



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

AGENDA
Thursday, May 20 2021
1:30 p.m.

TELECONFERENCE AND VIDEO CONFERENCE MEETING ONLY

Zoom meeting link:
<https://us02web.zoom.us/j/87467167434>
Meeting ID: 874 6716 7434
Passcode: 304539
Alternately participants may dial-in: 1-669-900-9128
or iphone one-tap: +16699009128,,87467167434#

In compliance with guidance for gatherings issued by State and local health authorities and pursuant to the [Governor's Executive Order N-29-20](#) regarding public meetings, the Committee will convene a teleconference and video conference meeting only.

1. Call to Order
2. Introductions
3. Oral communications

The Committee will receive oral communications during this time on items not on today's agenda. Oral communications 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, but may choose to follow up at a later time, either individually, or on a subsequent Committee agenda.

4. Additions, deletions, or other changes to consent and regular agendas

CONSENT AGENDA

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

5. Approve Minutes of the March 18, 2021 ITAC meeting

REGULAR AGENDA

6. Status of transportation projects, programs, studies and planning documents
 - a. Verbal updates from ITAC members on projects
 - b. Verbal information sharing on Coronavirus/returning to work and board meeting protocols
 - c. Caltrans announcements and project updates
7. Distribution of Federal Highway COVID Relief Funds
 - a. Staff report, Rachel Moriconi
8. Highway 1 – State Park to Freedom Auxiliary Lanes and Bus on Shoulder Project & Coastal Rail Trail Segment 12 Addition of Interim Trail Alternative
 - a. Staff report, Sarah Christensen and Guy Preston
9. State and Federal Legislative and Funding Updates
 - a. Verbal updates
10. Capitola Trestle Update & Interim Trail Alternative
 - a. Staff report, Sarah Christensen
11. Next Meeting – The next ITAC meeting is scheduled for 1:30pm on June 17, 2021. ITAC meetings will be held by videoconference (Zoom) until further notice. ITAC meetings will be canceled if there are no action items to be brought before the committee.

Adjourn

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 / website: www.sccrtc.org

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

TELECONFERENCE MEETINGS: This meeting is being held by teleconference in accordance with guidance for gatherings issued by the California Department of Public Health and local health authorities. There is no option to attend this meeting in-person. The Governor's Emergency Declarations related to COVID-19 and [Governor's Executive Order N-29-20](#) allow local board and committee members and the public to participate and conduct meetings by teleconference and/or videoconference, in order to protect public health. Santa Cruz County Health Services Agency COVID resources are online at: www.santacruzhealth.org/coronavirus

The RTC is committed to facilitating coordination among agencies and encourages members and interested parties to join the online meeting by clicking the meeting link provided above. If you are unable to participate by web or phone or if you need additional assistance to participate, please contact 831-460-3200 at least 3 days in advance of the meeting.

Zoom Meeting Tips: Meeting attendees are strongly encouraged to use the Zoom app for best reception. Prior to the meeting, participants can download the Zoom app at:

<https://zoom.us/download>. A link to simplified instruction for the use of the Zoom app is:
<https://blog.zoom.us/video-communications-best-practice-guide/>

Remote Meeting Public Comments: Due to current circumstances, there may be limited opportunities to provide verbal comments during the meeting. Persons who wish to provide comments during oral communications or on an item on the agenda are encouraged to submit comments in writing to rmoriconi@sccrtc.org by 12:00 noon the day before the meeting. Members of the public participating by Zoom are instructed to be on mute during the proceedings and to speak only when public comment is allowed, after requesting and receiving recognition from the Chair.

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SERVICIOS DE TRADUCCIÓN/ TRANSLATION SERVICES: Si gusta estar presente o participar en juntas de la Comisión Regional de Transporte del condado de Santa Cruz y necesita información o servicios de traducción al español por favor llame por lo menos con tres días laborables de anticipo al (831) 460-3200 para hacer los arreglos necesarios. (Spanish language translation is available on an as needed basis. Please make advance arrangements at least three days in advance by calling (831) 460-3200.)

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

DRAFT MINUTES

Thursday, March 18, 2021, 1:30 p.m.
Teleconference

Due to precautions associated with COVID-19 (coronavirus), the meeting was held by teleconference, consistent with Governor Newsom's Executive Orders which allow legislative bodies to hold Brown Act meetings via teleconference.

ITAC Members Present

County of Santa Cruz Public Works and Planning Proxy – Tim Bailey
Capitola Public Works - Kailash Mozumder (Vice Chair)
Santa Cruz Public Works – Mark Dettle
Santa Cruz Planning Proxy - Josh Spangrud
Scotts Valley Public Works – Athena Cheung
Watsonville Public Works - Murray Fontes
Watsonville Community Development - Justin Meek
Association of Monterey Bay Area Governments (AMBAG) – Heather Adamson
Caltrans District 5 - Gus Alfaro
Santa Cruz Metropolitan Transit District – John Urgo (2 votes)
University of California at Santa Cruz (UCSC) – Teresa Buika

Excused Absence: Piet Canin, Ecology Action

RTC Staff Present

Rachel Moriconi, Guy Preston, Fernanda Dias Pini

Others Present

Darron Hill, Caltrans District 5
Miranda Taylor, AMBAG Alternate
Oxo Slayer, UCSC Alternate
Daryl Jordan, Scotts Valley Public Works Alternate

- 1. Call to Order:** Vice Chair Kailash Mozumder called the meeting to order at 1:32 p.m.
- 2. Introductions:** Roll call introductions were made. All attendees participated by teleconference.
- 3. Oral Communications:** none.
- 4. Additions, deletions, or changes to consent and regular agendas:**
Handouts were provided for Items 8, 10, and 12.

CONSENT AGENDA

5. Approved Minutes of the January 21, 2021 ITAC meeting

6. Accepted Caltrans Announcements from Gus Alfaro, District 5

The Committee approved a motion (Fontes/Mozumder) approving the consent agenda (8-0), with Mozumder, Dettle, Cheung, Fontes, Alfaro, Buika, Urgo and alternate Taylor voting yes by roll call vote. Spangrud abstained. Due to technical difficulties Members Bailey and Meek did not vote.

REGULAR AGENDA

7. Status of transportation projects, programs, studies and planning documents

ITAC members provided updates on Measure D and RTC-funded projects, other major projects and planning efforts.

UCSC – Teresa Buika noted that an increase in the student population is expected this Fall as COVID-19-related restrictions are gradually lifted, and with on-campus housing at 2/3rds capacity and in-person classes at 50% capacity. Ms. Buika also stated that the UCSC Transportation and Parking Services (TAPS) is in the early planning stages to electrify its fleet and plans to contract with the Center for Transportation and the Environment to conduct a feasibility study.

METRO – John Urgo reported METRO is currently running a free fare program for those with COVID-19 vaccine appointments; a 50% reduction for regular and free rides for discount eligible customers system-wide will be implemented between March 22nd and September 15th; changes to METRO's summer service are being considered in anticipation of increased traffic and greater demand on weekends, to recreational areas, and to the UCSC campus as pandemic-related restrictions are eased.

Scotts Valley – Athena Cheung reported that the city is out to bid for a sidewalk project on Bluebonnet Lane.

Watsonville – Murray Fontes reported that the HSIP-funded Airport Boulevard and Home Road signal is operational; the ATP-funded Lincoln Street safety improvement project is out to bid for the third time; the first phase of Segment 18 of the Rail Trail is close to completion; and California Transportation Commission (CTC) staff have recommended that the city receive grant funding for the Harkin Slough pedestrian crossing over Highway 1.

For Watsonville planning Justin Meek reported that efforts for the downtown specific plan are ongoing and that opportunity sites and connections to the transportation network are being looked at, including design alternatives. Planning staff are working with Caltrans and the Public Works Department to discuss alternatives and what may be included as part of that effort.

County – Tim Bailey reported that they opened bids on Measure D resurfacing project which includes 5.34 miles of rubber cape seal. The Aptos Village signal is expected to be operational by the end of March, with new striping scheduled to be completed in the next week. Storm damage projects continue, with new projects going out to bid soon.

Capitola – Kailash Mozumder reported that the Capitola Avenue streetscape sidewalk project near Capitola Village and planning for the Clares Street improvement project is underway, including public outreach and final design.

Santa Cruz – Josh Spangrud reported that the Highway 1/9 project is out to bid, with construction expected to start in May. He also reported that the City has received bids for citywide pavement projects; Segment 7-Phase I of the Rail Trail and an HSIP project pedestrian crossing projects were completed. Mark Dettle added that the City is working with Caltrans on fencing and to relocate houseless people during Highway 1/9 construction.

AMBAG – Heather Adamson stated AMBAG updates would be provided under Item #9.

RTC – Rachel Moriconi reported that RTC will be collecting bicycle and pedestrian counts this spring. Agencies should contact Tommy Travers by March 26th if they have locations that need counts they would like to coordinate with the RTC's contract. Counts are anticipated to be done in May to ensure consistency with previous counts. She also reported that the Highway 17 Wildlife Crossing, funded in part by \$5 million from Measure D, is ready to go to bid and will be advertised soon after the California Transportation Commission's (CTC) meeting in May 2021 releasing funds for Caltrans construction support costs. The RTC's Highway 1 41st Ave to Soquel Ave/Dr Auxiliary Lanes, Bus-on-Shoulder, and Chanticleer Bike/Ped Overcrossing project is anticipated to go out to bid following the CTC's fund allocation in June, and begin construction in the Fall. Along the Santa Cruz Branch Rail Line, several repair projects are under construction or out to bid. Ms. Moriconi also reported that RTC and partners will be kicking off the campaign for the new Cruz511 commute manager program, branded as Go

Santa Cruz County, in May 2021, which could help promote METRO's new services.

Caltrans – Gus Alfaro reported that Caltrans released *California Transportation Plan 2050*, a long range plan with a vision to create a statewide transportation system that is integrated, sustainable, and that has a network of mobility options that provide a safe, reliable, and convenient transportation. At the core of the 2050 Plan is a focus to reduce greenhouse gas to 80% below 1990 levels by 2050, and with an emphasis to attempt to advance racial and economic justice by redirecting resources to marginalized and under-invested communities and by amplifying voices traditionally excluded from the transportation decision-making process.

Mr. Alfaro also reported that the CTC made \$100 million available to integrate complete streets into Caltrans' State Highway Operation and Protection Program (SHOPP) projects. He noted that this was a competitive process and announced that Caltrans staff is recommending approximately \$2 million for complete streets projects on Highways 152 and 129 in Watsonville; the allocation will be decided at the May CTC meeting. Mr. Alfaro lauded the City of Watsonville and Ecology Action for their local community planning and for proving a compelling story and analysis.

Mr. Alfaro noted another new project is a high friction surface treatment project on Highway 17 around Scotts Valley to Summit Road, Heidi Borders is the project manager and contact for this project.

8. State Highway Operation and Protection Program (SHOPP) Update

Darron Hill, Caltrans District 5, provided an update on State Highway Operation and Protection Program (SHOPP) projects in Santa Cruz County and encouraged use of the [SHOPP virtual project dashboard - projectbook.dot.ca.gov](https://projectbook.dot.ca.gov), which includes information on SHOPP projects in their various stages of development, including broad categories, project costs, notes on currently programmed projects. The 10-Year Book projects is available online at <https://tinyurl.com/reqf34t>.

Mr. Hill noted that many projects present an opportunity for partnership between Caltrans and local agencies. Projects that are reactive in nature, such as safety projects or storm damage projects, are immediately addressed by Caltrans and present very limited opportunity for interagency collaboration, are not listed on the SHOPP project viewer.

He requested jurisdictions identify safety issue areas and communicate those with Caltrans as soon as possible and that ITAC members review and provide input on SHOPP projects.

9. Association of Monterey Bay Area Governments (AMBAG) 2021 Title VI/Limited English Language (LEP) Plan Development

Miranda Taylor, AMBAG, gave an overview of AMBAG's 2021 Title VI Plan development process. The 2021 Title VI Plan is a comprehensive document that guides AMBAG in the Title VI process, effective from 2021-2024. As a subrecipient of Caltrans' Planning Grants and the federally designated Metropolitan Planning Organizations (MPO), AMBAG must prepare and adopt a Title VI plan at least once every three years to meet Federal Transit Administration requirements. Ms. Taylor asked ITAC members to review and provide feedback on the development of the draft plan.

10. Transportation Funding Updates

Rachel Moriconi, RTC, provided updates on state and federal funding sources, including: Highway Safety Improvement Program (HSIP), the Fixing America's Surface Transportation (FAST) ACT, Surface Transportation Block Grant (STBG)/ Regional Surface Transportation Program Exchange (RSTPX), Regional Transportation Improvement Program (RTIP), Active Transportation Program (ATP), Transportation Development Act, and Measure D. She reminded agencies that AMBAG has requested updates to the Metropolitan Transportation Improvement Program (MTIP) for federally-funded projects by March 19.

Ms. Moriconi reported that members of Congress are likely to bring back Earmark appropriations and that the RTC will be submitting priority projects to the Central Coast Congressional Representatives and encourages ITAC members to reach out to RTC staff to coordinate efforts to obtain appropriations or earmarks for local projects. She also discussed the Coronavirus Response and Relief Supplemental Appropriations Act (aka CRRSAA, H.R. 133, COVID Relief) and state-level discussion on fund distribution and amounts. The CTC is expected to decide regional funding amounts and whether funds are distributed through the State Transportation Improvement Program (STIP) and/or Surface Transportation Block Grant Program (STBG) programs at its March 24, 2021 meeting.

Teresa Buika noted that a small amount of CRRSSA funding has also been distributed for operations to agencies that received FTA5310 grants in 2020, including about \$30,000 to UCSC.

11. Climate Action Plan for Transportation Infrastructure (CAPTI)

Rachel Moriconi, RTC, provided an overview of the draft [Climate Action Plan for Transportation Infrastructure \(CAPTI\)](#). The California State Transportation Agency (CalSTA), along with several other state agencies, has developed the CAPTI as a response to the executive orders signed by Governor Gavin Newsom in 2019 (EO N-19-19) and 2020 (EO N-79-20) that target greenhouse gas emission reduction in transportation to reach the state's climate goals. She noted that comments on the plan are due May 4 and encouraged ITAC members to review the draft CAPTI and share any comments that they have with RTC staff.

Heather Adamson noted that AMBAG staff will be taking their comments on the CAPTI for Board deliberation. She mentioned that AMBAG is paying particular attention to CAPTI language on freight and safety and how it may hinder grant-competitiveness of some projects in Monterey and San Benito counties.

Justin Meek discussed submitting a comment related to the need for a definition of disadvantaged communities that incorporates a more fine-grained level of data and analysis to ensure representation and advocacy for services for vulnerable populations and to address historical inequities.

Murray Fontes inquired about how Caltrans staff believe that the CAPTI will be integrated into Caltrans' programs.

Gus Alfaro stated that the goals of the California Transportation Plan 2050 are synergic with those of the CAPTI and encouraged agencies to read the CAPTI to gain insight into Caltrans' investment strategies. Mr. Alfaro noted that this discussion only pertains to discretionary funds and that Caltrans will continue to have a "Fix-It-First" approach to Senate Bill 1 road repair and maintenance and SHOPP projects. He noted that vehicle miles traveled (VMT) have increased leading to a state-wide sense of urgency to address climate change, reduce VMT and to focus on multi-modal improvements.

Rachel Moriconi noted that while CAPTI recognizes the need for additional funding for active transportation projects, she expressed concerns that the State might suggest funding complete streets on state highways through the already oversubscribed Active Transportation Program (ATP).

Teresa Buika stated that the CAPTI is a forward-thinking plan and she inquired whether CalSTA staff had reached out to higher education agencies for input. Ms. Buika also noted that the University of California (UC) system does not have sufficient funding to meet state-set transportation goals, such as to electrify its fleet and promote transit use, as the UC's transportation/parking services are funded by student fees,

which is an inequitable and unsustainable funding source to meet the state's goals.

12. Chair and Vice Chair Elections

Rachel Moriconi shared information on past ITAC chairs and vice chairs since 2000. She noted that Claire Gallogly has proposed Kailash Mozumder serve as Chair and Teresa Buika as Vice-Chair. After brief discussion, Mr. Mozumder confirmed that he would be willing to serve as chair for the next two years and Ms. Buika agreed to vice chair. ***The committee approved a motion (10-0) from Fontes/Dettle nominating Kailash Mozumder and Teresa Buika as chair and vice chair for a two year term starting April 2021. The motion passed with Mozumder, Dettle, Cheung, Fontes, Meek, Bailey, Alfaro, Buika, Uργο, and Adamson voting yes.***

Murray Fontes acknowledged that Claire Gallogly did a wonderful job as chair, especially in spite of additional technical challenges associated with virtual meetings due to COVID over the past year.

- 13. Next meeting.** The next meeting of the ITAC is scheduled for 1:30 p.m. on April 15, 2021 via videoconference (Zoom). ITAC meetings will be canceled if there are no action items to be brought before the committee.

Adjournment: The meeting adjourned at 3:10 p.m.

Minutes prepared by: Fernanda Dias Pini, RTC Transportation Planning Tech

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MAY 2021 INTERAGENCY TECHNICAL ADVISORY COMMITTEE (ITAC) ANNOUNCEMENTS

Hello ITAC members,

Caltrans District 5 and the Central Coast Coalition is wrapping up a year-long stakeholder outreach effort to solicit feedback on the US 101 Business Plan. The team will share the draft US 101 project list and facilitate county-specific breakout sessions to hear input on priority improvements influenced by stakeholder experiences. Please register in advance for this meeting if interested. A link to register is provided in the announcements.

Other announcements that may be of interest to the committee include an upcoming webinar which will provide guidance on Safe Routes to Parks, California Highway Patrol is conducting bicycle safety rodeos statewide and hosting educational presentations promoting safe behavior for bicyclists and motorists for National Bicycle Safety Month (throughout May), and Caltrans recently honored the lives of 189 transportation workers who died keeping others safe during the 31st annual memorial at the California State Capitol in Sacramento. Lastly, please view and share with stakeholders a short video on how transportation is funded statewide along with information regarding a current road charge pilot program (the California Four Phase Demonstration). For more information, please see the additional information provided. Thank you!

Regards,

A handwritten signature in blue ink that reads 'Gustavo Alfaro'.

Gus Alfaro

PHONE: 805-835-6490

WEBSITE: <https://dot.ca.gov/caltrans-near-me/district-5>

EMAIL: gustavo.alfaro@dot.ca.gov



US 101 Business Plan Focus Group Meeting in May 2021 *(released April 29, 2021)*

- Caltrans District 5 will host a virtual focus group meeting on the US 101 Business Plan from 9 to 11 a.m. **Thursday, May 27, 2021.**
- The Business Plan provides the data, strategies and community support needed to match corridor priorities with potential funding opportunities for implementing improvements along the corridor.
- We invite stakeholders to share experiences along US 101 and help guide the Business Plan's development.
- Main meeting topics include a survey and draft US 101 project list.
- The team will also facilitate county-specific breakout sessions to hear input on priority improvements based on stakeholder experiences.
- For questions, please contact Kelly McClendon, Caltrans District 5 Senior Transportation Planner, at kelly.mcclendon@dot.ca.gov or 805-748-4216. More information: [U.S. 101 Business Plan | Caltrans](#).
- **To Register:** <https://us02web.zoom.us/meeting/register/tZMod-morj4qGtf1BH3316s4sj21zl4o06ak>

Safe Routes to Parks Webinar

Safe Routes Partnership is giving a webinar on a step-by-step guidance through the Safe Routes to Parks framework to increase safe and equitable access to parks and green spaces. On May 20, join a free one-hour webinar to learn more about the new toolkit and hear from community partners for ideas on implementing Safe Routes to Parks in Oregon communities. Come learn more about Safe Routes to Parks and future peer-learning opportunities in Oregon!

Connecting People to Parks in Oregon Communities

May 20th, 1:00 pm to 2:00 pm Pacific

SPEAKERS:

- Allison Harris, Oregon State University Extension Service
- Amanda Parsons, Oregon Recreation and Park Association
- Becky Gilliam, Safe Routes Partnership
- Nicole Paulsen, Tualatin Hills Park and Recreation District

[New Safe Routes Partnership Resource & Webinar - Connecting People to Parks: A Toolkit to Increase Safe and Equitable Access to Local Parks and Green Spaces](#)



CHP News – May is National Bicycle Safety Month: Safety is a shared responsibility *(released May 5, 2021)*

- Throughout May, the California Highway Patrol is conducting bicycle safety rodeos statewide and hosting educational presentations promoting safe behavior for bicyclists and motorists.
- The CHP reminds bicyclists and motorists to share the road and remember traffic safety saves lives.
- In the last five years, nearly 800 bicyclists died and more than 51,000 were injured in crashes in California, according to the CHP's Statewide Integrated Traffic Records System's preliminary data.
- Bicyclists riding on the wrong side of the roadway and improper turning movement violations are the primary causes of fatal bicycle-involved crashes, the data shows.
- Bicyclists are required by law to follow the same rules of the road as motorists, which includes obeying all traffic signs and signals, eliminating distractions while riding, indicating when making a turn and pulling off the roadway if five or more vehicles are lined up behind them, yielding to pedestrians, and never bicycling while under the influence of drugs or alcohol.
- Bicyclists should be aware of their surroundings and ever-changing traffic conditions, wear appropriate reflective or bright-colored clothing and a helmet, and maintain bicycles in good condition with proper reflectors and lighting.
- Keep bicyclists safe by doing the following:
 - Giving at least three feet clearance when passing a bicycle or slowing to a reasonable and prudent speed and passing only when doing so would not endanger a bicyclist's safety.
 - Looking twice for bicyclists before turning left or right onto a roadway and checking before opening a door in a vehicle parked along the street.
 - Think of others on the road who are not driving as your closest friends and/or family.
 - Consider the vulnerability of bicyclists in the event of a crash, which could result in serious injuries or even death.
- More information: <https://www.chp.ca.gov/PressReleases/Pages/CHP-EMPHASIZES-THE-SHARED-RESPONSIBILITY-OF-BICYCLE-SAFETY-.aspx>

Press Release Content



Fallen workers honored at Caltrans' 31st Annual Memorial in Sacramento and District 5 *(released April 29, 2021)*

- Caltrans recently honored the lives of 189 workers who died keeping others safe during the 31st annual memorial on the west steps of the California State Capitol in Sacramento.
- No public event was held due to the ongoing COVID-19 pandemic and the memorial was broadcast virtually.
- 189 orange traffic cones were presented in a diamond *caution sign* configuration, each bearing the name of a worker lost since 1921.
- A single black cone at the formation's center represented all workers lost on the state highway system, including private contractors and California Highway Patrol officers.
- Six honor guards presided over the symbolic tribute and flags flew at half-staff at the Capitol and all Caltrans' facilities statewide.
- Highway construction and maintenance work are two of the most hazardous occupations in the U.S., according to the U.S. Bureau of Labor Statistics.
- In 2019, more than 7,062 work zone collisions occurred on California roadways.
- An estimated 2,073 sustained injuries with 48 involving fatalities.
- Nationally, drivers and passengers account for 85 percent of those killed in work zones.
- Drivers are reminded to keep highway workers safe by either moving over to another lane when clear or slowing down in work zones.
- District 5 hosted a virtual worker's memorial event on May 5, 2021. More information: <https://dot.ca.gov/news-releases/news-release-2021-015>.

How Transportation is Funded Video

<https://player.vimeo.com/video/459031006>



Road Charge Pilot - California Four Phase Demonstration

With support from a federal Surface Transportation Funding Alternative grant, California will test how road charge can work with four technologies: usage-based insurance, ridesharing, electric vehicle charging stations/pay-at-the-pump systems, and autonomous vehicles. Interested in participating? The demonstration will begin in January 2021 and run for six months. Complete the Contact Us data form to express your interest in volunteering for one or more demonstration phases.

<http://caroadcharge.com/engage/contact-us/>



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE JUNE 3, 2021 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

PROJECTS UNDER CONSTRUCTION									
	Project	Location Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager (Resident Engineer)	Contractor	Comments
1.	Santa Cruz 1 CAPM and Bridge Rails (1C85U)	In and near Santa Cruz from North Aptos up to Jct. Route 9 PM (10.2 to 17.5)	Pavement Rehabilitation, ADA Curb Ramps, Guardrail/ Barrier rail/Bridge	June 2, 2019 – Winter 2020	\$22 million	SHOPP	Luis Duazo (GG)	Granite Construction Company Watsonville, CA	Work continues to finish striping, upgrade guardrail and complete miscellaneous work such as electrical and curb ramps. Work on schedule to be completed by winter.
2.	Highway 17 Pasatiempo Shoulder Widening (1C670)	South of Pasatiempo overcrossing (PM 0.2/0.5)	Shoulder widening and soil nail wall	Spring 2019- Winter 2020	\$5.7 million	SHOPP	Heidi Borders (BR)	Graniterock Company Watsonville, CA	Work continues to finish the paving, signage and miscellaneous work. Work to be completed by winter.
3..	Pedestrian Signal Upgrades (1G160)	Various Locations: Highways 1, 9, 17, 129, and 152	Install Accessible Pedestrian Signal (APS)	January 2020 – Summer 2020	\$ 1.8 million	SHOPP	Mike Lew (FA)	Crosstown Electrical & Data, Inc	Contract was accepted on July 8 and we are currently in the closeout phase.
4.	Crosswalks and Pedestrian Safety Enhancements (1G760)	Various Locations: Highways 1, 9, 129, and 152 (Note: Project also includes six locations in Monterey County, on Routes 68 and 183)	Electrical/Signs/ Flashing Beacons/ Markings/ Pavements	Fall 2020/ Spring 2021	\$1,000,000	Minor	Mike Lew	PS&E	Construction is underway.



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE JUNE 3, 2021 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

PROJECTS UNDER CONSTRUCTION (Cont'd.)

	Project	Location Post Mile (PM)	Description	Construction Timeline	Construction Cost	Funding Source	Project Manager (Resident Engineer)	Contractor	Comments
5.	Highway 1/ Highway 17 Ramp Safety Improvements (1H060)	From the Fishhook to Pasatiempo overcrossing (PM 16.7)	Construct ramp safety improvements	Contract Awarded	\$5.8 million	SHOPP	Heidi Borders	Teichert	
6.	TMS Detection Repair (1H990)	Various locations throughout District 5 along SRs 1, 17, 68, 156, 101 (PM Various)	Replace failed TMS Detection	Summer 2020/Winter 2021	\$4.9 million	SHOPP SB-1	Brandy Rider (PD)	PS&E/RW	Project in construction.

PROJECTS IN DEVELOPMENT

	Project	Location Post Mile (PM)	Description	Construction Timeline	Estimated Construction Cost	Funding Source	Project Manager	Phase	Comments
7.	Highway 1 Soquel Creek Scour Protection (1H480)	In Capitola at Soquel Creek Bridge (PM 13.3)	Bridge preventative maintenance – Place scour protection	Winter 2022	\$2.2 million	SHOPP	Heidi Borders	PS&E	PA&ED was achieved 4/14/2020. Project to move into PS&E (Design Phase).
8.	Highway 1 Davenport Culvert Replacement (0J200)	Near Davenport and south of Waddell Creek Bridge (PM 31.9/35.7)	Replace culverts	Fall 2021	\$3.6 million	SHOPP SB-1	Heidi Borders	PS&E	The project is in the design, right of way, and permitting phase.
9.	SCr 9 South Drainage and Erosion Control Improvements (1F920)	From SR 1 and 9 to slightly north of Glen Arbor Road (PM 0.0/8.5)	Upgrade drainage systems and stabilize slopes	Spring 2021	\$2 million	SHOPP	Doug Hessing	CON	Contract awarded and approved to Disney Construction Inc, March 4, 2021



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE JUNE 3, 2021 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

PROJECTS IN DEVELOPMENT (Cont'd.)									
	Project	Location Post Mile (PM)	Description	Construction Timeline	Estimated Construction Cost	Funding Source	Project Manager	Phase	Comments
10.	Highway 9 PM 1.0 and 4.0 Viaduct (1K120)	Near SCr north of Vernon Street (PM 1/1)	Construct side- hill viaduct restore roadway and facilities, place Water Pollution Control BMPs, erosion control	Fall 2022	\$9.9 million	SHOPP	Doug Hessing	PA&ED	Project is in preliminary Design and Environmental phase.
11.	SCr 9 Upper Drainage and Erosion Control Improvements (1G950)	In Boulder Creek from Holiday Lane to just south of Ben Lomond to the SR 236/9 Junction (PM 8.5/25.5)	Upgrade drainage and erosion control	Spring 2023	\$5.4 million	SHOPP	Doug Hessing	PS&E	The environmental document is completed, and the project is transitioning to the Design and Right of Way phase.
12.	Highway 9 San Lorenzo River Bridge and Kings Creek Bridge Replacement (1H470)	Near Boulder Creek, at San Lorenzo River Bridge and at Kings Creek Bridge (PM 13.6/15.5)	Replace bridges	Summer 2022	\$12 million	SHOPP SB-1	Doug Hessing	PS&E	The environmental document is completed, and the project is transitioning to the Design and Right of Way phase.
13.	Highway 9 Hairpin Tieback (1K130)	Near Boulder Creek about 1.1 miles south of the SR 236/9 Junction (PM 19.97)	Soldier Pile Tieback Retaining Wall	Spring 2021	\$2.6 million	SHOPP	Doug Hessing	PS&E	The contract is advertising.



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE JUNE 3, 2021 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

	Project	Location Post Mile (PM)	Description	Construction Timeline	Estimated Construction Cost	Funding Source	Project Manager	Phase	Comments
14.	Highway 17 Wildlife Habitat Crossing (1G260)	From Laurel Road to just north of Laurel Road (PM 9.442-9.692)	Construct wildlife undercrossing	Summer 2021	\$6.448 million	SHOPP	Aaron Henkel	PS&E/RW	Project has achieved Ready to List and on schedule.
15.	Highway 129/ Lakeview Road Intersection Improvements (1G990)	Near Watsonville, at Lakeview Road (PM 1.4)	Construct roundabout and improve street lighting	Spring 2021	\$4.5 million	SHOPP	Luis Duazo	PS&E/RW	Utility relocations are underway in advance of construction.
16.	Highway 152 Corralitos Creek ADA (05- 1F620)	Near Watsonville, East of Beverly Drive to Holohan / College Road (PM1.9 to R2.0)	Construct Accessible Pathway	Winter 2022/23	\$3.4 million	SHOPP	Jackson Ho	PS&E	Design is currently working toward 60% review plans
17.	Highway 236 Heartwood Hill Wall (1M450)	Near Boulder Creek (PM 5.4)	Restore Embankment with a Retaining Wall	2022/2023	\$1.8 million	SHOPP	Doug Hessing	PS&E	The project is in the Design and Right of Way Phase.
18.	Santa Cruz & San Benito Rumble Strip & Striping Safety Project (1M330)	Various-multi- county locations. In Sta. Cruz, the project includes Highways 1, 9, 17, 129	Update Striping and Install Edgeline and Center Rumble Strips at Various Locations	2023	\$4.7 million	SHOPP Safety Collision Reduction	Brandy Rider (J.W.)	PS&E	Improvements at various highway locations, various postmiles: Rte. 1: Edge Line/Shoulder Rumble Strip, Rte. 9: Update Striping Rte. 17: Edge Line/Shoulder Rumble Strip Rte 129: Edge Line/Shoulder Rumble Strip; Centerline rumble strip, Update Striping



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE JUNE 3, 2021 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

	Project	Location Post Mile (PM)	Description	Construction Timeline	Estimated Construction Cost	Funding Source	Project Manager	Phase	Comments
19.	Felton Safety Improvements (1M400)	On Route 9 in Santa Cruz County between Kirby St. and San Lorenzo Valley High School (PM 6.3/7.2)	Construct Accessible Pedestrian Path	2024/25	\$8 million	SHOPP Safety	Doug Hessing (J.W.)	PA&ED	Survey work is in progress.
20.	Highway 129 Paving, Sign Panels, Lighting, TMS Improvement (1J830)	Near Watsonville for SR129/1 separation to Salsipuedes Creek Bridge (PM 0/0.56)	Pavement Preservation, Lighting, Sign Panel Replacement and TMS Elements improvements	2024/25	\$8 million	SHOPP	Doug Hessing (J.W.)	PA&ED	Complete streets additions are being evaluated.
21.	Highway 1 Roadside Safety (1J960)	0.5 mile north of Larkin Valley Rd. U.C. (San Andreas Rd) to Laguna Rd (North) (8.20/26.00)	Drainage System Restoration; paving at 40 ramps; Install Lighting at Interchanges and Install Count Stations	2024/25	\$15.5 million	SHOPP	Heidi Borders	PA&ED	
22.	Santa Cruz Route 1 CAPM (1M110)	In and near Santa Cruz from .06 miles south of Route 9 Junction to .09 miles north of the Mission St intersection. (PM 17.5/20.2)	Grinding/ paving 2.7 miles of pavement, upgrading up to 89 curb ramps, guard rail upgrade, sign panel upgrade, loop detector replacement.	2026	\$5.8 million	SHOPP	Jackson Ho	PID	Design is working towards electronic review.



PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE JUNE 3, 2021 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

23.	Highway 17 Install High Friction Surface Treatment (HFST) (1M730)	In Santa Cruz County near Santa Cruz at various locations from 0.2 miles south of Scotts Valley Overcrossing to 1.6 miles south of Summit Road Separation.	Safety Construction includes HFST between the left/right edges of the travel way and cold plane removal of Open Grade Asphalt Concrete (OGAC) and replacement with Hot Mix Asphalt	2022	\$6.5 million	SHOPP	Heidi Borders	RW	
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ACRONYMS USED IN THIS REPORT:

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

TO: Interagency Technical Advisory Committee (ITAC)
FROM: Rachel Moriconi, Senior Transportation Planner
RE: Distribution of Federal Highway COVID Relief Funds

RECOMMENDATIONS

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

1. Identify priority projects for programming Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) highway funding;
 2. Recommend that the Regional Transportation Commission (RTC):
 - a. Program the region's shares of Coronavirus Response and Relief Supplemental Appropriations Act-Surface Transportation Block Grant funds (CRRSAA-STBG) (approximately \$1.27 million) to cities and the County of Santa Cruz by population formula for projects that meet state and federal criteria, with staff helping facilitate the exchange of population shares of funds between agencies if one or more agencies are willing to trade the CRRSSA-STBG for other previously programmed RTC-discretionary funds (change the "color" of funds); and
 - b. Program 5% of the region's formula share of Mid-Cycle State Transportation Improvement Program COVID Relief funds (Mid-Cycle STIP) to Planning, Programming and Monitoring, including RTC administration of COVID relief funds, per California Transportation Commission guidelines; and
 - c. Indicate its intent to program the balance of Mid-Cycle STIP COVID Relief funds (approximately \$1.2 million) in combination with any new 2022 STIP formula shares and other RTC-discretionary funds through adoption of the *2022 Santa Cruz County Regional Transportation Improvement Program (RTIP)* this fall.
-

BACKGROUND

As the Regional Transportation Planning Agency (RTPA) for Santa Cruz County, the Santa Cruz County Regional Transportation Commission (RTC) is responsible for programming regional shares of certain state, federal, and regional funds. These include highway infrastructure funds which were provided through the federal Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA).

Enacted by Congress in December 2020, CRRSAA included \$14 billion for distribution by the Federal Transit Administration (with Santa Cruz Metropolitan Transit District expected to receive about \$13.5 million) and \$10 billion for distribution by the Federal Highway Administration (FHWA), which includes about \$912 million to California. Of the highway funds COVID Relief funds apportioned to California, the California Transportation Commission (CTC) has decided to program 60% of the funds to state programs (SHOPP and ITIP) and 40% to projects selected by Regional Transportation Planning Agencies, including RTC.

DISCUSSION

Approximately \$2.5 million from CRRSSA highway funds (COVID Relief) is available for programming by the RTC to projects in Santa Cruz County, with about half of the funds available through the State Transportation Improvement Program (Mid-Cycle STIP) and half available through a new Surface Transportation Block Grant Program-like program (referred to here as CRRSAA-STBG). The CTC approved guidelines for these two programs at its May 12, 2021 meeting (summarized in Attachments 1 and 2); Caltrans Local Assistance is still developing specific guidance and procedures for the CRRSAA-STBG funds. For both pots of funds, the RTC is required to submit project lists to the CTC for concurrence and allocation. Projects approved for these funds are also subject to state and federal reporting and timely use requirements. The CTC's Guidelines are intended to provide accountability and transparency for these federal funds.

Eligible Projects

Under the federal legislation, COVID Relief highway funds may be used for a broad range of surface transportation purposes listed in Section 113(b) of Title 23 of the U.S. Code and the federal share of costs may be up to 100 percent. In addition to these traditional Surface Transportation Block Grant Program (STBG) eligibilities, the federal Act and FHWA guidelines allow funds to be used for preventive maintenance, routine maintenance, operations, personnel, including salaries of employee (including those employees who have been placed on administrative leave) or contractors, debt service

payments, availability payments, and coverage for other revenue losses due to the pandemic. However, the amount of funding available for these non-traditional STBG-eligible uses through the Mid-Cycle STIP is limited to 5% of the funds. Additionally, only projects eligible for Article 19 funds can use the STIP or any possible CRRSSA-STBG state exchange funds.

Options for programming funds

Options for programming the RTC's shares of new COVID Relief funds may include some combination of adding funds to existing projects that have not yet started construction or received an allocation from the CTC; focusing the new funds on just a few priority projects; swapping other previously programmed or budgeted funds for federal CRRSSA funds and then using freed up funds on other priority projects; programming funds to new projects either through a formula or competitive process; or waiting and programming funds in combination with other regional, state and federal funds later this year.

CRRSAA-STBG

To quickly invest the \$1,266,120 in discretionary funds available to RTC through the CRRSSA-STBG program, **staff recommends distributing this amount of funding to cities and the County of Santa Cruz by population formula.** Programming CRRSAA-STBG by population formula to cities and counties is consistent with the formula used by CTC for the CRRSAA-STBG program. Agencies could use these funds to supplant local match on some previously programmed projects. If one or more agencies are willing to trade the CRRSSA-STBG for other previously programmed funds, staff would help facilitate that exchange, changing the "color" of funds.

	Capitola	Santa Cruz	Scotts Valley	Watsonville	Unincorporated
Population (per DOF 1/20)	10,108	64,424	11,693	51,515	133,493
% population	3.73%	23.75%	4.31%	18.99%	49.22%
\$1,266,120	\$47,226	\$300,703	\$54,570	\$ 240,436	\$623,184

Project lists submitted to staff by May 24 could be considered by the RTC at its June 3, 2021 meeting, allocated by the CTC by its August 12, 2021 meeting, and obligated by Caltrans soon after. After May 24 they would be programmed at meetings later this year.

Mid-Cycle STIP

\$1,291,195 of the RTC's shares are available for programming through the State Transportation Improvement Program (STIP). All new programming and proposed amendments must align with the CTC's STIP guidelines.

Attachment 1 provides a summary of the CTC STIP guidelines. CTC guidelines

allow the RTC to:

- Program 5% for Planning, Programming, and Monitoring (PPM) purposes; and
- Program funds to new projects, augment existing STIP funding on projects not yet allocated funds, or advance currently programmed STIP projects, or
- Delay the programming all or a portion of the RTC's share until the 2022 STIP, as part of approval of the Regional Transportation Improvement Program (RTIP).

Consistent with CTC guidelines, **staff recommends that the RTC program up to 5% (\$65,000) of its county share of Mid-Cycle STIP to Planning, Programming, and Monitoring (PPM) purposes** (including RTC administration associated with programming COVID Relief funds) **and program the balance (approximately \$1.2 million) this fall as part of adoption of the 2022 Regional Transportation Improvement Program (RTIP).**

Through the 2022 RTIP, the RTC would program the balance of Mid-cycle STIP funds, any new 2022 State Transportation Improvement Program (STIP) county shares (*amounts to be determined by California Transportation Commission in August 2021*), and other RTC-discretionary funds, such as Highway Infrastructure Program (HIP) and Regional Surface Transportation Program Exchange/Surface Transportation Block Grant Program (RSTPX/STBG) funds by December 2021. (*The CTC would then consider the RTC's proposals for STIP funds in March 2022.*) Funds would be available for regional projects and other transportation projects and programs nominated by RTC, cities, County of Santa Cruz, Santa Cruz Metropolitan Transit District (METRO), University of California at Santa Cruz (UCSC), Caltrans, Lift Line, Ecology Action, Bike Santa Cruz County, and other governmental and non-governmental organizations.

SUMMARY

The Regional Transportation Commission (RTC) is responsible for programming approximately \$2.5 million in COVID Relief highway funds. Staff recommends that the RTC program half of the funds (CRRSAA-STBG) by population formula to cities and counties and program the other half (Mid-Cycle STIP) through the 2022 Regional Transportation Improvement Program (RTIP) process.

Attachments:

1. Summary of CRRSSA-STBG Guidelines
2. Summary of Mid-Cycle STIP Guidelines

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Summary of the CTC's CRRSAA-STBG Program Guidelines

The CRRSAA-STBG Program is funded from the non-STIP regional distribution of the Coronavirus Response and Relief Supplemental Appropriation Act of 2021 funds (COVID Relief funds). The following is a summary of guidelines adopted by the California Transportation Commission (CTC) on May 12, 2021.

- **Apportionment Distribution:** The statewide apportionment distribution is based on population, consistent with the formula distribution of the Surface Transportation Block Grant Program (STBG).
- **Eligible Projects:** Project eligibility for the CRRSAA program is outlined in the FHWA Highway Infrastructure Programs - [Coronavirus Response and Relief Supplemental Appropriations Act, 2021: Implementation Guidance](#) and includes all activities eligible under the STBG, in addition to: routine maintenance; operations; personnel, including salaries of employees or contractors; debt service payment; availability payments and coverage for other revenue losses.
- **Programming and Allocation Process:** The CTC allocation process is described below.
 1. **Programming:** A region must submit a project list that identifies each project that will receive COVID Relief funding through the CRRSAA-STBG Program to Caltrans, which will then be considered by the CTC board for approval.

The project list must include project name(s), brief description, the amount of COVID Relief funding that is requested for each project (rounded to the nearest thousand), and total project cost.

The list may be for the region's full apportionment or reflect a portion of available funding. If a list that only requests partial funding is presented and approved by the CTC, the region may amend its project list to request the remaining funds at any time prior to October 2023. In order to meet that deadline, regions should submit amended lists to Caltrans by August 2023.

2. **Allocation of a Project List:** Prior to obligation of funds, the CTC will allocate to Caltrans the total amount of CRRSAA-STBG funding that is identified in the region's project list. Caltrans will then sub-allocate and obligate the funds to individual projects that are enumerated on a project list approved by the CTC.
3. **Amendments:** Any changes to the project(s) on a CTC's approved list, shall be submitted to the CTC for amendment. The CTC will approve the amended list at a CTC meeting. In order to ensure no federal funding is lost to the state, amendments will not be considered after the October 2023 CTC meeting.

4. **Timing:** The CTC may approve project lists at any CTC meeting. **Any regional funds not obligated by June 2024 will be transferred to the state for obligation.** This will allow the state, in coordination with the regions, a year to obligate and repurpose the funds so that all COVID Relief funds are utilized.
- **Project Implementation:** Other than the CTC allocation requirements above, the CRRSAA-STBG Program will follow the existing Local Assistance process for obligation and implementation. (*see Local Assistance Procedures Manual*)
 - **Federal Statewide Transportation Improvement Program:** Projects receiving funding from the CRRSAA Program must be programmed in the Federal/ Metropolitan Statewide Transportation Improvement Program (F/MTIP), if required to do so under the Act.
 - **State Exchange:** Local Assistance will establish a process by which rural and small urbanized areas with a population less than 200,000 may request state exchange. Urbanized areas with a population of 200,000 or greater are not eligible for state exchange. Local Assistance in coordination with the Division of Budgets will make the determination as to whether the state can approve these requests. The allocation process, reporting requirements, and all other requirements of these guidelines shall apply to all agencies receiving state funds in lieu of the federal funds. Projects funded with state-only funds are subject to Article 19 restrictions.
 - **Reporting:** Local project sponsors will be required to submit reports on use of these funds, based on Caltrans and FHWA guidance. Local Assistance will report projects that have been obligated, date of obligation and the dollar amount of the obligation on a quarterly basis to the CTC beginning in December 2021.

**Summary of the CTC's Guidelines for the
2021 Mid-Cycle State Transportation Improvement Program
STIP Policies and Procedures Specific to the
Coronavirus Response and Relief Supplemental Appropriations Act**

The California Transportation Commission's (CTC) 2021 Mid-Cycle STIP Guidelines establish policies and procedures specific to the programming and allocation of the Federal Coronavirus Response and Relief Supplemental Appropriations Act of 2021 funds (STIP-COVID). Additionally, the permanent STIP Guidelines apply to the management of the projects programmed to receive STIP-COVID funds.

- Programming Options. Regions may choose one or a combination of the following programming options for programming STIP-COVID funds:
 1. Propose New Projects – A region may choose to program new projects up to their total STIP-COVID target amount. For each new project nominated for funding, agencies shall submit a Project Programming Request (PPR), identifying the scope, cost, schedule, and other information. Nominations of new projects for programming must be approved by the relevant regional agency board prior to allocation by the CTC. The ePPR is located at <https://calsmart.dot.ca.gov/>.
 2. Augment Existing Funding Plans – A region may program additional funding to a project currently programmed to receive STIP funds in FY21/22 or later to address project cost increases, add scope, or supplant local funds with STIP-COVID. The project sponsor must submit a revised PPR exported from the California Transportation Improvement Program System (CTIPS).
 3. Advance Projects - Regions may propose to advance projects that are currently programmed in FY 2022-23 and beyond in the STIP.
 4. Planning Programming and Monitoring (PPM). Regions have the option to program up to 5% of its STIP-COVID regional share targets for PPM.
 5. Delay Programming until the 2022 STIP – Regions may delay programming their STIP-COVID target shares in the 2022 STIP.
- Eligible Projects

While federal rules allow Coronavirus Response and Relief Supplemental Appropriations Act funds to be used for a broad range of surface transportation purposes, projects programmed to receive STIP funds are more constrained by the State. STIP funds may be used for improvements to state highways, local roads, public transit, intercity rail, pedestrian and bicycle facilities, grade separations, transportation system management, transportation demand management, soundwall projects, intermodal facilities, and safety. Activities eligible for CRRSAA-STBG funds, but **ineligible as "projects" in the STIP** include: routine maintenance; operations; personnel; salaries; contracts; debt service payments; and availability payments; as well as transfers to public tolling agencies.

The CTC has indicated that these non-traditional uses could possibly be programmed with up to five percent (5%) of the county share target for

planning, programming, and monitoring (PPM), however given that 5% of the RTC's share of STIP-COVID is \$64,500 and given that allocation, obligation, and reporting on STIP funds for these non-traditional uses would be cumbersome, RTC staff does not recommend using STIP-PPM for these activities.

Project should be consistent with the Regional Transportation Plan (RTP).

- Regional Share Targets. Regional share targets were calculated using the STIP share distribution formula. All funds programmed and allocated will be rounded to the nearest thousand. The RTC's county share of STIP-COVID is \$1,291,195.
- Programming. The CTC will consider programming funds to new projects in Fiscal Year 2022-23 and beyond at the August 2021 and October 2021 CTC meetings, with the notice at the June and August CTC meetings, respectively. After October 2021, funds will be programmed as part of the 2022 STIP.
- State-Only Funding Exchange. Regions with a mid-cycle STIP share target amount of \$3 million or less may request state-only funding at the time of programming, except in FHWA-identified urbanized areas with populations over 200,000. A project that is required to be federalized or that has previously received federal funding is not eligible for state-only funding. Projects programmed with state-only funds are subject to Article 19 restrictions.
- Timely Delivery/Allocation Deadline. In order to ensure that no federal funds are lost to the state, projects programmed with STIP-COVID funds must receive an allocation from the CTC by the end of June 2024 (all pre-construction and allocation request paperwork must be completed by April 2024). If a project does not receive an allocation from the CTC by this date, the project will lapse, and the shares will not return to the region. The state may redirect lapsed funds to other projects for programming and allocating.

Projects programmed in the STIP must also adhere to the delivery policies established by the CTC. This includes deadlines to allocate funds within the programmed fiscal year, award a contract, expend funds, and close out the project. Requests for STIP extensions, amendments to delay or modify the scope of existing STIP projects and STIP allocations are subject to concurrence from the RTC and should be submitted no later than March 15 of the fiscal year the funds are programmed in the STIP. This is to ensure STIP projects do not miss the June 30 end-of-year delivery deadlines imposed by the CTC.

Caltrans prepares a due date schedule is prepared each year for the submittal of STIP requests. This schedule is posted on the internet at:

<https://dot.ca.gov/programs/transportation-programming/office-of-ctc-liaison-octcl>

- RTC Concurrence: Any requests to program new funds and proposed changes to a previously programmed project, will be presented to the RTC board.

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TO: Interagency Technical Advisory Committee

FROM: Sarah Christensen, P.E., Senior Transportation Engineer &
Guy Preston, Executive Director

RE: Highway 1 – State Park to Freedom Auxiliary Lanes and Bus on
Shoulder Project & Coastal Rail Trail Segment 12 Addition of
Interim Trail Alternative

RECOMMENDATIONS

Staff recommends that the Interagency Technical Advisory Committee review and provide input on the proposed approach to add the interim trail alternative to the Highway 1 – State Park to Freedom Auxiliary Lanes and Bus on Shoulder Project & Coastal Rail Trail Segment 12 Project (Project).

BACKGROUND

In 2020, RTC entered into a Cooperative Agreement with Caltrans and a professional engineering services contract for the Project Approval and Environmental Document (PA/ED) component of the Highway 1 Auxiliary Lanes and Bus on Shoulder Project between the State Park Drive and Freedom Boulevard Interchanges, which includes Segment 12 of the Coastal Rail Trail (Project). The Project improvements include the complete replacement of the mainline Highway 1 bridge over Aptos Creek and the two railroad bridges spanning over Highway 1, which are necessary to widen the freeway. The project also includes the entire 1.25 mile Segment 12 of the Coastal Rail Trail, which extends from State Park Drive to Rio del Mar Boulevard along the Santa Cruz Branch Railroad Line (SCBRL), including four trail bridges (over Highway 1, over Soquel Drive and Aptos Creek, over Soquel Drive and Valencia Creek, and over Highway 1 again). The Project's environmental phase is funded by Measure D Highway Corridors and Senate Bill 1 (SB1) Local Partnership Program (LPP) formulaic funds.

As set forth in previous decisions by the Commission to adopt the Monterey Bay Sanctuary Scenic Trail (MBSST) Master Plan, accept the Unified Corridor Investment Study (UCS) and the Transit Corridor Alternatives Analysis and Regional Network Integration Study (TCAA/RNIS), the SCBRL should be used for both an active transportation and a public transit corridor, with electric passenger rail being the locally preferred alternative for transit. However,

with the Commission's tie vote on the proposed TCAA/RNIS Business Plan in April of 2021, the timeline for electric rail transit is uncertain and remains a longer-term investment.

On May 4, 2021 Commission staff issued a 30-day notice to terminate the professional engineering services agreement with the consultant for the Project and intends to recommend formal termination of the agreement by the Commission on June 3, 2021. Staff made this decision to re-procure a new consultant because the scope of services changed significantly since the original procurement occurred. A Request for Proposals (RFP) was released and staff intends to recommend awarding a new professional engineering services agreement to the Commission at the June 3, 2021 meeting.

DISCUSSION

According to the California Environmental Quality Act (CEQA), an Environmental Impact Report (EIR) must describe a reasonable range of alternatives to a proposed project that could feasibly attain most of the basic project objectives and would avoid or substantially lessen any of the proposed project's significant effects. Additionally, a "No Project" alternative must be analyzed.

Currently, the Project's preliminary engineering and environmental analysis for the trail includes one build alternative with a trail adjacent to the existing railroad tracks and a no build alternative. The 12 to 16 foot wide trail is proposed on the inland side of the railroad tracks. In addition to the proposed four trail bridge spans, there are several proposed trail retaining walls, up to 20-foot in height, needed for the trail adjacent to rail alternative. It is anticipated that the trail adjacent to rail alternative will require acquisition of right of way, relocation of utilities, and mitigation of environmental impacts (removal of trees and potential temporary impacts to creeks for new bridge construction). Many of these costs were not captured in previous planning level studies.

Since electric rail transit along the SCBRL is a longer-term investment, it would be prudent to analyze an interim trail alternative, as a way to potentially deliver the basic project objectives related to a trail while likely lessening the proposed project impacts as required by CEQA. Adding an interim trail alternative for consideration as part of the Project would not be a decision to select an interim trail as the preferred alternative, but an opportunity to do a side by side analysis of the current build alternative.

Staff recommends that an interim trail alternative be of similar width and material (paved riding surface with unpaved shoulders) as the trail adjacent

to the existing rail line. The concurrent analysis of these two alternatives could potentially provide insight on how RTC could efficiently configure the corridor to include all future uses. Considering that a future transit rail line will likely require horizontal and vertical adjustments, the addition of passing sidings and at least partial re-construction of the ballast, ties, rail and many structures, it may not be advisable to assume that the existing rail line will remain in its current location with all existing infrastructure in place.

To potentially minimize impacts and reduce initial cost, an interim trail would assume that the existing railroad track and ties could be temporarily removed and bridges could be temporarily repurposed, if the SCBRL is railbanked in the future. However, only the Surface Transportation Board (STB) could authorize the temporary removal of track and ties by means of a railbanking order. The Staff Report from February 2021 that includes additional information about railbanking is included as Attachment 1. An interim trail would be considered an infeasible alternative without railbanking. However, it is premature to assume that railbanking is infeasible since Progressive Rail provided notification of their intent to file for abandonment. Progressive Rail has withdrawn their intent to file for abandonment at this time but has retained their right to do so at any time without additional notification to the RTC.

A railbanking agreement would provide for future potential re-activation of freight rail on the SCBRL and would also allow for future passenger rail service on the line, consistent with the MBSST Master Plan, UCS, and TCAA/RNIS. Therefore, an interim trail alternative would not preclude future freight or passenger rail service on the SCBRL in accordance with any potential railbanking agreement and RTC long-range plans.

Thus, staff intends to recommend that the Commission authorize adding an interim trail alternative to the Project's on-going preliminary engineering and environmental analysis efforts at the June 3, 2021 meeting. Doing so will allow for more flexibility to the RTC in choosing a preferred alternative and would include public engagement for both alternatives to be done as part of the anticipated outreach associated with the current environmental analysis.

The proposed project does not include passenger rail transit. Future passenger rail is contemplated as a separate proposed long-range project. Nonetheless, the selection of the preferred alternative on this project should not be made solely on which build alternative has the least initial cost. It is expected that building an interim trail on the roadbed and then relocating the trail as part of a potential subsequent rail project would eventually add to the overall cost of the Commission's long-term goal of adding rail transit to the line. One could assume that the added cost could be as much as the

full cost of the interim trail. This assumes that the cost of building a future rail and trail project to replace the interim trail would be the same as the cost of building the trail adjacent to the existing rail and adding passenger rail improvements later. A more reasonable assumption would be that the added cost would be somewhat offset by efficiencies gained by future decisions to make the best use of the branch line's limited right-of-way by adjusting the rail and trail alignments, as noted above. There could also be efficiencies gained by constructing a future rail and trail project as part of single construction contract.

Nonetheless, this added cost would only be realized if the future freight and/or passenger rail service on the line is determined needed, funded, and approved sometime in the future. The analysis of an interim trail alternative should consider whether the alternative could attain most of the basic project objectives while avoiding or substantially lessening any of the proposed project's significant environmental ITAC effects, over the probable period of time that the trail would be used in the interim condition.

The Project is currently on schedule to complete the environmental document in 2022. The Project Development Team (PDT) consisting of Caltrans, RTC, the County, and consultants analyzed adding the interim trail alternative and concluded that it would only delay the overall project schedule by 2 to 6 months. There is no certainty of the SCBRL being railbanked nor the timing of such occurring, but having studied the interim trail alternative would provide information to decision makers on a trail alternative in as timely of a manner as possible.

The team also analyzed a scenario of not adding the interim trail alternative now, but instead conducting additional environmental analysis later, due to a potential future request to analyze an interim trail. This approach would add substantial risk and schedule delay to the project by having to re-do the environmental technical studies and environmental documentation as well as needing another public review process. Therefore, the approach to add the interim trail as an alternative at this time is preferred by the PDT, because it reduces the delivery and schedule risks to the project.

RTC was successful with securing a grant from cycle 2 of competitive SB1 funding, which resulted in a \$107.2 Million to fully fund construction of two Highway 1 Bus on Shoulder and Auxiliary Lanes Projects between Soquel Drive and State Park Drive, bicycle and pedestrian overcrossings at Chanticleer Avenue and Mar Vista Drive, and Complete Street and Congestion Mitigation Improvements on Soquel Drive. Staff believes that information gained by including an interim trail alternative will be helpful in

developing funding strategies such that the project can be well positioned for the next cycle of SB1 competitive grant programs.

Although the guidelines for cycle 3 of SB1 competitive grant funding have not yet been developed by the California Transportation Commission (CTC), RTC anticipates that there will be a requirement to complete the project's EIR/EA by the end of 2022 to be eligible to apply for funding. Staff predicts that although adding an alternative at this time would result in a slight schedule delay, it would still allow for the EIR/EA to be delivered by the anticipated deadline for eligibility for cycle 3 funds.

Staff recommends that the Interagency Technical Advisory Committee review and provide input on the proposed approach to add the interim trail alternative to the preliminary engineering and environmental analysis of the Project.

SUMMARY

Staff recommends the Interagency Technical Advisory Committee review and provide input on the proposed approach to add the interim trail alternative to the preliminary engineering and environmental analysis efforts for the Highway 1 Auxiliary Lanes and Bus on Shoulder Project which includes Segment 12 of the Coastal Rail Trail.

Attachments:

1. Railbanking Staff Report from February 2021

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AGENDA: February 4, 2021

TO: Santa Cruz County Regional Transportation Commission

FROM: Luis Pavel Mendez, Deputy Director

RE: What is Railbanking

RECOMMENDATIONS

Staff recommends that the Santa Cruz County Regional Transportation Commission (RTC) receive this informational item on railbanking.

BACKGROUND

The RTC has continued to analyze the feasibility and possibility of transit rail service on the Santa Cruz Branch Rail Line (SCBRL), which was purchased by RTC in 2012. The RTC completed a rail transit feasibility study in 2015 and a unified corridor investment study in 2019. Now the RTC has nearly completed a transit corridor alternatives analysis.

The RTC has also continued the development of the bicycle and pedestrian trail along the rail line next to the track. Close to 1.5 miles of the trail have been constructed in the City of Santa Cruz, there is construction currently underway in Watsonville and there are a number of segments of the trail in various stages of development.

DISCUSSION

As the RTC continues the operations, analysis and other work associated with the SCBRL right-of-way, railbanking comes up periodically. Staff is providing this informative report to provide a better understanding of railbanking.

The federal government has been regulating railroads since 1887, initially by the interstate Commerce Commission and presently by the Surface Transportation Board (STB). The common carrier obligation refers to the statutory duty of railroads operating freight service, in interstate commerce, to provide freight service on reasonable request. A railroad may not refuse to provide service merely because to do so would be inconvenient or unprofitable. A railroad may not discontinue freight rail service until the STB

issues a certificate of public convenience and necessity, or an exemption, authorizing abandonment.

Railroad rights-of-way are assembled through a variety of ways, including ownership in fee and easements for rail purposes. When rail lines or sections of rail lines are no longer needed for freight operations, railroads can seek authorization from the STB for abandonment, in order to free themselves of their common carrier obligation. Once lines are fully abandoned, underlying property can be sold, if the railroad owns the property in fee. In cases where the railroad only holds an easement for rail purposes, the land could revert to the underlining property owners.

Without a program for preserving rail corridors, the nation's rail system was at risk of becoming fragmented. In order to preserve the national railroad system, the federal government established railbanking in 1983 through the National Trails System Act (Rails to Trails Act). Railbanking is designed to prevent an interest in a railroad right-of-way from reverting under state law to an underlying fee owner after a railroad abandons service. The Rails to Trails Act provides an alternative to completely abandoning a railroad right-of-way by allowing a railroad to negotiate a trail use agreement with a prospective trail sponsor. To qualify under the Rails to Trails Act, the agreement allows the trail sponsor to acquire and use an out-of-service rail corridor until some future time when the railroad might be authorized to reactivate the rail line for rail service. The trail sponsor must assume financial responsibility for maintaining the corridor while it is held for rail banking. Any claims by easement owners regarding change in use of the corridor would be brought against the federal government based on the STB's authorization of interim trail use.

Railbanking takes place as part of the abandonment process. Short of full abandonment, the STB can issue a Certificate or Notice of Interim Trail Use (CITU or NITU) with a trail sponsor, who will assume financial liability to maintain the corridor. There is no requirement that the trail sponsor remove tracks or use the corridor for any particular purpose. However, the corridor must be maintained and held for possible reactivation to avoid the line being considered fully abandoned. The trail sponsor is not permitted to remove bridges and culverts, so that the line can be re-activated. The railroad or another potential freight rail operator can request that the line be re-activated if it can meet the STB requirements for reactivation; however, that party would need to acquire the corridor, assume financial responsibility including any reconstruction of rail line, and assume the common carrier obligations for the service over the rail line.

The STB views its authority under the Railbanking Act as both limited and ministerial. The STB will not issue a railbanking order where the railroad is not willing to negotiate. By the same token, the STB will not refuse to issue a railbanking order based on third-party objections about the desirability or appropriateness of trail use. The STB has authority to revoke a trail condition only if it is shown that the statutory requirements are not being met (i.e. the trail sponsor is not meeting its financial obligations for the property or allows the corridor to be severed from the national rail network so that rail service cannot be reactivated).

Railbanked corridors may be used for other transportation services, including trails, bus rapid transit, recreational rail service, rail transit service and/or to provide non-common carrier freight rail service. The essential obligation is to agree that the property is subject to reactivation for common carrier freight rail service and any other use may have to be removed, if it conflicts with the reactivation of common carrier freight service. If a track remains on a railbanked corridor and continues to be used for other rail purposes, infrastructure and operations will need to meet the applicable safety requirements of the appropriate regulatory state and federal agencies including the California Public Utilities Commission (CPUC), the Federal Railroad Administration (FRA) and the Federal Transit Administration (FTA).

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AGENDA: May 20, 2021

TO: Interagency Technical Advisory Committee

FROM: Sarah Christensen, P.E., Senior Transportation Engineer

RE: Capitola Trestle Update & Interim Trail Alternative

RECOMMENDATIONS

Staff recommends the Interagency Technical Advisory Committee review and provide input on the proposed approach for additional engineering analysis of the Capitola Trestle for a potential interim trail alternative on the Santa Cruz Branch Rail Line.

BACKGROUND

The RTC programmed \$50K in Measure D-Rail category funding for a feasibility study on the Capitola Trestle. The exact scope was generally understood to analyze the feasibility of modifying the 5-bridge complex known as the Capitola Trestle to accommodate both rail and trail.

The Capitola Trestle is made up of 5 bridges that span Capitola Avenue, Riverview Avenue, Soquel Creek, and Wharf Road in the City of Capitola. Details on each of the 5 bridges are below, from south to north:

1. Bridge 15.89a is a 3-span ballast deck precast concrete box girder bridge that spans over Capitola Avenue.
2. Bridge 15.89b is a 15-span timber trestle bridge that spans over Riverview Avenue. Between the approximately 15-foot-long bridge spans, there are parking stalls leased by an adjacent business.
3. Bridge 15.89c is a 150-foot-long single-span open deck wrought iron bridge that spans over Soquel Creek. The bridge was designed in 1890 and may have been placed in service in its location 1910.
4. Bridge 15.89d is a 3-span timber trestle bridge that connects 15.89c to 15.89e, between Wharf Road and Soquel Creek.
5. Bridge 15.89e is a single-span concrete slab bridge that spans over Wharf Road.

On June 6, 2019 as part of the Measure D 5-Year Plan approval, the RTC allocated a total of \$4M of Measure D-Active Transportation category funds to the County for the preconstruction phases of MBSST Segment 10, and

portions of Segments 11. This project will construct a trail from 17th Avenue in Live Oak to State Park Drive in Aptos, excluding a portion of the trail through the City of Capitola due to the complexities and expected cost of providing parallel bicycle access adjacent to the rail line at the Capitola Trestle.

As set forth in previous decisions by the Commission to adopt the Monterey Bay Sanctuary Scenic Trail (MBSST) Master Plan, accept the Unified Corridor Investment Study (UCS) and the Transit Corridor Alternatives Analysis and Regional Network Integration Study (TCAA/RNIS), the SCBRL should be used for both an active transportation and a public transit corridor, with electric passenger rail being the locally preferred alternative for transit. However, with the Commission's tie vote on the proposed TCAA/RNIS Business Plan in April of 2021, the timeline for electric rail transit is uncertain and remains a longer-term investment.

DISCUSSION

The RTC is under contract with RailPros, Inc. to perform annual inspections and load ratings on all 29 bridges located on the SCBRL, including the Capitola Trestle. The RailPros analysis assumes all bridges will continue to serve freight rail traffic. The Capitola Trestle has been designated Out-Of-Service (OOS) due to structural deficiencies to both timber trestles (15.89 b and 15.89d) and the wrought iron (15.89c) bridge. Several other bridges on the SCBRL are also OOS.

RailPros indicated that the wrought iron section (15.89c) of the Capitola Trestle should be replaced to accommodate freight loading. This recommendation was based on the prior use, age, and challenges associated with structural welding to wrought iron. The two timber sections can be retrofitted to accommodate freight loading but would need be replaced if the bridge's use is expanded to include an active transportation trail adjacent to the rail line.

Under the Administration, Coordination, and License (ACL) Agreement with Saint Paul & Pacific Railroad (SPPR), RTC is responsible for initial repairs to certain infrastructure, including bridges, in order to accommodate freight and recreational rail. Staff prepared planning-level cost estimates for the repairs/replacement of the bridges needed to meet the current freight needs, included below:

BRIDGE	ESTIMATED REPAIR COST
Timber Trestle at Milepost (MP) 10.45 over Bush Gulch known as the Seascap Trestle	\$2.9M
The 15 span open deck Timber Trestle over Riverview Avenue at MP 15.89 (bridge 15.89b)	\$3.5M
The single span wrought Iron Bridge over Soquel Creek at MP 15.89 (bridge 15.89c)	\$15M to \$30M
The 3 span open deck Timber Trestle between Wharf Road and Soquel Creek at MP 15.89 (bridge 15.89d)	\$0.7M
The 22 span open deck timber trestle over Antonelli Pond at MP 22.29	\$3.5M
The single span open deck timber trestle over Wilder Creek at MP 23.47	\$0.6M
TOTAL	\$26.2M to \$41.2M

The cost to repair the bridges and other necessary repairs for freight and recreational rail is expected to exceed what is available locally by the Measure D Rail Corridor Program, which provides approximately \$50M¹ over 30 years (8% of Measure D) for infrastructure preservation over the 32 mile corridor as well as analysis of future uses. Staff has researched federal and state competitive funding programs that may be available to partially fund the necessary repairs for freight:

- Consolidated Rail Infrastructure and Safety Improvements (CRISI). This federal program funds projects that improve safety, efficiency, and reliability of passenger and freight rail. In the past 4 years, the program has awarded between \$65M and \$320M annually to freight and passenger rail projects across the nation.
- Trade Corridor Enhancement Program (TCEP). This state program funds projects on federally designated Trade Corridors of National and Regional Significance, on California's portion of the national Highway Freight Network, as identified in the California Freight Mobility Plan and along other corridors with a high volume of freight movement. Approximately \$300M per year is available, with an expected 30% match.
- Short-Line Railroad Improvement Program (SLRIP). This one-time appropriation of \$7.2M was awarded to short-line railroad infrastructure projects statewide. The RTC was successful in securing \$285,000 to fund repairs to the Pajaro River Bridge at MP 1.06, one of two bridges actively being used by freight along the SCBRL. Although SLRIP was a one-time appropriation, similar programs in the future may be available.

¹ Estimate in 2021 dollars based on current Measure D revenues of approximately \$20M/year

Staff anticipates that the repairs needed for these bridges would not compete well for these funding sources, since there are no current freight customers and few prospective freight customers beyond Watsonville.

Feasibility Study

The County of Santa Cruz is the implementing agency for the Coastal Rail Trail Segments 10 & 11, which proposes to construct a multiuse trail between 17th Avenue in Live Oak to State Park Drive in Aptos. The project includes a gap in the trail at the Capitola Trestle, which assumes the approximately ½ mile section will be developed as part of a separate project. The project is just beginning the preliminary engineering and environmental analysis.

County staff is considering including an interim trail alternative as part of the required project scoping, similar to the interim trail alternative that RTC is considering adding to the alternatives being studied for Segment 12 of the MBSST as part of the Highway 1 project (see associated staff report included in this ITAC agenda package).

RTC staff is considering recommending to the Commission that the \$50,000 in Measure D Rail funds programmed for the Capitola Trestle Feasibility Study be used for a structural feasibility analysis to determine whether the Capitola Trestle could be retrofitted to accommodate an interim multiuse trail. This analysis would inform the County as to whether they should expand the scope of work for the Segment 10-11 to include the Capitola Trestle. It is anticipated that the analysis by the RTC on-call structural engineering consultant, RailPros, would cost approximately \$35k to \$40k. Having the RTC on-call structural engineering consultant perform the analysis would be quicker and more cost-effective than if the County added the scope of services to their consultant contract because RailPros has built a model for the bridge, and has similar experience performing this type of analysis.

Staff recommends that the Interagency Technical Advisory Committee review and provide input on the proposed approach for additional analysis of the Capitola Trestle and potential interim trail alternative being added to Coastal Rail Trail Projects under development.

SUMMARY

An update on the Capitola Trestle and current development status of rail and trail projects (Segments 10-12) was provided, which included a summary of

major investments needed on bridges to restore freight service on the SCBRL. Staff recommends performing additional structural analysis of the existing Capitol Trestle to determine if the bridge could be used as a multiuse path as an interim condition.

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