davenport, runs south through Santa Cruz, Capitola, Aptos, and Freedom, ending near Watsonville. Key locations marked include Davenport, Santa Cruz, Capitola, Aptos, Freedom, and Watsonville. The map also shows Monterey Bay to the west and Highway 152 to the east. A scale bar indicates distances up to 5 miles, and a north arrow is present.</p>		
5. FY19/20 Performance Measures Report - only applies to direct recipients (cities, county and transit agencies)		NA
6. Maintenance of Effort Compliance Spreadsheet: List of local funds spent on transportation projects through FY19/20 as compared to the 3-5 years prior to FY16/17.		x
a. If FY19/20 Local funds expended were lower than Baseline amount, explain why: NA. Baseline MOE met.		NA
7. Indirect cost allocation plan: Does your agency have an indirect cost allocation plan (ICAP)? (If "no," Measure D cannot be used for indirect costs) a. Date of most recent ICAP: March 13, 2020		Yes
8. 5-Year Program of Projects (5-Year Plan): List showing planned use Measure D formula funds in the next 5 years.		x
a. Evidence that the 5-year program of projects was approved through a public process. <ul style="list-style-type: none"> i. Public hearings at <u>RTC meetings</u>: <ul style="list-style-type: none"> • 6/6/2019: https://sccrtc.org/rtc-holding-public-hearing-on-measure-d-5-year-transportation-investment-plans/ • 9/3/2020: https://sccrtc.org/public-hearing-measure-d-five-year-plan-adoption/ ii. Advisory Committee Review of draft plans: April 2019 <ul style="list-style-type: none"> • Bicycle Committee • Elderly and Disabled Transportation Advisory Committee (E&D TAC) • https://sccrtc.org/wp-content/uploads/2019/04/Apr2019-ITAC-packet.pdf 		x

b. Date of 5-Year Plan Public Hearing soliciting input on 5-Year Plan	Date: 6/6/19 & 9/3/20
c. Date annual 5-year Plan approved by Governing Board – <i>*Interim amendments also made during RTC public meetings</i>	Date: 6/6/19 & 9/3/20*
9. Complete Streets Compliance (Cities/County only)	NA
10. Annual Report Narrative (may be included in Management & Admin section of audit)	
a. Fund Balances, Carryover Projects, and Description of planned, longer-term and future uses of Measure D revenues, if known.	x
<ul style="list-style-type: none"> 8% of Measure D net revenues are allocated to the Rail Corridor investment category for railroad infrastructure maintenance and repairs, analysis of transit and other uses of the rail line. The RTC is preparing a long term maintenance plan for the corridor. In FY20/21-21/22 significant repairs are being made to the corridor using a combination of Measure D and FEMA funds. In FY19/20, RTC received a \$400,412 reimbursement from FEMA for storm damage repairs which had been funded by Measure D in prior years, which is reflected in the carryover balance. The Transit Corridor Alternatives Analysis (TCAA) analyzes long term potential transit uses and funding for the rail corridor. The Measure D 5-year plan and Strategic Implementation Plan (SIP) provide additional information on Measure D fund management and long term use of Measure D revenues. 	
b. Future Liabilities: <ul style="list-style-type: none"> Track infrastructure, signage, maintenance, bridge inspections, and repairs will be ongoing expenses. Those costs are anticipated to be funded primarily by Measure D. Potential future transit service and construction would be funded by other sources, as described in the Business Plan for the locally-preferred electric rail alternative identified in the TCAA. It is currently unknown how much of storm damage repairs will be reimbursed by FEMA. The total cost of repairs is estimated at \$4-\$6 million. RTC is using Measure D funds to pay for damages upfront and will continue to request reimbursement from FEMA, but reimbursement is not guaranteed. 	
c. Compliance with Applicable Laws: <i>Confirm projects were implemented in compliance with applicable laws, regulations, requirements, standards of practice, guidelines, etc. which are applicable to publicly funded transportation projects are met and adhered to, including requirements of the California Environmental Quality Act (CEQA), state design and procurement requirements, etc.</i>	Yes
Public Outreach/Notification of Use of Measure D Funds	
11. Public Outreach/Process: During FY19/20 the RTC conducted outreach on Rail through: <ul style="list-style-type: none"> Fact sheets Enews to people who signed up for project updates Website updates Social media updates rail projects 	x


<ul style="list-style-type: none"> • Public hearing on 5-year plan • News releases • Tabling at community events • TCAA online and in person workshops and stakeholder meetings 	
12. Sample(s) of public outreach on Measure D-funded projects 7/1/19-6/30/20	
a. Websites with Measure D information <ul style="list-style-type: none"> • www.sccrtc.org/move • https://sccrtc.org/projects/multi-modal/transitcorridoraa/ • https://sccrtc.org/projects/rail/maintenance/ 	x
b. News Articles/News Releases/eNews: <ul style="list-style-type: none"> • https://sccrtc.org/transit-corridor-alternatives-analysis-online-open-house-now-open/ • https://sccrtc.org/take-our-survey-and-tell-us-what-is-important-to-you-when-it-comes-to-transit/ • https://sccrtc.org/transit-corridor-alternatives-analysis-underway-and-public-input-being-sought-on-project/ • https://sccrtc.org/draft-2020-measure-d-strategic-implementation-plan-now-available/ • https://sccrtc.org/measure-d-annual-report-released-2/ 	x
c. Signage: The Measure D logo, informing the community of projects funded by Measure D, was included on project fact sheets, the RTC website, and will be required to be displayed at construction sites. Note that for ongoing maintenance, signage is not typically posted.	x
13. Photos: Photos of some of the work done in FY19/20.	
	



Photo Credits: Howard Cohen

14. Fact Sheets on larger projects: Attached

x

Contacts

Designated staff available to report on or answer any and all inquiries in regard to Recipient Agency's audit, projects and expenditures, and/or compliance with Measure D before the RTC and/or the Measure D Taxpayer Oversight Committee or RTC advisory committees, as applicable.

Name	Title	Email
Tracy New	Director of Budget and Finance	tnew@sccrtc.org
Rachel Moriconi	Sr. Transportation Planner	rmoriconi@sccrtc.org
Shannon Munz	Communications Specialist	smunz@sccrtc.org

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MEASURE D EXPENDITURE REPORT - Direct Allocations

Reporting Year **FY19/20**

SCCRTC **RAIL Corridor**

Prior Year expenditures (if applicable)									
#	Project Name	Total Project Cost	FY19/20 Measure D Expenditures	FY16/17 Measure D Expenditures	FY17/18 Measure D Expenditures	FY18/19 Measure D Expenditures	Measure D TOTAL SPENT FY16/17-19/20	(Est) Future Year(s) Measure D Expenditures (including FY20/21)	Project in approved 5-year plan? (yes/no)
1	2017 Storm Damage Repair & Cleanup	\$3,650,000	\$364,429.95		\$36,337.48	\$143,791.58	\$544,559	\$101,957	Yes
2	Railroad Bridge Inspections & Analysis	\$1,684,739	\$16,241.88		\$104,765.57	\$314,973.66	\$435,981	Approx \$550k every 2 years	Yes
3	Capitola Trestle Railroad Bridge analysis	\$50,000	\$0.00				\$0	\$50,000	Yes
4	Railroad Bridge Rehabilitation	\$1,102,284	\$562,323.29				\$562,323	TBD	Yes
5	Track infrastructure and signage maintenance and repairs	\$2,990,445	\$585,418.04			\$347,290.72	\$932,709	\$1,933,925	Yes
6	Transit Corridor Alternatives Analysis	\$1,033,000	\$622,395.81			\$0.00	\$622,396	\$310,604	Yes
7	Santa Cruz County Regional Conservation Investment Strategy (funded from several Measure D categories)	\$720,000	\$4,353.44				\$4,353	\$3,807	Yes
8	Unified Corridor Investment Study	\$1,066,539	\$0.00		\$501,221.00	\$241,318.30	\$742,539	\$0	Yes
9	Rail Agreement Lawsuit	\$145,057	\$0.00			\$145,056.74	\$145,057	\$0	Yes
Total			\$2,155,162.41	\$0	\$642,324	\$1,192,431	\$3,989,917		

	FY 19/20 Measure D Revenues	FY 16/17 Measure D Revenues (4/1/17-6/30/17)	FY 17/18 Measure D Revenues	FY 18/19 Measure D Revenues	Measure D Expended	FEMA Reimbursement for prior expend.	Fund Balance/ Carryover
Allocation	\$ 1,647,442.61	\$272,873	\$1,663,917	\$1,715,355.92	\$3,989,917	\$400,412	\$ 1,806,906
Interest	\$ 46,327.61	\$ -	\$ 9,983	\$40,513.00			

MEASURE D EXPENDITURE REPORT

		Project Description/Location		Project Status/Timeline					
#	Project Name	Project Description <i>(may include additional project components, ex. complete streets, traffic calming, crossing improvements, drainage upgrades, etc.)</i>	Location/Limits (if grouped project, list each location/limit)	Work Done in FY19/20 (e.g. planning, design, construction, right-of-way)	CEQA compliance	Construction/Implement schedule	Completion Date <i>(actual or estimate)</i>	New Bike Lane Miles	
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	Staff time, project management support for delivery of storm damage repair projects.	design, environmental permitting, and project management	CE	2020-2021	est 2021	na	
2	Railroad Bridge Inspections & Analysis	Railroad Bridges are required to be inspected and load rated every 540 days per Federal Railroad Administration (FRA) requirements	Bridges along Santa Cruz Branch Rail Line	Inspections	CE	Ongoing	Ongoing	na	
3	Capitola Trestle Railroad Bridge analysis	Analysis of feasibility for building a trail on the bridge through Capitola Village and over Soquel Creek.	Soquel Creek, Capitola Village	N/A	TBD	2021-2022	est 2022	na	
4	Railroad Bridge Rehabilitation	Rehabilitation of railroad bridges consistent with analysis completed in 2012 and updated analysis proposed for 2018	Design for Phase 1 bridge repairs (5 bridges) began in 2020, emergency bridge repair (MP4.87) in FY19/20-20/21.	Design of 5 bridges and beginning of construction for Timber Trestle at MP4.87	CE	2020-2022	est 2022	na	
5	Track infrastructure and signage maintenance and repairs	On-going maintenance, repair and rehabilitation of railroad track infrastructure and signage	Santa Cruz Branch Rail Line: Santa Cruz to Pajaro	General maintenance and repairs	CE	Ongoing	Ongoing	na	
6	Transit Corridor Alternatives Analysis	Analysis of high-capacity transit uses on rail corridor including commuter rail, light rail, bus rapid transit.	Santa Cruz Branch Rail Line: Santa Cruz to Pajaro	Analysis of alternatives	na	2019-early 2021	est. early 2021	na	
7	Santa Cruz County Regional Conservation Investment Strategy <i>(funded from several Measure D categories)</i>	Match to Wildlife Conservation Board grant for early mitigation planning for transportation projects.	Countywide	Study initiated	na	Plan: 2019-2022	est. 2022	na	
8	Unified Corridor Investment Study	Analysis of rail corridor usage options	Santa Cruz-Watsonville: Rail Corridor, Soquel Dr/Freedom Blvd, & Highway 1	na	na	2017-2019	Jan. 2019	na	
9	Rail Agreement Lawsuit	Defense against CEQA lawsuit regarding the rail operator agreement	Santa Cruz Branch Rail Line	na	na	2018	Jul. 2018	na	
									0.00

MEASURE D EXPENDITURE REPORT

#	Project Name	Stats - if applicable				Leveraged Funds, if any		FY19/20 Expenditure Detail		
		New Ped Path or Sidewalk Miles	Miles of pavement rehab/repair (pothole, seals, etc)	Rehab of bikeways, sidewalks, or ADA ramps included? (describe)	If Complete Streets not incorporated into project, why not?	Leveraged Fund Amounts (grants & other funds where Meas. D used as match)	Leveraged Fund Source(s) Name(s)	FY19/20 Measure D Capital Costs	FY19/20 Measure D Non-capital (non-infrastructure, outreach, admin)	Measure D-funded Indirect costs (and overhead)
1	2017 Storm Damage Repair & Cleanup	na	na	na	na	TBD- \$700k so far	FEMA		\$308,212.38	\$56,217.57
2	Railroad Bridge Inspections & Analysis	na	na	na	na			\$16,241.88		
3	Capitola Trestle Railroad Bridge analysis	na	na	na	part of analysis					
4	Railroad Bridge Rehabilitation	na	na	na	part of analysis	\$600,000	RSTPX	\$562,323.29		
5	Track infrastructure and signage maintenance and repairs	na	na	na		\$467,500	RR operator		\$455,259.22	\$130,158.82
6	Transit Corridor Alternatives Analysis	na	na	na	part of analysis	\$100,000	CT planning grant		\$512,379.86	\$110,015.95
7	Santa Cruz County Regional Conservation Investment Strategy (funded from several Measure D categories)	na	na	na	part of analysis	\$645,000	Prop 68-\$594k; RCD \$51k		\$2,053.51	\$2,299.93
8	Unified Corridor Investment Study	na	na	na	part of analysis	\$ 324,000.00	CT planning grant		\$0.00	
9	Rail Agreement Lawsuit	na	na	na	na				\$ -	
		0.00	0.00			\$ 2,136,500		\$ 578,565	\$ 1,277,905	\$ 298,692

Measure D: 5-Year Program of Projects (FY20/21-FY24/25)

Approved 9/3/20

Previously updated 6/6/19, 6/27/19, 10/3/19 and 5/7/20.

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

					Planned Use					Total Measure D	2020 Updates
	Project	Description	Est. Schedule	Prior Years	FY20/21	FY21/22	FY22/23	FY23/24	FY24/25		
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 feasibility for building a trail on the bridge through Capitola Village and over Soquel Creek.	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.
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 total.
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	Placeholder - Staff recommends programming funds for environmental and prelim. design at a later date, pending results from the TCAA, development of the business plan, and grant opportunities. Modified description per TCAA.
6	Santa Cruz County Regional Conservation Investment Strategy	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.
7	Completed Projects	Completed work, includes UCS and lawsuit	2018-2019	\$887,596						\$887,596	Completed projects combined into a summary line.
Total Measure D Expenditures				\$3,468,708	\$2,017,934	\$649,010	\$201,207	\$693,433	\$208,433	\$7,238,725	



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)	\$	5,975
Other Sources*	\$	2,866

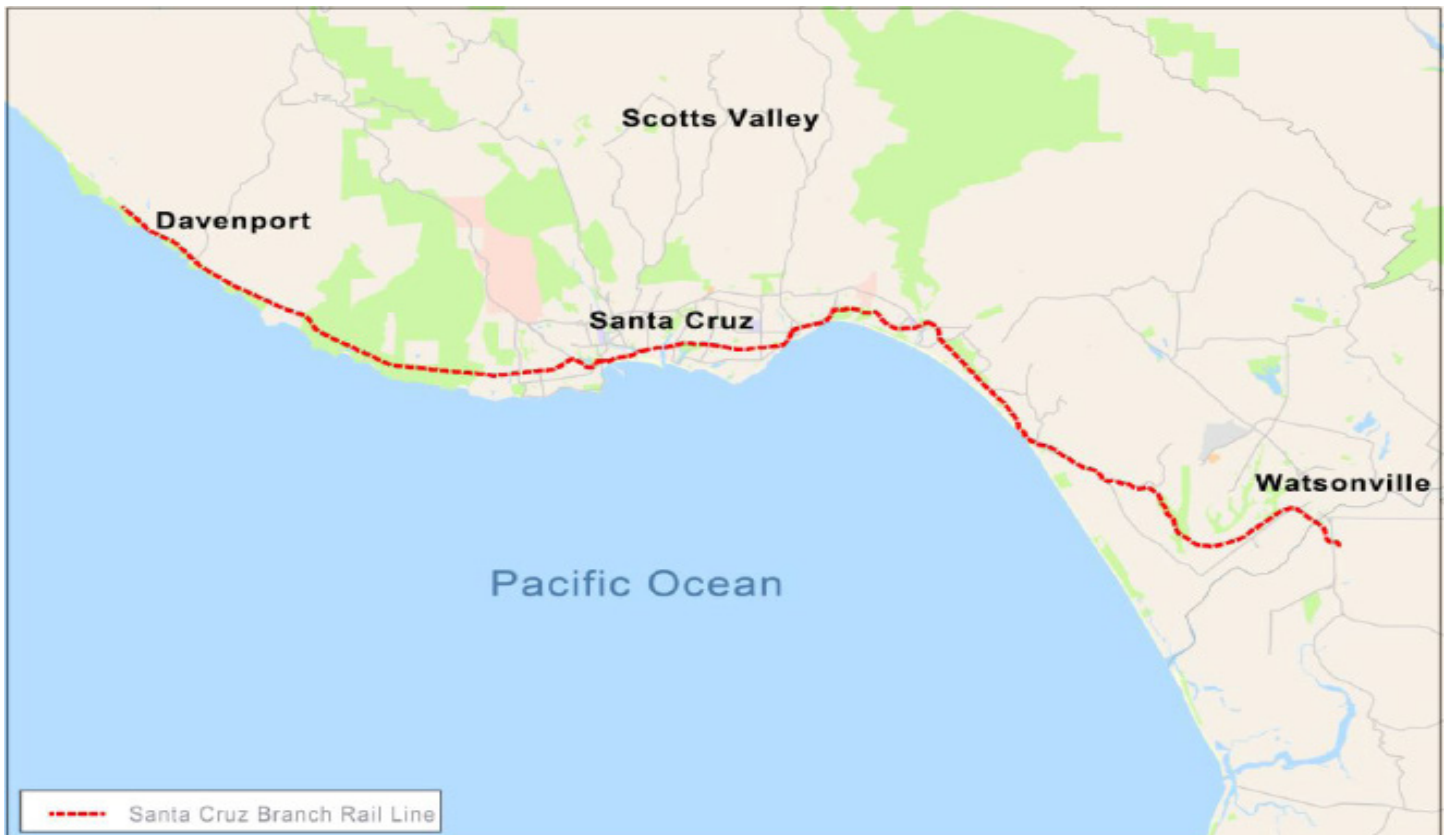
*Includes RSTPX and FEMA funds.



PROJECT FACT SHEET

Updated March 2021

Rail Corridor: Infrastructure Preservation



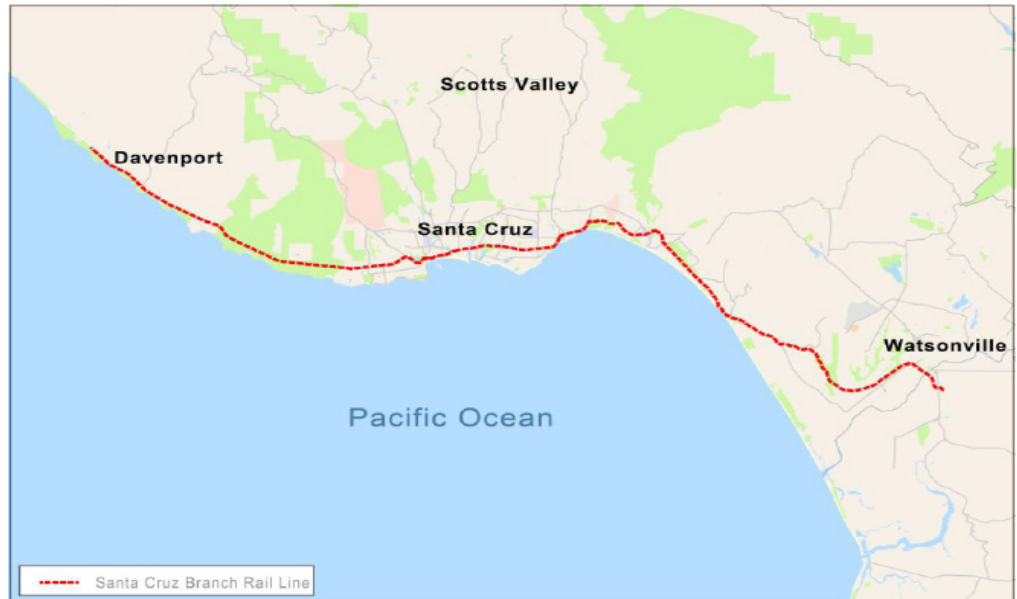


Active Transportation: RTC PM and Maintenance

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



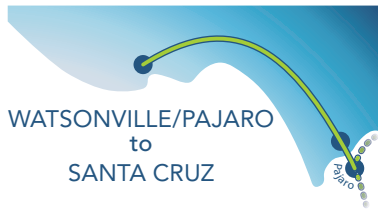
Total Programming (in thousands)

Total Funding Secured*	\$	7,700
Funding Sources		
Measure D (Active Transportation)	\$	7,700
Other	\$	0

*Reflects Measure D-funded oversight and maintenance costs FY17/18-FY24/25 for all segments (\$1.1M/yr on average).



TRANSIT CORRIDOR ALTERNATIVES ANALYSIS



FACT SHEET

OCTOBER 2020

TRANSIT CORRIDOR ALTERNATIVES ANALYSIS

In late 2019, the Santa Cruz County Regional Transportation Commission (RTC), in partnership with Santa Cruz Metropolitan Transit District (METRO), initiated the next phase of planning for a transit corridor along the existing rail right-of-way that will provide additional travel options, and enhanced access and connectivity for residents, businesses and visitors. One of the outcomes of the Unified Corridor Investment Study, completed in January 2019, was to reserve the Santa Cruz Branch Rail Line (SCBRL) for high-capacity public transit adjacent to a bicycle and pedestrian trail.

The Transit Corridor Alternatives Analysis (TCAA) 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 as a dedicated transit facility. A performance-based planning approach based on a triple bottom line sustainability framework will be utilized to assess various public transit options for the rail right-of-way. Transit alternatives will be compared to define a locally-preferred alternative that offers the greatest benefit to Santa Cruz County in terms of equity, environment, and economy. Proposed future intercounty and interregional connections to Monterey, Gilroy, the San Francisco Bay Area and beyond will be considered.



ALTERNATIVES ANALYSIS PROCESS

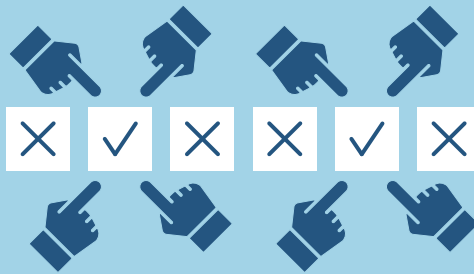
During the TCAA planning process, project goals, screening criteria and performance measures will be established to screen and then evaluate the performance of each potential alternative quantitatively. Potential transit alternatives will consider mode types such as rail, bus and other innovative services. Potential connector services will also be evaluated. The analysis will identify potential infrastructure, vehicle type and right-of-way needs as well as other potential transit features.

Agency partners, local and regional stakeholders and the general public will have the opportunity to provide valuable input into the alternatives and evaluation criteria to aid in narrowing down to a feasible transit solution. The ultimate goal of the TCAA is to identify one locally-preferred transit alternative that meets the needs of the diverse community for which it will serve.

TCAA HIGHLIGHTS



Rail right-of-way passes within one mile of half of the county's population and can provide access to 44 schools and 92 parks.



Involves the community, partner agencies, RTC and METRO in the decision-making process to identify a preferred alternative and next steps.



Develops a strategic business plan for the selected alternative, including a cash flow analysis of environmental clearance, right-of-way, design, construction, operations and maintenance.



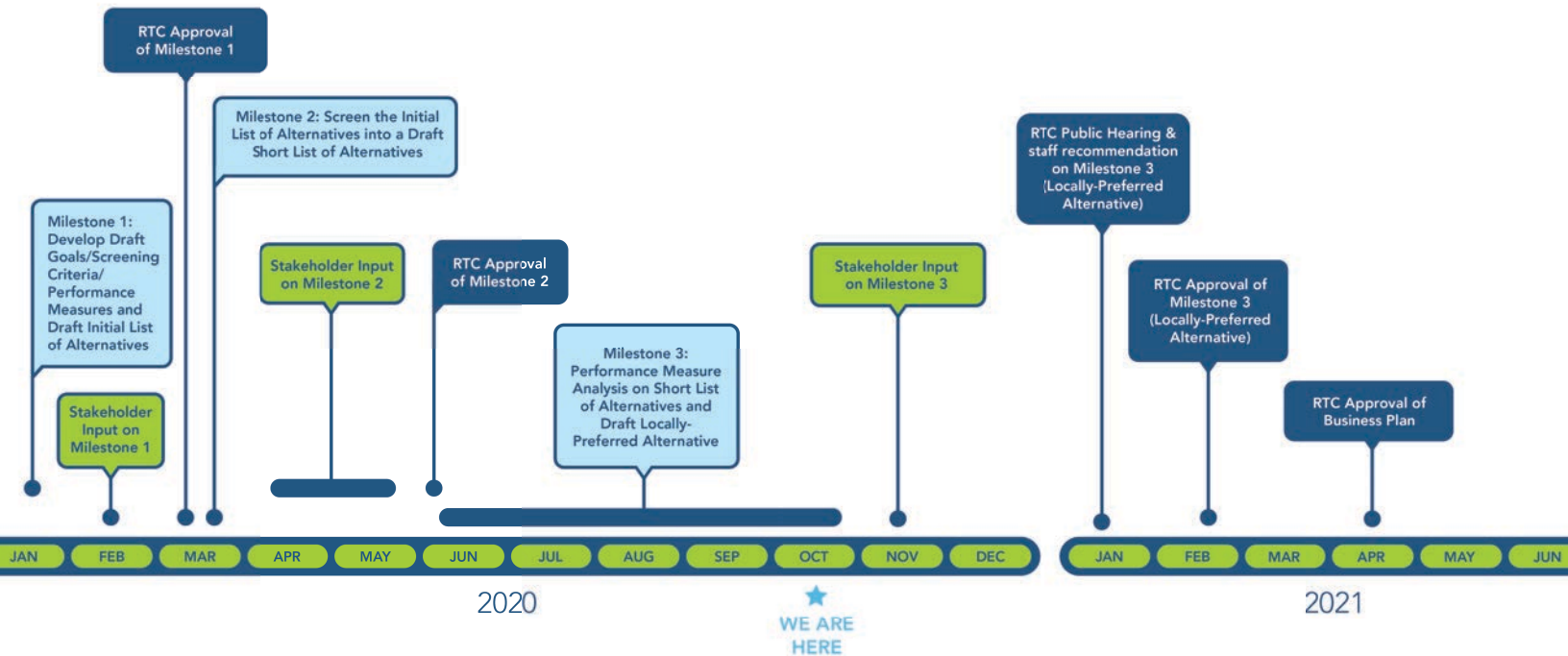
Rail Network Integration Study funded by Caltrans will be performed as part of the Alternatives Analysis.



Utilizes a performance-based planning approach with a triple-bottom line framework of equity, environment and economy.



KEY MILESTONES





STAY INFORMED

RTC and our METRO partner are committed to engaging the public and regional stakeholders throughout the TCAA process. The outreach program will include multiple opportunities to share information, listen and address concerns as well as seek valuable input to help identify a preferred

transit alternative to serve and connect our communities. To stay informed, visit the project website to be added to the contact list. New information will be distributed electronically through the website, social media and email blasts along with in-person distribution at meetings.



WEBSITE

sccrtc.org/transitcorridoraa



PHONE

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E-SUBSCRIPTIONS

sccrtc.org/about/esubscriptions



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FACEBOOK

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