



Santa Cruz County Regional Transportation Commission's  
**Elderly & Disabled Transportation Advisory Committee**  
(Also serves as the Social Service Transportation Advisory Council)

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**AGENDA**

**1:30pm - 3:30pm**

**Tuesday, August 10, 2021**

**NOTE: TELECONFERENCE**

Join the online meeting to see presentations:

<https://us02web.zoom.us/j/81246218848>

Online meeting ID: 812 4621 8848

Dial-in number (US): +1 669 900 9128

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

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

1. **1:30pm — Call to Order**
2. **1:30pm — Introductions**
3. **1:35pm — Oral communications**
4. **1:40pm — Additions or deletions to the consent or regular agenda**

**1:42pm- 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 E&D TAC or public wishes an item be removed and discussed on the regular agenda. Members of the E&D TAC 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 E&D TAC member objects to the change.*

- 5. Approve Minutes from June 8, 2021 — pg. 4**
- 6. Receive RTC Meeting Highlights — pg. 9**
- 7. Receive Information Items — pg. 11**
  - a. RTC Accepting Applications for \$11 Million in Transportation Grants**
  - b. Ecology Action Countywide SRTS Youth Pedestrian and Bicycle Safety Education**

### **REGULAR AGENDA**

- 8. 1:55 pm — Receive Program Updates — pg. 20**
  - a. Volunteer Center
  - b. Community Bridges
  - c. Santa Cruz Metro
  - d. SCCRTC
  - e. Pedestrian Ad-hoc Subcommittee
    - i. Pedestrian Hazard Report
- 9. 2:20 pm — Measure D: Five-Year Programs of Projects for Regional Projects — pg. 22**
- 10. 3:30 pm — Adjourn**

**Next meeting: 1:30 pm, October 12, 2021 via teleconference.**

### **HOW TO REACH US**

*Santa Cruz County Regional Transportation  
Commission  
1523 Pacific Avenue, Santa Cruz, CA 95060  
Phone: (831) 460-3200 / fax (831) 460-3215  
Email: [info@sccrtc.org](mailto:info@sccrtc.org) / website: [www.sccrtc.org](http://www.sccrtc.org)*

## **ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES**

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

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

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

## **TITLE VI NOTICE**

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

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**Santa Cruz County Regional Transportation Commission  
Elderly & Disabled Transportation Advisory Committee**  
*(Also serves as the Social Service Transportation Advisory Council)*

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**DRAFT MINUTES**

**Tuesday, June 8, 2021**

**NOTE: Teleconference**

1. Roll call

The meeting was called to order at 1:32 p.m.

***Members present:***

Kirk Ance, CTSA (Lift Line)  
Deborah Benham, 5th District  
Janet Edwards, 1st District  
Lisa Berkowitz, CTSA (Community Bridges)  
Veronica Elsea, Chair, 3rd District  
Tara Ireland, Social Service Provider— Persons of Limited Means  
Michael Pisano, Potential Transit User (60+)  
Eileen Wagley, SCMTD (METRO)  
Patty Talbot, Social Service Provider— Seniors  
Ed Hutton, 5th District Alternate

***Unexcused absences:***

Martha Rubbo, 4th District  
Alex Weske, Social Service Provider – Disabled  
Paul Elerick, 2nd District

***RTC staff present:***

Amanda Marino, Transportation Planner  
Luis Mendez, Deputy Director  
Guy Preston, Executive Director  
Amy Naranjo, Transportation Planner  
Ginger Dykaar, Senior Transportation Planner  
Sarah Christensen, Engineering Manager

***Others present:***

Miranda Taylor, AMBAG  
Matt Machado, Santa Cruz County Director of Public Works

2. Introductions

3. Oral communications



Matt Machado, Santa Cruz County Director of Public Works, expressed that the county has a high priority to improve pedestrian and bicycle facilities in both critical urban and rural corridors. Mr. Machado will regularly share needs for critical infrastructure improvements throughout the county at the upcoming RTC meetings and RTC committee meetings.

Committee Member Michael Pisano announced that Santa Cruz County recently purchased the West Marine Building in Watsonville. Mr. Pisano identified the need to improve bus service in this area. He also shared with the committee the potential of a bike share program in Santa Cruz and bike parking concerns.

Committee Member Janet Edwards informed the committee of a speed limit change on 41<sup>st</sup> Avenue in Capitola.

4. Additions or deletions to consent and regular agendas

#### **CONSENT AGENDA**

5. Approved minutes from April 13, 2021

*A motion (Pisano, Edwards) was made to approve the minutes. The motion passed unanimously, with members Kirk Ance, Deborah Benham, Janet Edwards, Lisa Berkowitz, Veronica Elsea, Tara Ireland, Michael Pisano, Eileen Wagley, Patty Talbot voting in favor.*

6. Received Final Unmet Paratransit and Transit Needs list
7. Received RTC Meeting Highlights
8. Received Information Items
  - a. Green Man + (by LTA) – AHTC
  - b. Smart Crosswalk In-Roadway Warning Light System
  - c. Bicycle Wheel Ramps for Stairs

*A motion (Edwards, Berkowitz) was made to approve the consent agenda. The motion passed unanimously, with members Kirk Ance, Deborah Benham, Janet Edwards, Lisa Berkowitz, Veronica Elsea, Tara Ireland, Michael Pisano, Eileen Wagley, Patty Talbot voting in favor.*

#### **REGULAR AGENDA**

9. Received Program Updates
  - a. Volunteer Center

Committee Member Tara Ireland provided an update on the Volunteer

Center's Transportation Program reopening in May 2021 as well as continuing the Grocery Shopper Program following COVID-19 protocols.

b. Community Bridges

Committee Member Kirk Ance announced that Lift Line will be purchasing its fourth electric ADA bus. Lift Line will also now be using the Ecolane scheduling software increasing efficiency of the ride scheduling process.

c. Santa Cruz Metro

Committee Member Eileen Wagley informed the committee that rides are increasing due to the lifting of Covid-19 mandates. Committee Member Michael Pisano clarified the purchasing of the West Marine Building in Watsonville to provide office space for Santa Cruz County employees. She will be sharing the need to increase bus service in this area. Chair Veronica Elsea shared that the Metro summer service schedule starting 6/10/2021 through 09/15/2021 and the addition of route 18. Ms. Elsea also announced the number of available seats on Hwy 17 route has increased from 8 to 18.

d. SCCRTC

Luis Mendez, RTC Deputy Director, addressed a motion made at the RTC's April meeting to refer the process in the RTC Rules and Regulations appointing advisory committee members to the Budget, Administration and Personnel Committee (BA&P) to consider allowing individual appointments. This item is anticipated to BA&P committee meeting in September.

e. Pedestrian Ad-hoc Subcommittee

i. Pedestrian Hazard Report

Chair Veronica Elsea provided a report of the current work the Ad-hoc Subcommittee is working on including reviewing the pedestrian hazard reports and communicated the findings from the appointed liaisons in each jurisdiction throughout Santa Cruz County.

Ms. Elsea communicated the concern of a lack of accessible features on the new Rapid Flashing Beacons installed in the City of Santa Cruz. This specifically includes the absence of accessible push button equipment to activate the Rapid Flashing Beacons at crossings.

*A motion (Pisano, Edwards) was made to send a letter to the City of Santa Cruz and local jurisdictions expressing concern with lack of accessibility features in pedestrian crossing beacons, and request to upgrade beacons to be more accessible. The motion passed unanimously, with members Kirk Ance, Deborah Benham, Janet Edwards, Lisa Berkowitz, Veronica Elsea, Tara Ireland, Michael Pisano, Eileen Wagley, Patty Talbot voting in favor.*

10. Go Santa Cruz County

Amy Naranjo, Transportation Planner, presented an overview of the GO Santa Cruz County program. The GO Santa Cruz County program rewards local commuters with incentives to rethink their ride and choose a more earth-friendly commute with logging alternative transportation trips. GO Santa Cruz County features an online commute management tool that is available to all employees who live or work in Santa Cruz County. Community members can create a commuter profile by visiting <https://my.cruz511.org> and joining the *GO Santa Cruz County* network. The program is free to participate in. For more information about GO Santa Cruz County, visit <https://cruz511.org/goscc/>.

*No action taken.*

11. Capitola Trestle Update & Interim Trail Alternative

Sarah Christensen, Engineering Manager, communicated the proposed approach for additional engineering analysis of the Capitola Trestle for a potential interim trail alternative on the Santa Cruz Branch Rail Line (SCBRL). The E&D TAC provided input and asked questions regarding the engineering analysis process including major investments needed on the bridges to restore freight service on the SCBRL.

*No action taken.*

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

Sarah Christensen, Engineering Manager, conveyed an overview of 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. The committee asked questions and provided input on the approved contract by the RTC that includes an interim trail alternative and the anticipated outreach associated with the current environmental analysis in choosing a preferred alternative.

*No action taken.*

13. AMBAG Draft 2021 Title VI Plan

Miranda Taylor, Planner at the Association of Monterey Bay Area Governments (AMBAG) provided an overview of the AMBAG 2021 Title VI Plan development process. E&D TAC offered feedback on the

development of the Draft 2021 Title VI Plan.

*No action taken.*

Meeting adjourned at approximately 3:29 pm

The next E&D TAC meeting is scheduled for Tuesday, August 10, 2021 at 1:30 via teleconference.

Respectfully submitted, Amanda Marino, Staff



*Santa Cruz County Regional Transportation Commission  
1523 Pacific Avenue, Santa Cruz, CA 95060  
phone: (831) 460-3200 ~ fax: (831) 460-3215  
email: [info@sccrtc.org](mailto:info@sccrtc.org); website: [www.sccrtc.org](http://www.sccrtc.org)*

*CONTACTS: Shannon Munz, Communications Specialist ([smunz@sccrtc.org](mailto:smunz@sccrtc.org))  
Guy Preston, Executive Director  
Luis Pavel Mendez, Deputy Director*

## **Santa Cruz County Regional Transportation Commission (RTC) June 3, 2021 Meeting Highlights**

### **Fiscal Year 19/20 Measure D Annual Report**

The Regional Transportation Commission (RTC) accepted the [Measure D Annual Report for FY19/20](#). Based on the Measure D Taxpayer Oversight Committee's review of the audits and expenditure reports from recipient agencies, committee members prepared an annual report that includes a letter from them confirming the provisions and requirements have been complied with through FY19 /20. The annual report focuses on the financials and findings of the audits and shows progress in delivering the Measure D Expenditure Plan.

### **Highway 17 Wildlife Crossing: Measure D Project Update**

Caltrans Project Manager Aaron Henkel provided an update to the Regional Transportation Commission (RTC) on the Measure D-funded Highway 17 Wildlife Crossing near Laurel Road. The project will connect two core habitat areas along this stretch of Highway 17, reduce wildlife fatalities, improve safety for drivers, and serve as advance mitigation for future transportation projects. Caltrans anticipates starting construction in September 2021. RTC, Caltrans and the Land Trust of Santa Cruz County partnered to fund this project.

### **Highway 1 – State Park to Freedom Auxiliary Lanes and Bus-on-Shoulder & Coastal Rail Trail Segment 12 Project - Professional Engineering Services Contract Award**

The Regional Transportation Commission (RTC) authorized preliminary engineering and environmental analysis work for the Highway 1 State Park to Freedom Auxiliary Lanes and Bus-on-Shoulder Project & Coastal Rail Trail Segment 12. Analysis of an interim trail alternative was included in the scope of work.

### **Capitola Trestle Update & Interim Trail Feasibility Study**

The Regional Transportation Commission (RTC) received an update on the Capitola Trestle and current development status of the County's rail trail project (Segments 10-11). The RTC approved additional structural analysis of the existing Capitola Trestle to determine if the bridge could be used for an interim multi-use trail.

### **[Upcoming RTC and Committee Meetings](#)**

Due to precautions associated with COVID-19 (coronavirus), **all RTC and committee meetings will be held by teleconference only until further notice**. Please check the RTC website [<https://sccrtc.org/meetings/calendar/>] or call 460-3200 to confirm meeting and teleconference information. Agendas are

posted to the website at least 3 days before the meeting. Meetings may be canceled if there are no action items to be considered by the committee.

The RTC is committed to its compliance with the Americans with Disabilities Act (ADA) during this time of national emergency. Please contact the RTC at least 3 days in advance of a meeting if special accommodations are needed. If any document, webpage, meeting, or recording is inaccessible to you, kindly notify us at [info@sccrtc.org](mailto:info@sccrtc.org) or by calling 831-460-3200.

**Regional Transportation Commission Meeting**

Thursday, August 5, 2021, 9:00 a.m.

**Elderly & Disabled Transportation Advisory Committee**

Tuesday, June 8, 2021, 1:30 p.m.

**Bicycle Advisory Committee Special Meeting**

Monday, June 14, 2021, 6:00 p.m.

**Interagency Technical Advisory Committee**

Thursday, June 17, 2021, 1:30 p.m.

*Public input on transportation issues is welcomed and encouraged. For more information, visit the SCCRTC website at [www.sccrtc.org](http://www.sccrtc.org) or call 460-3200. Some Regional Transportation Commission meetings are televised countywide by Community TV of Santa Cruz. Consult [www.communitytv.org](http://www.communitytv.org) or call 831-425-8848 for schedule and station information.*



## **RTC Accepting Applications for \$11 Million in Transportation Grants**

**Applications Due:** October 5, 2021, at 4:00 p.m. to [rmoriconi@sccrtc.org](mailto:rmoriconi@sccrtc.org)

The Santa Cruz County Regional Transportation Commission (SCCRTC) is accepting applications for approximately \$11 million for transportation projects and programs in Santa Cruz County.

The available transportation funds include regional shares of state and federal funds:

- Surface Transportation Block Grant Program (STBG)/Regional Surface Transportation Program Exchange (RSTPX): Approximately \$3.5 million, available as soon as December 2021.
- State Transportation Improvement Program (STIP): Approximately \$4 million, with most funds anticipated to be available in FY25/26 and FY26/27;
- Federal Highway Infrastructure Program (HIP): Approximately \$500,000, available as soon as February 2022 to June 2024.
- Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) STIP: Approximately \$1.3 million. Funds available March 2022 to June 2024; and
- CRRSAA-STBG: Approximately \$1.2 million. Funds may be available as soon as February 2022 to June 2024.

**Application materials** and instructions are online at:

<https://sccrtc.org/funding-planning/project-funding/>

**For more information:** Contact Rachel Moriconi, Sr. Transportation Planner at [rmoriconi@sccrtc.org](mailto:rmoriconi@sccrtc.org)



# Ecology Action

## Ecology Action Countywide SRTS Youth Pedestrian and Bicycle Safety Education

### Final Report

February 2020 to June 2021

Funded by

**Santa Cruz County Regional Transportation Commission**

Regional Surface Transportation Program Exchange







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## Executive Summary:

Funding from the Santa Cruz County Regional Transportation Commission RSTP grant allowed Ecology Action to provide bicycle and pedestrian safety education to 842 students from 36 classrooms from local elementary schools. Our goal was to serve 860 students from 22 classrooms, so we were slightly below the desired number of students but served a much greater number of classes.

Although we originally planned to deliver all programming in person, due to Mandatory Remote Learning and regulations in place to prevent the spread of Covid-19, all programming was conducted through interactive, online trainings.

## Program Highlights:

### Walk Smart

Served seven elementary schools - Amesti Elementary, Boulder Creek Elementary, Bradley Elementary, Hall Elementary, Mar Vista Elementary, Mintie White Elementary, and Ohlone Elementary - with in-depth pedestrian safety training through 17 online classroom presentations for 17 2<sup>nd</sup> grade classes, reaching 358 students.

- Student pedestrian safety knowledge, as marked by performance on a pre-presentation quiz and a post-presentation quiz, increased by 21%.
- Average Teacher Presentation Evaluation: 4.8/5 (96%).
- 100% of responding teachers would like the Walk Smart program to return for the next school year.

### Bike Smart

Served eight elementary schools - Bradley Elementary, Hall Elementary, MacQuiddy Elementary, Main Street Elementary, Mar Vista Elementary, Ohlone Elementary, Santa Cruz Gardens Elementary, and Soquel Elementary - with in-depth bicycle safety training through 17 online classroom presentations for 19 5<sup>th</sup> grade classes, reaching 484 students.

- Bicycle safety knowledge, as marked by performance on a pre-presentation quiz and a post-presentation quiz, increased by 18%.
- Average Teacher Presentation Evaluation: 4.9/5 (98%).
- 100% of responding teachers would like the Bike Smart program to return for the next school year.

## Walk Smart Program

Ecology Action's Walk Smart program conducted 17 online presentations and trained 358 students from seven schools across Santa Cruz County, from San Lorenzo Valley to Live Oak to Watsonville, with in-depth pedestrian safety training.

Although the program was originally intended to be conducted in-person, Ecology Action was able to pivot all curriculum to a digital model. This allowed us to continue to serve students who were under mandatory remote learning during the Shelter-in-Place requirement for Covid-19. Second grade students are notably wiggly and require more interaction to keep their attention, so we focused on creating a heavily interactive, fun online presentation that would deeply engage students. We found that our online program was well-received and welcomed by many teachers that were also learning to navigate remote learning. Below is a summary of our delivery:

	School	Teacher	Number of Students	Date of Presentation
1.	Boulder Creek Elementary	Herrell	24	10/13/20
2.	Boulder Creek Elementary	Maurer	23	10/14/20
3.	Amesti Elementary	Faltas	14	10/14/20
4.	Mintie White Elementary	Knopf	23	10/23/20
5.	Boulder Creek Elementary	Miller	23	10/30/20
6.	Mar Vista Elementary	Schwartz	20	11/23/20
7.	Mintie White Elementary	Robert	22	11/24/20
8.	Mintie White Elementary	Chausse	17	11/24/20
9.	Mintie White Elementary	Rocha	23	12/4/20
10.	Bradley Elementary	Padilla	22	1/25/21
11.	Bradley Elementary	Barnes	21	2/1/21
12.	Bradley Elementary	Roth	21	2/2/21
13.	Amesti Elementary	Powers	23	2/4/21
14.	Hall Elementary	Feistel	21	3/9/21
15.	Ohlone Elementary	Zuniga	24	3/12/21
16.	Hall Elementary	Reed	17	4/12/21
17.	Hall Elementary	Espitia	20	4/16/21

**358**

All participating students received a 50-minute online, interactive, pedestrian safety presentation, led by two staff members, including an educator from the County of Santa Cruz Health Services Agency, as well as an Ecology Action Safe Routes To School educator. We continued to refine and improve the online pedestrian presentation, developed in response to continued remote learning, by investing in and including a diverse and inclusive cast of new characters to demonstrate the important pedestrian safety techniques.

Each presentation covered numerous pedestrian safety lessons including how to be more visible, ways to walk predictably on the sidewalk, how to safely cross an intersection and much more. The presentations focused on the Stop, Look, and Listen method of safe street crossing. In addition, students participated in a discussion about the benefits of walking, both with a smaller-scale individual focus, as well as the larger impact on communities and the world.



We integrated many opportunities for students to practice the safety rules, including repetition through dance, interactive games, and storytelling. There was great student engagement and participation during our online live presentations, and we received positive comments from teachers regarding our digital delivery.

In an effort to measure success, we provided pre/post quizzes to all participating classes and requested teacher evaluations following the training. Students demonstrated an average increase 21% between their pre- and post-program quizzes. Teachers rated the presentation an average of 4.8/5 (96%). Below are some notable quotes provided by teachers:

*This was an excellent presentation and I am sure the topic will come in useful on a daily basis. Thank you.” - Ms. Knopf, Mintie White Elementary*

*I would love to see this presentation being implemented into the K-2 PVUSD curriculum district wide. Thank you for your wonderful classroom management skills, professionalism, positive energy, and for making a difference in our community!” - Ms. Padilla, Bradley Elementary*

Although we originally planned to serve 11 Walk Smart classrooms, we found that most classes had fewer students in attendance. This appears to be related to a downward trend in enrollment sizes, as well as because students were remote, and attendance was not always reliable. We served 17 classes in order to get closer to attaining the goal number of students served for this grant.

## Bike Smart Program

Ecology Action’s Bike Smart program conducted 17 online presentations (serving 19 classes) and trained 484 students from eight schools across Santa Cruz County, from Live Oak to Soquel to Watsonville, with in-depth bicycle safety training.

As with the Walk Smart program, Bike Smart was originally intended to be conducted in-person. However, Ecology Action was able to pivot all curriculum to a digital model to allow us to continue to serve students who were under mandatory remote learning during the Shelter-in-Place requirement for Covid-19. Below is a summary of our delivery:

	School	Teacher	Number of Students	Date of Presentation
1.	MacQuiddy Elementary	Chappell	27	10/12/20
2.	MacQuiddy Elementary	Graham	29	10/12/20
3.	Mar Vista Elementary	Cesarello	10	11/18/20
4.	Bradley Elementary	Shaw	25	11/18/20
5.	Bradley Elementary	Jacobs	25	11/23/20
6.	Soquel Elementary	Pitsch	27	2/4/21
7.	Santa Cruz Gardens Elementary	Boyce	30	2/10/21

8.	Santa Cruz Gardens Elementary	Albano	12	2/10/21
9.	Ohlone Elementary	Martin	29	3/1/21
10.	Ohlone Elementary	Zuniga	29	3/3/21
11.	Main Street Elementary	Lowe	87*	3/12/21
12.	Main Street Elementary	Springe	-	3/12/21
13.	Main Street Elementary	Gammino	-	3/12/21
14.	Hall Elementary	Froylan	27	3/15/21
15.	Bradley Elementary	Cedarblade	25	3/22/21
16.	Bradley Elementary	Parker	26	4/5/21
17.	Mar Vista Elementary	Ryan	22	4/9/21
18.	Bradley Elementary	Gable	26	4/12/21
19.	Soquel Elementary	Foster	28	5/18/21

484

\*All Main Street Elementary classes participated in one assembly training.

All participating students received a 50-minute online, interactive, bicycle safety presentation, led by two Ecology Action SRTS educators. The presentation covered numerous bicycle safety lessons including helmet use, how to be more visible, ways to ride predictably on the street, common potential conflicts and much more. In addition, students participated in discussions about the benefits of bicycling, both with a smaller-scale individual focus, as well as the larger impact on communities and the world.

We integrated many opportunities for students to practice the safety rules, including repetition through Bike Smart dance moves and interactive games.

As always, we provided pre- and post-program quizzes to all participating classes and requested teacher evaluations. Students demonstrated an average increase in quiz score of 18% between their pre- and post-program assessments. Teachers rated the presentation an average of 4.9/5 (98%). Below is a sampling of teacher comments received following the presentation:

*"Thank you for adapting to do this virtually. It is great to be able to give students a variety when we have to work online like this. It is also awesome that they aren't missing out on the important information that you had for them. Thanks!"* – Ms. Shaw, Bradley Elementary

*"Thank you for making this presentation fun and interactive for the kids. They are getting tired and bored of distance learning, but you all found ways to make it exciting for them. I loved the dance moves and the stretches at the beginning."* – Ms. Pitsch, Soquel Elementary

*"Jennifer opened the class with a smile and a positive attitude. The fact that she was bilingual was a big plus because she summarized the key points in Spanish for my newcomers."* – Ms. Zuniga, Ohlone Elementary

Salvador was very energetic and had a positive energy about him. He also spoke in Spanish and my newcomers were able to understand what was presented. Thank you for giving my students the opportunity to learn about bike safety!!!

Although we originally planned to serve 11 Bike Smart classrooms, we found that most classes had fewer students in attendance. Again, we believe this was a result of both the difficulty of remote learning, as well as a downward trend in enrollment numbers. We served 19 classes in order to get closer to attaining the goal number of students served for this grant.

## RTC Advisory Committee Recommendations

Prior to implementation, the RTC Advisory Committees made the following recommendation: “Through education programs, especially Bike Smart and Walk Smart, integrate educational information about the unique needs of seniors and people with disabilities. Consider sharing information from the E&DTAC’s “What Pedestrians and Motorists want Each Other to Know” brochure, including concerns about blocking walkways (such as with parked bicycles), consideration that some pedestrians may be blind, have hearing limitations, or may need more time to make decisions.”

We incorporated all the points made on the “What Pedestrians and Motorists want Each Other to Know” brochure in our presentations, and discussed pedestrians who may be blind, or have hearing limitations in almost every Walk Smart presentation (specifically during the ‘Look and ‘Listen’ portions). Generally, in our Bike Smart and Walk Smart presentations, we try to be mindful of student’s levels and accessibility. For example, in the beginning of our Bike Smart presentations we always mention how our presentation is not just about biking, but general information for whatever wheels one chooses to use on the street and how to be Street Smart. For our Walk Smart presentations, we talk about the new vocabulary word “Pedestrian” and how it refers to anyone that uses the sidewalk whether they are walking or rolling. We also created a new cast of characters for our Walk Smart presentations and have chosen one of our new Walk Smart characters to be using platform crutches.



NEW WALK SMART CHARACTERS

At the end of the Walk Smart presentation, we also mention to the kids how it's important to hold the hand of someone younger than them, or much older than them, like a grandparent, because some people need those extra set of eyes and a little more time to cross the street.

We also have created specific Walk Smart and Bike Smart Special Day Class (SDC) presentations for virtual programming. We have been offering the Bike Smart presentation to SDC classes for a number of years and have just taught our first Walk Smart presentation for an SDC class (although that one was in Monterey County). We dedicate 15 minutes in the beginning to have each student share what they like about walking and where and used the



place they mentioned to make connections with the Stop, Look, Listen, Eye Contact, and Crossing Hands method.

We also integrated SDC classes throughout the virtual school year and encouraged SDC classes in schools to sign up. In Santa Cruz County, we had one SDC-specific class participate during the 20-21 school year, although many SDC students are folded into the other classes. We will continue to reach out to SDC classes and students to include them in our programming.

We plan to continue to refine our lessons and ensure they are inclusive for all students, including those who may have disabilities.

## Summary

Overall, our Safe Routes to School programs were well received by the students and the school. Although we look forward to continuing to offer these interactive, digital trainings as an option in future school years, we are eager to return to the classroom for in-person presentations, Walking Field Trips, and Bicycle Rodeos.

# E & D TAC Pedestrian Hazard Reports

7/30

Date	First Name	Last Name	Location	Cross Street	City	Category	Additional Comments	Forwarded to	Forwarded Date	Response
07/07/21	Lois	Christos	840 Pinehurst Dr	N/A	Aptos	Ped: Lack of sidewalk, Damaged sidewalk	A section of the Aptos sidewalk on Pinehurst is an access road, signage indicates it is controlled by California Fish and Wildlife. I was informed by the county that Fish and Wildlife is responsible for the sidewalk at the access area. However, I cannot find a contact or anyone willing to to speak with me about repair of the sidewalk. The sidewalk to the school at this point is almost nonexistent. It is a danger to bike riders, walkers and children on their way to school. If Fish and Wildlife cannot repair this sidewalk, the County of Santa Cruz Public Works would be the next in line or least someone at the Public Works Department should advocate for this sidewalk to be repaired. I encourage you to come and view this strip of sidewalk. Would someone please give me a contact name and telephone number for a person that is able to help. A response is appreciated.	DPW	07/23/21	<b>7/23/21 Jana Vargas:</b> Good afternoon, Thank you for your email. I will forward your request to our Road Maintenance Department and Encroachment Inspector for review and response. <b>7/26/21 Road Maintenance Dispatch:</b> This has been reported to CA Dept of Fish and Wildlife.
06/29/21	Richard	Stover	221 King Street	Locust St	Santa Cruz	Ped: Plant overgrowth or interference	Thorn-covered rose bush blocks entire sidewalk. This is only a few houses away from Mission Hill Middle School.	Claire Gallogly, Nathan Nguyen	07/02/21	<b>7/6/21 Claire Gallogly:</b> Thank you. Staff will field check the location and notify the property owner to remedy.
06/25/21	Steve	Hubbell	Stone House	Cardiff Pl	Santa Cruz	Ped: Lack of wheelchair access, Sidewalk too narrow	Plants are growing over the sidewalk from both sides.	Claire Gallogly, Nathan Nguyen	06/29/21	<b>6/29/21 Claire Gallogly:</b> Good morning, Staff will go field check this location and notify property owner to remedy.
06/21/21	Joni	Steele	102 Coronado St	Park Ave	Capitola	Ped: Plant overgrowth or interference	Dear RTC, There are weeds/poison oak covering the sidewalk to the curb edge in several areas on ocean side of Park Ave, Capitola from Coronado to Grove. The weed growth is so heavy we are now forced to walking in the bike path in the street with oncoming traffic. This is an urgent request for RTC to severely trim back the overgrowth sprawling across the sidewalk ASAP before someone gets hit by a car trying to avoid the poison oak etc. Thank you for giving this your immediate attention.	Steve Jesberg, Kailash Mozumder, Matt Kotila	06/25/21	<b>6/9/21 Kailash Mozumber:</b> We have this one on our list to address asap.
06/16/21	Ryan	Bailey	555 Soquel Avenue	Ocean View Ave	Santa Cruz	Ped: Debris on sidewalk	This retaining wall has been collapsed since December. The city came and put tape around it, but its been removed and still has blocks spilling out into the sidewalk. I talked to the city back in April and they said they'd send someone out. Not sure why the property owner thinks this is safe to leave for 6 months	Claire Gallogly, Nathan Nguyen	06/21/21	<b>6/21/21 Claire Gallogly:</b> Good afternoon, I've forwarded your report to Planning and Code Enforcement to request an update.
05/25/21	Janet	Edwards	3644 Gross Rd	Rodeo Gulch Rd	Santa Cruz	Ped: Damaged sidewalk	The sidewalk at 3645 Gross Road has a pothole leaving little room for a wheelchair to get past this location without going on to private property. This location almost always has a vehicle parked next to the sidewalk so going on the street side of the pothole does not work either.	DPW	06/07/21	<b>6/7/21 Dorothy Morgan:</b> Good Afternoon SCCRTC, Sidewalk maintenance and repairs are the responsibility of the property owner at this address. <b>6/7/21 Travis Rieber:</b> Hi All, Encroachments will investigate the area and send the property owner a letter making them aware of their maintenance obligation.



# E & D TAC Pedestrian Hazard Reports

7/30

Date	First Name	Last Name	Location	Cross Street	City	Category	Additional Comments	Forwarded to	Forwarded Date	Response
05/25/21	Bryand	Edwards	2439 41st Ave	Cory St	Soquel	Ped: Traffic signal problem	the crossing signal at 41st on the north side where highway 1 southbound exits - do say wait but only if you put your ear next to the box. The volume needs to be turned up, there are no homes in the area so a louder volume should not be a problem. Also when the light changes it does nothing but buzz buzz, is it suppose to say something, it would be nice to have some words letting me know that I can cross. The signal north and south bound are the same.	Nancy Cross (CALTRANS)	06/07/21	<b>6/17/21 Nancy Cross:</b> This issue has been resolved and the citizen's customer service request ticket closed. The citizen has been notified via email.
05/25/21	Amber	Krekorian	Capitola Rd	Jose Ave	Live Oak	Ped: Debris on shoulder or bikeway, Hazardous drain grate	Sewer drain/curb is damaged and debris is building up into the	DPW	06/07/21	<b>6/7/21 Dorothy Morgan:</b> I have forwarded your request to the Road Maintenance Dispatch who will review and respond to you directly. <b>6/7/21 Road Maintenance Dispatch:</b> There is a request already for sweeping in this area . 21-000944
05/19/21	Mary	Crouser	956 Kennedy Dr	Sir Francis Ave	Capitola	Ped: Debris on sidewalk	Lots of loose soil on the sidewalks at this address both on Kennedy Drive and Sir Francis Avenue, and especially on the handicap ramp on the corner, due to gopher activity on the adjoining landscaping areas. Very slippery.	Steve Jesberg, Kailash Mozumder, Matt Kotila	06/07/21	<b>6/9/21 Kailash Mozumber:</b> The area identified has been addressed. See attached photos.
05/18/21	Jim	Carr	3921 Soquel Dr	41st Ave	Soquel	Ped: Rough pavement or potholes, Plant overgrowth or interference, Debris on shoulder or bikeway, Vehicles or objects blocking sidewalk, Lack of sidewalk, Debris on sidewalk, Lack of wheelchair access, Sidewalk too narrow, Pole blocking walkway	This gap should have been filled in years ago and needs to be prioritized. There are residents of my mobile home park who don't go to the village for fear of having to navigate this section of (non) sidewalk. When walking my dog thru this section and meeting someone traveling in the other direction, one of us must walk in the bike lane. Dog walking seniors do not belong in the bike lane.	DPW	06/07/21	<b>6/7/21 Travis Rieber:</b> Hi Russell, I was going to respond to this one but wanted to make sure we don't have anything planned here. This issue has come up many times in the past and we've told people that sidewalk will be constructed when the property is developed. Please let me know if something has changed. <b>6/14/21 Russel Chen:</b> Hi Jim, Thank you for your inquiry for sidewalks on Soquel Drive. As Travis mentioned below, normally, sidewalks are constructed when the property is developed. However, we will be adding sidewalks along Soquel Drive to fill in the gaps from La Fonda to State Park Drive as part of the Soquel Drive Buffered Bike Lane and Congestion Mitigation project, and this location has been identified for sidewalk infill and will be evaluated. We are just starting the preliminary design for the project, and the project is scheduled to go to construction in 2023. Please let me know if you have further questions.

## **AGENDA:** August 2021

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

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

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

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### **RECOMMENDATIONS**

Staff recommends that the Bicycle Advisory Committee, Elderly and Disabled Transportation Advisory Committee (E&D TAC), and Interagency Technical Advisory Committee (ITAC) provide input on the draft Fiscal Year (FY) 2021/2022-2025/2026 five-year programs of projects (5-Year Plans) for Measure D regional investment categories and projects: Highway Corridors, Active Transportation, Rail Corridor, San Lorenzo Valley-Highway 9 Corridor Improvements and the Highway 17 Wildlife Crossing ([Attachments 1a-e](#)).

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### **BACKGROUND**

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

- Neighborhood projects: 30% of net measure revenues:
  - \$5 million for the Highway 17 Wildlife Crossing
  - \$10 million for San Lorenzo Valley (SLV)/Highway 9 Corridor
  - Balance (approx. 28%) to cities and County by formula
- Highway Corridors: 25%
- Transportation for Seniors and People with Disabilities: 20% total
  - 16% to Santa Cruz METRO and 4% to Lift Line
- Active transportation/MBSST-Rail Trail: 17%
- Rail Corridor: 8%

Each agency receiving Measure D revenues is required to annually develop, update, hold a public hearing on, and adopt a five-year program of projects. The five-year program of projects (5-Year Plan) identifies how each agency plans to use Measure D funds in the upcoming 5 years. The 5-Year Plans are adjusted annually based on actual expenditures, updated revenue projections, proposed allocations to specific projects and work tasks, and updated project schedule and cost information for previously approved projects.

The Regional Transportation Commission (RTC) is responsible for developing the five-year program of projects for regional Expenditure Plan categories and projects, as described below. Agencies receiving direct formula allocations (cities, the County of Santa Cruz, Santa Cruz Metropolitan Transit District (METRO) and Community Bridges/Lift Line) typically develop and update their five-year programs of projects as part of their annual budget and/or capital improvement program. Community members are encouraged to provide input on those plans directly to each recipient agency.

## DISCUSSION

Staff recommendations for Measure D regional programs and projects for FY21/22-FY25/26 are included as Attachment 1 (Exhibits A-E). Fact sheets on major regional projects are included in Attachment 2.

**The 5-year Plans for FY21/22-25/26 focus on continued implementation of previously approved projects and do not include any new projects.** The 5-Year Plans have been updated to reflect updated revenue forecasts and anticipated expenditures, including FY20/21 estimated actuals and anticipated expenses in FY25/26, and move some funds between fiscal years based on updated schedules and expenditure rates.

Although Measure D provides significant funding to deliver investments identified in the Measure D Expenditure Plan, it is not intended or necessary to fully fund all investments. Consistent with the long range Measure D Strategic Implementation Plan (SIP), in order to expeditiously deliver regional programs and projects and to competitively position projects to leverage other grants, the 5-year plans set aside some funds to serve as match to other grants and focus funds on pre-construction phases, in order to get projects “shelf-ready” and more competitive for grants.

A summary of the updated 5-year plans is provided below. Unprogrammed balances are anticipated to be programmed in the future.

### Active Transportation/MBSST-Rail Trail

The 5-year plan for the MBSST Network:

- Carries forward previously committed funds for development and/or construction of 18 miles of the rail trail from Davenport to Aptos and in Watsonville;
- Utilizes Measure D revenues to leverage federal, state, and other grants;
- Adds funds for rail trail corridor maintenance, project design, RTC staff oversight, right-of-way surveys and acquisition, and technical assistance.

The focus of the Trail 5-year plan is on implementation of segments of the trail currently under development. In the future, staff may recommend

additional updates based on new information that may become available, maintenance agreements being negotiated with state and local jurisdictions, updates to the Measure D Strategic Implementation Plan, and new leveraging opportunities.

#### Highway 17 Wildlife Crossing

As approved by the RTC last year, the 5-year plan for the Highway 17 Wildlife Crossing includes an inter-program loan from the Highway Corridor category in order to allow the Wildlife Crossing to start construction in FY21/22. Upon completion of the project, the Highway 17 Wildlife Crossing annual Measure D allocations (\$166,667 per year until 2047) will be paid to the Highway Corridors investment category. The Land Trust of Santa Cruz County has also secured funding for project right-of-way and construction. Pre-construction and Caltrans support costs are funded by the State Highway Operation and Protection Program (SHOPP).

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

- Caltrans is finishing up a corridor-wide Project Initiation Document (PID) for complete streets elements using Measure D funds. The PID will provide the basis for scope, costs, and schedules for bicycle and pedestrian projects along Highway 9 and will facilitate integration of complete streets components into Caltrans maintenance and major capital improvement projects and stand-alone projects.
- Caltrans is also completing its PID-level analysis for building a pathway between the SLV Schools Complex in Felton and Graham Hill Road, which is anticipated to be funded by Caltrans safety funds. Prior to Caltrans making a commitment to fund and implement a safety project, the RTC programmed \$1 million in Measure D to leverage other funds. The RTC can still contribute funds to projects providing access to the school or connecting to this Caltrans safety project, but we need to let the complete streets PID be completed and specific projects to be scoped.
- \$30,000 added in FY21/22-22/23 for ongoing engineering and oversight activities for development and implementation of projects in the corridor.
- Upon completion of the Caltrans Complete Streets and Safety PIDs, staff will return to the RTC to identify specific projects and opportunities to use Highway 9/SLV Measure D funds to leverage other funds and implement projects in the corridor.

#### Highway Corridors

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

- 3 Highway 1 projects that will construct auxiliary lanes, bus on shoulder facilities, bicycle and pedestrian overcrossings, and 3 replacement bridges between Soquel Avenue/Drive and Freedom Boulevard interchanges.
- Increased funds for anticipated Highway 1 project management, environmental mitigation, updated right-of-way and design costs

- Ongoing traveler information/transportation demand management programs: Cruz511, Freeway Service Patrol, and the Safe on 17 program aimed at reducing collisions on Highway 17 through increased California Highway Patrol (CHP) enforcement.
- Interprogram loan to the Highway 17 Wildlife Crossing.
- Shifting funds between years and additional funding based on current cost estimates and schedules for all projects through FY25/26.

### Rail

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

- Development and construction of storm damage repair projects.
- Added funds for ongoing inspections of 37 bridges along branch line through FY25/26;
- Ongoing track infrastructure repairs to address erosion and drainage issues to preserve the railroad infrastructure;
- Updates based on current schedule and costs through FY25/26;
- Added staff and project management costs for bridge and infrastructure repairs through FY25/26;
- Added funds for infrastructure repairs, including Manresa Coastal Erosion phase 2.

Staff may recommend programming additional Measure D funds in the future if new grant funding opportunities arise that require matching funds.

### Recommendation

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

### Next Steps

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

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

After the close of each fiscal year, Measure D recipient agencies submit reports to ensure Measure D funds were expended consistently with the requirements of the voter-approved Measure D Ordinance and other agreements and guidelines. The reports describe actual expenditures, progress made to improve the transportation system, how maintenance of effort requirements have been met to ensure Measure D revenues are supplementing (not supplanting) other revenues, and the degree that Measure D funds were used to secure additional funding from other sources (leveraging). Fiscal audits of expenditures are reviewed by the Measure D Taxpayer Oversight Committee (TOC). The TOC's annual reports and recipient agency audits and expenditure reports are posted on the RTC's Measure D website (<https://sccrtc.org/funding-planning/measured/taxpayer-oversight/>).

## SUMMARY

In 2016 Santa Cruz County voters approved Measure D, a 30-year sales tax which provides critical funding to improve local highways, construct new bicycle and pedestrian facilities, repair local roads, maintain and expand transit and paratransit services for seniors and people with disabilities, and maintain other publicly owned transportation facilities. Staff recommends that the RTC's advisory committees review and provide input on how RTC invests Measure D funds over the next 5 years for each of the regional transportation categories -- Highway Corridors, Active Transportation, and the Rail Corridor, as well as San Lorenzo Valley Highway 9 Corridor Improvements, the Highway 17 Wildlife Crossing (Attachment 1: Exhibits A-E). The 5-year Plans for FY21/22-25/26 focus on continued implementation of previously approved projects and do not include any new projects.

### Attachments:

1. Measure D 5-year (FY21/22-25/26) programs of projects - Exhibits:
  - a. Active Transportation/Monterey Bay Sanctuary Scenic Trail Network (MBSST)/Coastal Rail Trail 5-Year Program of Projects
  - b. San Lorenzo Valley Highway 9 Corridor 5-Year Program of Projects
  - c. Highway 17 Wildlife Crossing 5-Year Program of Projects
  - d. Highway Corridors 5-Year Program of Projects
  - e. Rail Corridor 5-Year Program of Projects
2. Regional Project Fact Sheets

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Measure D: 5-Year Program of Projects (FY21/22-25/26)

Proposed Updates Fall 2021(underlined)

Previously updated 6/6/19, 12/5/19, 5/7/20, 6/29/20, 9/3/20, 5/6/21, 6/3/21, 8/5/21.

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

						Planned <sup>1</sup>					Total Measure D	Proposed Updates -Fall 2021
	Rail Trail Project/Program	Description	Schedule	Prior Years Spent	FY20/21 - estimated actuals <sup>2</sup>	FY21/22	FY22/23	FY23/24	FY24/25	FY25/26		
1	North Coast Segment 5	EIR & design consultants, legal, Environmental Health Services & ROW; RTC project mgmt, oversight, outreach and technical assistance	Duration of project delivery	\$1,467,599	<del>\$951,201</del> <del>\$960,774</del>	<del>\$565,000</del> <del>\$258,000</del>	<del>\$50,000</del> <del>\$0</del>	\$0	\$0	\$0	<del>\$3,033,800</del> <del>\$2,686,373</del>	FY20/21 updated to reflect unaudited estimates. Adds \$150k for design, \$100k for staff oversight, and \$106.5k technical assistance. Previously \$2,686,373.
1A	North Coast Segment 5: trail maintenance and operations	Ongoing maintenance of sections of trail once constructed. Includes restriping, sweeping, vegetation management, mitigations, and periodic repaving.	Once constructed	\$0	\$0	\$100,000	\$125,000	\$125,000	\$125,000	<del>\$125,000</del>	<del>\$600,000</del> <del>\$475,000</del>	\$125k added in FY25/26.
1B	North Coast Seg 5: Trail construction and reserve to match grants	Funds to serve as match to grant application(s). Includes \$125k for Davenport Crosswalk.	Pending other funds- construction ready spring 2022	\$0	\$0 <del>\$325,000</del>	<del>\$2,075,000</del> <del>\$1,750,000</del>	\$875,000	\$875,000	\$0	\$0	<del>\$3,825,000</del>	Shift FY20/21 funds to FY21/22
2	Segment 7: Natural Bridges to Bay/California (Phase I), Bay/Californiat to Wharf (Phase II), City of Santa Cruz (SC) lead	Allocation to City of Santa Cruz for Segment 7 rail trail	Phase I: 2020; Phase II: start 2022	---	---> <del>\$1,100,000</del>	<del>\$2,100,000</del> <del>\$1,000,000</del>	\$0	\$0	\$0	\$0	<del>\$2,100,000</del>	No change to total. Shift funds from FY20/21 to FY21/22. Phase 1 -\$1.1M completed, invoiced in FY21/22.
2A	Segment 7: Oversight and technical assistance	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	Duration of project delivery	\$173,769	<del>\$43,375</del> <del>\$45,000</del>	<del>\$40,000</del> <del>\$33,203</del>	<del>\$35,000</del> <del>\$0</del>	\$0	\$0	\$0	<del>\$292,144</del> <del>\$251,972</del>	Previously \$252k. Update FY20/21 actuals. Add \$15k in FY21/22 and \$35k in FY22/23 based on updated estimates.
3	Seg 8: San Lorenzo River trestle widening, City of Santa Cruz	Allocation to City of SC for widening of existing walkway on the existing railroad bridge over San Lorenzo River near Boardwalk	Completed June 2019	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	<del>\$500,000</del>	No change. Project completed.
3A	Segment 8: Oversight and technical assistance	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	done	\$7,149	\$0	\$0	\$0	\$0	\$0	\$0	<del>\$7,149</del>	No change. Project completed.
4	Seg 8/9: SC Wharf to 17th Ave., City of SC lead (partnership with County)	Allocation to City of SC: \$2M set aside to serve as match for construction grants. Joint project with County.	Est. 2023	\$0	\$0	\$0	-->	\$2,000,000	\$0	\$0	<del>\$2,000,000</del>	No change to total. Shift funds to FY23/24 based on updated construction schedule.
4A	Segment 8/9: Oversight and technical assistance	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	Duration of project delivery	\$13,140	<del>\$16,797</del> <del>\$40,000</del>	<del>\$48,685</del> <del>\$40,000</del>	\$40,000	\$40,000	\$26,860	\$0	<del>\$185,481</del> <del>\$200,000</del>	FY20/21 updated to reflect actuals, carryover balances to FY21/22
5	Trail maintenance and operations in Santa Cruz	Ongoing maintenance. Includes restriping, sweeping, vegetation management, mitigations, and periodic repaving.	ongoing	\$0	\$0 <del>\$25,000</del>	<del>\$45,000</del> <del>\$50,000</del>	<del>\$60,000</del> <del>\$50,000</del>	<del>\$60,000</del> <del>\$50,000</del>	<del>\$60,000</del> <del>\$50,000</del>	<del>\$60,000</del> <del>\$50,000</del>	<del>\$285,000</del> <del>\$225,000</del>	Funds added in FY25/26. Shift FY20/21 \$25k to FY21/22 and later years. Previously \$225k FY20/21-24/25.

	Rail Trail Project/Program	Description	Schedule	Prior Years Spent	FY20/21 - estimated actuals <sup>2</sup>	FY21/22	FY22/23	FY23/24	FY24/25	FY25/26	Total Measure D	Proposed Updates -Fall 2021
6	Segment 10-11: Segment 10 (17th-47th/Jade St. park), Seg 11 (Monterey to St. Park Dr)	Allocation to County DPW for planning, environmental review, design, and right of way. Joint County-Capitola project, led by County DPW.	PA/ED started 2020	\$0	\$84,417 <del>\$1,000,000</del>	\$2,915,583 <del>\$2,000,000</del>	\$1,000,000	\$0	\$0	\$0	\$4,000,000	No change to total. FY20/21 updated to reflect actuals, carryover balance to FY21/22.
6A	Segment 10-11 Oversight and technical assistance	RTC project mgmt, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	Duration of project delivery	\$28,591	\$28,492 <del>\$50,000</del>	\$55,000 <del>\$50,000</del>	\$55,000 <del>\$50,000</del>	\$55,000 <del>\$50,000</del>	\$55,000 <del>\$50,000</del>	\$35,000 <del>\$0</del>	\$312,083 <del>\$278,591</del>	FY20/21 updated to reflect actuals, carryover balances to future years. Add funds in FY25/26.
6B	Capitola Trestle Railroad Bridge Interim Trail analysis	Analysis of feasibility for building a trail on the bridge through Capitola Village and over Soquel Creek.	Expect to complete in FY21/22	\$0	---->	\$50,000					\$50,000	Carryover to FY21/22
7	Segment 18: Ohlone to slough trail (Phase I), Remainder Lee to Walker (Phase II), City of Watsonville lead	Allocation to City of Watsonville for trail construction.	Ph. 1 completed 2021; est. Phase 2 start FY22/23	\$0	---->	\$150,000	\$933,333	\$933,333	\$933,333	\$0	\$2,950,000	No change to total. Shift \$150k not yet invoiced for Phase 1 to FY21/22.
7A	Segment 18: Oversight and technical assistance	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	Duration of project delivery	\$85,215	\$19,245 <del>\$53,672</del>	\$20,000	\$14,000 <del>\$0</del>	\$10,425 <del>\$0</del>	\$10,000 <del>\$0</del>	\$0	\$158,885 <del>\$158,887</del>	FY20/21 updated to reflect actuals; carryover balances to future years. Previously \$158,887
8	Trail maintenance and operations in Watsonville	Ongoing maintenance. Includes restriping, sweeping, vegetation management, mitigations, and periodic repaving.	ongoing	\$0	\$0 <del>\$4,000</del>	\$10,000 <del>\$6,000</del>	\$11,000	\$11,000	\$11,000	\$11,000 <del>\$0</del>	\$54,000 <del>\$43,000</del>	Funds added in FY25/26; Shift FY20/21 carryover to FY21/22
9	Capitola Trail: City Hall to Monterey Ave	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	Construction timing TBD	\$1,087	\$707 <del>\$139,131</del>	\$13,207 <del>\$0</del>	\$0	\$0	\$0	\$0	\$15,000	No change to total. Shift unspent FY20/21 balance to FY21/22.
10	Santa Cruz County Regional Conservation Investment Strategy - Grant match	Match to Wildlife Conservation Board grant for early mitigation planning for transportation projects.	FY19/20-FY21/22	\$5,533	\$5,849	\$5,958	\$0	\$0	\$0	\$0	\$17,340	No change to total. Shift unspent FY20/21 balance to FY21/22.
11	Ongoing oversight, coordination, and assistance, including on development of future trail sections	Includes RTC staff and consultants work related to overall trail planning, surveys, soil investigations, Environmental Health (EHS), legal, stakeholder coordination, response to public comments, and development of future projects/grant applications	ongoing	\$648,986	\$262,804 <del>\$337,500</del>	\$245,000 <del>\$260,000</del>	\$220,000 <del>\$345,000</del>	\$220,000 <del>\$345,000</del>	\$220,000 <del>\$345,000</del>	\$220,000 <del>\$0</del>	\$2,036,791 <del>\$2,281,486</del>	FY20/21 updated to reflect actual. Adjusted to reflect current trends, add FY25/26 estimate. Previously \$2.28M
12	Corridor encroachments & maintenance	Ongoing corridor maintenance, including vegetation, tree removal, trash, graffiti, drainage, encroachments, storm damage repairs outside of what is required for railroad operations. Includes RTC staff time and contracts.	ongoing	\$390,685	\$806,237 <del>\$1,313,709</del>	\$1,263,000 <del>\$519,250</del>	\$910,000 <del>\$519,250</del>	\$605,000 <del>\$519,250</del>	\$605,000 <del>\$519,250</del>	\$605,000 <del>\$519,250</del>	\$5,184,923 <del>\$3,781,394</del>	FY20/21 updated to reflect actual, carryover balance to future. Add funds in FY25/26 and update other estimates. Clarify includes staff time on encroachments and maintenance. Previously \$3.78M.
Estimated 5-Year Measure D Expenditures				\$3,321,755	\$2,219,123	\$9,701,432	\$4,328,333	\$4,934,758	\$2,046,193	\$1,056,000	\$27,607,596	

1- Funds may be shifted between years based on actual expenditures/use rates when sufficient cash capacity exists.

2- FY20/21 actuals and carryover to FY21/22+ to be adjusted based on audited actuals. Shown here are preliminary estimates.



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

*Proposed Fall 2021*

*Previously updated 6/6/19, 11/7/19, 9/3/20.*

**Category: Neighborhood Projects: San Lorenzo Valley (SLV)/Highway 9 Corridor (\$333,333/year; \$10 million over 30 years)**

	Name/Road/Limits	Description	Schedule	Prior Years	FY20/21 - estimated actuals <sup>2</sup>	Planned <sup>1</sup>					Total Measure D	Proposed Updates -Fall 2021
						FY21/22	FY22/23	FY23/24	FY24/25	FY25/26		
1	San Lorenzo Valley (SLV) Safe Routes to Schools -Preconstruction & grant match	Funding designated for potential match of future grant opportunities.	TBD- FY22/23	\$0	---	---	\$1,000,000				\$1,000,000	Shift funds to FY22/23 based on updated Safety and Complete Streets PID schedule. Options for the area from Graham Hill Road to Glen Arbor, including the school campus are currently under evaluation. Once a funding plan is developed, staff will return with specific recommendations.
2	Preliminary scope and engineering documents for near term projects	Develop engineers estimates, prelim. designs, initial screening and implementation documents needed to secure funds for priority projects; may include engineering needed to integrate complete streets components into SHOPP and local projects. Includes \$150k to Caltrans for complete streets Project Initiation Document (PID) for the corridor.	PID to be completed in 2021	\$25,152	\$56,748 \$125,000	\$98,100 \$0	\$30,000 \$0				\$210,000 \$150,000	Previously \$150k. Carryover FY20/21 balance to FY21/22. Add \$30k/year FY21/22-22/23 for near-term engineering and analysis work which may be needed. Additional future funding needs and projects to be determined once Complete Streets PID is completed.
3	SLV/SR9 Corridor technical assistance, oversight, and community outreach	Includes legal, engineering review, grant preparation, funding agreements, RTC staff coordination with Caltrans, County, schools, and other stakeholders, public outreach, other other planning activities.	Ongoing	\$775	\$99,225						\$100,000	No change. Any unspent FY20/21 funds may be carried over to future years.
<b>COMPLETED PROJECTS</b>												
6	Hwy 9/SLV Corridor Plan	Community-based comprehensive corridor plan, identifying priority transportation projects.	Completed 6/19	\$35,000							\$35,000	No change. Completed
7	Hwy 9 Pedestrian Crosswalks and Enhancements	Stripe new crosswalks and add RRFs, ladder striping, etc to several existing crosswalks	2021	\$11,589	\$9,071						\$20,660 \$30,000	Project completed. FY20/21 updated to reflect estimated actual spent. Previously \$30k.
8	Farmer St. Road Repair (alternate ped/bike route to Hwy 9)	Resurfacing Farmer Street, a pedestrian bypass to access SLV Schools Campus	Completed Fall 2019	\$15,000							\$15,000	No change. Completed
<b>Estimated 5-Year Measure D Expenditures</b>				<b>\$87,516</b>	<b>\$165,044</b>	<b>\$98,100</b>	<b>\$1,030,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,380,660</b>	
<b>Balance/Reserve for priorities in Highway 9-SLV Corridor Plan &amp; PID (Exact projects TBD. Expected to be used as match to leverage grants and other funds.)</b>											<b>\$1,741,069</b>	

1- Funds may be shifted between years based on actual expenditures/use rates when sufficient cash capacity exists.

2- FY20/21 actuals and carryover to FY21/22+ to be adjusted based on audited actuals. Shown here are preliminary estimates.

Measure D: 5-Year Program of Projects (FY21/22-FY25/26)

Proposed Fall 2021

Previously updated 6/6/19, 9/3/20

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

	Project	Description	Schedule	Anticipated Expenditures								Total Measure D	Proposed Updates - Fall 2021
				Prior Years	FY20/21	FY21/22*	FY22/23*	FY23/24	FY24/25	FY25/26	Future Debt Service*		
1	Highway 17 Wildlife Crossing near Laurel Curve: Construction**	Construct wildlife undercrossing to connect habitat on either side of the highway. Creates a wildlife corridor enabling animals to safely cross the highway.	2021-2023	\$0	\$0	\$1,350,333	\$2,700,667					\$4,051,000	No change. Being advanced through inter-program loan from Measure D Highway Corridor Investment Category.
2	Highway 17 Wildlife Crossing near Laurel Curve: Construction Financing	Financing/debt service on loans or bonds needed advance implementation, since Measure D revenues are allocated over 30 years. RTC anticipates using interprogram loans from other Measure D Regional programs.	NA	\$0				Debt Service payments \$166,667/year				\$914,835	No change. Repayment through 2047
3	Highway 17 Wildlife Crossing near Laurel Curve: Oversight and public outreach	RTC costs associated with oversight, agreements, financing, coordination, and public engagement.	FY19/20-FY22/23	\$1,806	\$2,359 \$15,000	\$15,000	\$15,000					\$34,165 \$46,806	FY20/21 reduced based on estimated expenditures.
<b>Estimated Annual Measure D Expenditures</b>				<b>\$1,806</b>	<b>\$2,359</b>	<b>\$1,365,333</b>	<b>\$2,715,667</b>	<b>\$166,667</b>	<b>\$166,667</b>	<b>\$166,667</b>	<b>\$414,835</b>	<b>\$5,000,000</b>	
Estimated Annual Measure D Allocations+Interest Earnings				\$556,498	\$177,761	\$169,058	\$166,667	\$166,667	\$166,667	\$166,667	\$166,667	\$1,736,650	
Interprogram loan from Measure D - Highway Corridors					\$0	\$466,182	\$2,549,000	\$0	\$0	\$0	\$0	\$3,015,182	

\*Since the full \$5M committed in Measure D for this project will not be available until end of the 30 year measure, consistent with the Measure D Strategic Implementation Plan, the RTC has authorized a loan from the Highway Corridors investment category. Land Trust has committed \$3M to be used to fund some of the initial construction costs, with Measure D interprogram loan starting later.

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

## Measure D: 5-Year Program of Projects (FY21/22-FY25/26)

Proposed Fall 2021

Previously updated 6/6/19, 6/27/19, 2/6/20, 3/5/20, 5/7/20, 9/3/20, 11/5/20, 12/3/20, 3/4/21.

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

	Project	Description	Schedule	Prior Years Spent	Planned <sup>1</sup>						Total Measure D	Proposed Updates -Fall 2021
					FY20/21*	FY21/22*	FY22/23	FY23/24	FY24/25	FY25/26		
1	Highway 1: Auxiliary Lanes and Bus on Shoulder from 41st to Soquel; Chanticleer Bike/Pedestrian Overcrossing	Freeway operational improvement, bus on shoulder improvements, rehab roadway and drainage, improve bicycle/pedestrian access over freeway.	Start Spring 2021	\$1,043,387	\$746,585	<u>\$385,000</u> <u>\$620,000</u>	<u>\$365,000</u> <u>\$200,000</u>	<u>\$350,000</u> <u>\$100,000</u>	<u>\$215,000</u> <u>\$100,000</u>	<u>\$200,000</u> <u>\$0</u>	<b><u>\$3,304,972</u></b> <b><u>\$2,809,872</u></b>	Add funds for anticipated project management and environmental mitigation through FY25/26. Previously \$2,809,872.
2	Highway 1: Auxiliary Lanes & Bus on Shoulder from State Park to Bay-Porter, Reconstruction of Capitola Avenue Overcrossing and Bicycle/Pedestrian Overcrossing at Mar Vista Dr	Freeway operational improvement, bus on shoulder improvements, soundwalls and retaining walls, reconstruct Capitola Ave. overcrossing with sidewalks and bike lanes, new Bike/ped bridge	FY22/23	\$492,007	<u>\$986,134</u> <u>\$1,728,331</u>	<u>\$3,955,000</u> <u>\$4,220,000</u>	<u>\$1,970,000</u> <u>\$2,900,000</u>	<u>\$5,480,000</u> <u>\$5,200,000</u>	<u>\$4,640,000</u> <u>\$2,600,000</u>	<u>\$380,000</u> <u>\$0</u>	<b><u>\$17,903,141</u></b> <b><u>\$17,140,338</u></b>	Add and adjust funds for design and right of way based on current costs and schedule, added project management and environmental mitigation costs through FY25/26. Previously \$17,140,338.
3	Highway 1: Auxiliary Lanes & Bus on Shoulder from Freedom to State Park, and Reconstruction of two SCBRL bridges, widening of the bridge over Aptos Creek/Spreckles Drive, 1.25 miles of multiuse trail	Freeway operational improvement, bus on shoulder improvements, soundwalls and retaining walls, reconstruct SCBRL bridges over Hwy 1 and widen bridge over Aptos Creek/Spreckles Drive, multiuse trail	FY24/25	\$171,771	<u>\$1,775,000</u> <u>\$3,276,229</u>	<u>\$1,385,000</u> <u>\$4,971,500</u>	<u>\$4,700,000</u> <u>\$6,350,000</u>	<u>\$4,245,000</u> <u>\$350,000</u>	<u>\$6,320,000</u> <u>\$250,000</u>	<u>\$580,000</u> <u>\$0</u>	<b><u>\$19,176,771</u></b> <b><u>\$15,370,000</u></b>	Add and adjust funds for environmental, design and right of way based on current costs and schedule, as well as project management and environmental mitigation through FY25/26. Previously \$15,370,000
4	Santa Cruz County Regional Conservation Investment Strategy - Grant match	Match to Wildlife Conservation Board grant for early mitigation planning for transportation projects.	TBD	\$13,605	\$8,922	\$2,974					<b>\$25,500</b>	No change.
5	Cruz 511-Traveler Information and Commute Manager	Ongoing system & demand management (TDM), includes Cruz511.org traveler information, carpool and other TDM programs	Ongoing	\$186,192	\$250,000	\$200,000	\$200,000	\$200,000	\$225,000	<u>\$247,500</u>	<b><u>\$1,508,692</u></b>	Add funds for ongoing work in FY25/26
6	Safe on 17	Ongoing system management program, involves increased CHP enforcement on Highway 17	Ongoing	\$46,505	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	<u>\$50,000</u>	<b><u>\$346,505</u></b>	Add funds for ongoing work in FY25/26
7	Freeway Service Patrol	Ongoing system management and congestion reducing program. Roving tow trucks removing incidents and obstructions during peak travel periods on Hwy 1 and Hwy 17	Ongoing	\$204,553	\$166,099	\$174,404	\$183,124	\$192,280	\$192,280	<u>\$192,280</u>	<b><u>\$1,305,021</u></b>	Add funds for ongoing work in FY25/26
	Completed Projects	Unified Corridor Investment Study-Analysis of Highway 1 corridor projects	completed Jan 2019	\$199,808	\$0	\$0	\$0	\$0	\$0	\$0	<b>\$199,808</b>	No Change
Estimated Annual Measure D Highway Corridors Expenditures				<b>\$2,357,827</b>	<b>\$3,982,739</b>	<b>\$6,152,378</b>	<b>\$7,468,124</b>	<b>\$10,517,280</b>	<b>\$11,642,280</b>	<b>\$1,649,780</b>	<b>\$43,770,409</b>	
8	Interprogram Loan for Hwy 17 Wildlife Crossing	Interprogram loan to allow Hwy 17 Wildlife Crossing project to proceed without bonding.	Interprogram Loan	\$0	\$0	<u>-\$466,182</u> <u>\$479,999</u>	-\$2,549,000	-\$166,667	-\$166,667	-\$166,667	<b><u>-\$3,515,182</u></b>	Add FY25/26 repayment
Total Expenditures (with loans & repayments)				<b>\$2,357,827</b>	<b>\$3,982,739</b>	<b>\$5,686,196</b>	<b>\$4,919,124</b>	<b>\$10,350,614</b>	<b>\$11,475,614</b>	<b>\$1,483,114</b>	<b>\$40,255,227</b>	

1- Funds may be shifted between years based on actual expenditures/use rates when sufficient cash capacity exists.

\*FY20/21 &amp; FY21/22 amounts will be updated to reflect actual expenditures and carryover unspent funds prior to RTC board review.

**Measure D: 5-Year Program of Projects (FY21/22-FY25/26)**

**Attachment 1-Exhibit E**

*Proposed Updates Fall 2021*

*Previously updated 6/6/19, 6/27/19, 10/3/19, 5/7/20, 9/3/20 and 6/6/21.*

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

						Planned <sup>1</sup>					Total Measure D	Proposed Updates -Fall 2021
	Project	Description	Est. Schedule	Prior Years	FY20/21 - estimated actuals <sup>2</sup>	FY21/22	FY22/23	FY23/24	FY24/25	FY25/26		
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 2020-2022	\$548,043	\$101,957						<b>\$650,000</b>	No change, however Measure D may be needed to cover additional costs if not reimbursed by FEMA.
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	\$435,981	<u>\$273,450</u> <u>\$200,000</u>	<u>\$690,000</u> <u>\$480,000</u>	<u>\$371,000</u> <u>\$30,000</u>	<u>\$882,550</u> <u>\$520,000</u>	<u>\$419,678</u> <u>\$35,000</u>	<u>\$882,411</u> <u>\$0</u>	<b>\$3,955,070</b> <u>\$1,700,981</u>	Previously \$1.7M. FY20/21 updated based on actuals. Added funds for on-going inspections through FY25/26.
3	Railroad Bridge Rehabilitation	Rehabilitation of railroad bridges consistent with inspections and analyses, including Pajaro River Bridge grant match in FY21/22	Ongoing	\$562,323	\$0	<u>\$620,000</u> <u>\$0</u>	<u>\$25,000</u> <u>\$0</u>	<u>\$30,000</u> <u>\$0</u>	<u>\$35,000</u> <u>\$0</u>	<u>\$40,000</u> <u>\$0</u>	<b>\$1,312,323</b> <u>\$562,323</u>	Previously \$562,323. Funds in FY21/22 include Pajaro River Bridge Rehabilitation. Adds some funds for ongoing repairs to bridge walkways and handrails through FY25/26.
4	Track infrastructure, signage, maintenance and repairs	On-going maintenance, repair and rehabilitation of railroad track infrastructure and signage	Ongoing	\$932,709	<u>\$1,121,277</u> <u>\$1,246,841</u>	<u>\$1,441,000</u> <u>\$169,010</u>	<u>\$1,642,210</u> <u>\$171,207</u>	<u>\$442,550</u> <u>\$173,433</u>	<u>\$454,678</u> <u>\$173,433</u>	<u>\$467,411</u> <u>\$0</u>	<b>\$6,501,835</b> <u>\$2,866,633</u>	Previously \$2,866,633. FY20/21 updated to reflect actuals and adds funds based on repair needs, including Manresa coastal erosion phase 1 & 2
5	Placeholder: 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) locally-preferred alternative	TBD	\$0	\$0	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>	Placeholder - Funds may be for environmental and prelim. design at a later date pending RTC direction and grant opportunities.
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	<u>\$1,910</u> <u>\$3,807</u>	<u>\$1,896</u> <u>\$0</u>					<b>\$8,160</b>	No change to total. FY20/21 updated to reflect actuals, balance carried over to FY21/22.
<b>Completed Projects</b>												
7	Alternatives Analysis	Analysis of high-capacity transit uses on rail corridor.	2019-Spring 2021	\$622,396	<u>\$388,400</u> <u>\$345,604</u>	\$0	\$0	\$0	\$0	\$0	<b>\$1,010,796</b> <u>\$968,000</u>	Completed. FY20/21 updated to reflect actuals.
8	Completed Projects	Completed work, includes UCS and lawsuit	2018-2019	\$887,596							<b>\$887,596</b>	No change
Total Measure D Expenditures				<b>\$3,993,402</b>	<b>\$1,886,995</b>	<b>\$2,752,896</b>	<b>\$2,038,210</b>	<b>\$1,355,100</b>	<b>\$909,355</b>	<b>\$1,389,823</b>	<b>\$14,325,781</b>	

1- Funds may be shifted between years based on actual expenditures/use rates when sufficient cash capacity exists.

2- FY20/21 actuals and carryover to FY21/22+ to be adjusted based on audited actuals. Shown here are preliminary estimates.



## PROJECT FACT SHEET

Updated July 2021

# Coastal Rail Trail

## Monterey Bay Sanctuary Scenic Trail Network

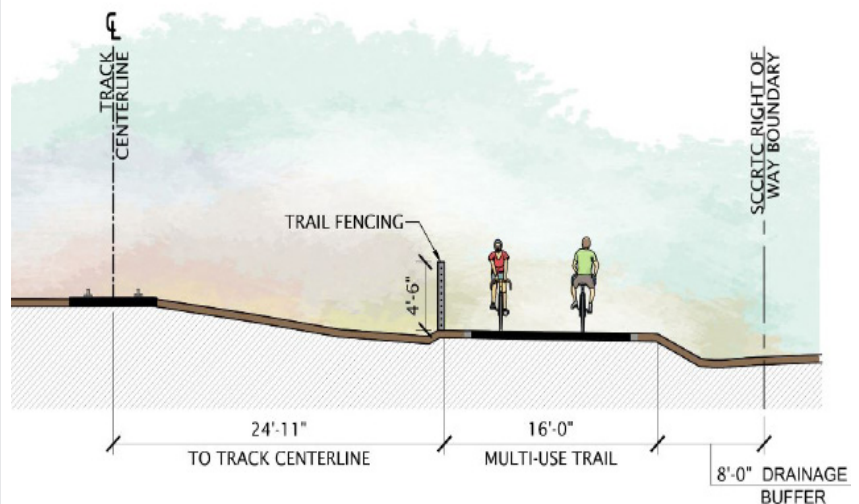
### Project Description

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

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

Approximately \$41M to date has been secured from state/federal grants, local jurisdictions, and private donations. Additionally, Measure D, the voter-approved transportation sales tax, will allocate approximately \$135M for the trail over 30 years.

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



### Project Highlights

- ▶ Half the county population, 92 parks and 44 schools are located within 1 mile of the rail line.
- ▶ Eighteen (18) miles of projects are under development.
- ▶ To date, approximately \$41M has been secured from state/federal grants, local jurisdictions, and private donations.
- ▶ Measure D will allocate approximately \$135M for the trail over 30 years.
- ▶ Construction of the first project began in 2019.





## PROJECT FACT SHEET

Updated July 2021

# Coastal Rail Trail

## Monterey Bay Sanctuary Scenic Trail Network



### Status of Funded Rail Trail Projects

#### North Coast: Davenport to Wilder Ranch

- **Project Description:** 5.4 miles (fully funded) and 2.1 miles (partially funded) of the Coastal Rail Trail. Trail width estimated at 16 feet. The project will include parking lot improvements and restrooms at Panther/Yellowbank beach and Davenport, and a pedestrian crossing in Davenport.
- **Project Status:** Preconstruction activities are scheduled to be completed in fall 2021, and pending funding availability, could go to construction in 2022. The RTC applied for Federal Lands Access Program funds to fully fund the project.

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

- **Project Description:** 2.1 miles of the Coastal Rail Trail. Trail width 12-16 feet.
- **Project Status:** Phase 1 (Natural Bridges Drive to California Avenue) was completed in December 2020. Phase 2 (California Avenue to Pacific Avenue at the Wharf) is environmentally cleared and design is complete. It is fully funded and is scheduled for construction in spring 2022.

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

- **Project Description:** 2.2 miles of the Coastal Rail Trail. Trail width estimated at 12 feet.
- **Project Status:** Phase 1 (widening of the San Lorenzo River Walkway at the Boardwalk) was completed in May 2019. Environmental, right of way, and design work is scheduled to be completed by 2023, and pending funding availability, could go to construction in 2024.

#### County of Santa Cruz/City of Capitola: 17th Avenue to State Park Drive

- **Project Description:** 4.7 miles of the Coastal Rail Trail. Trail width estimated at 12 feet. This project currently does not include the Capitola trestle.
- **Project Status:** Environmental, right of way, and design work is scheduled to be completed by 2023, and pending funding availability, could go to construction in 2024.

#### County of Santa Cruz: State Park Drive to Rio Del Mar Boulevard

- **Project Description:** 1.25 miles of the Coastal Rail Trail. Trail width estimated at 12 feet. This section is being advanced as part of the Highway 1 Auxiliary Lanes and Bus-on-Shoulder project from State Park Drive to Freedom Boulevard.
- **Project Status:** Environmental, right of way, and design work is scheduled to be completed by 2022, and pending funding availability, could go to construction in 2025.

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

- **Project Description:** 1.2 miles of the Coastal Rail Trail. Trail width estimated at 12 feet.
- **Project Status:** Phase 1 (Ohlone Parkway to the Watsonville Slough Trail Network trailhead) was completed in summer 2021. Pending funding availability, Phase 2 (Lee Road to Ohlone Parkway and Watsonville Slough trailhead to Walker Street) could go to construction in 2024.



# Active Transportation: Coastal Rail Trail Segment 5

## Project Description

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

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

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

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



## Project Highlights

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

## Project Status/Schedule

The RTC completed the Environmental Impact Report in 2019. CFL will complete the federal environmental document in 2021. Final design and permitting are scheduled to be complete in 2021. Construction funding for Phase 1 is programmed for 2024. The RTC is seeking funding for Phase 2 construction.



# Active Transportation: Coastal Rail Trail Segment 5

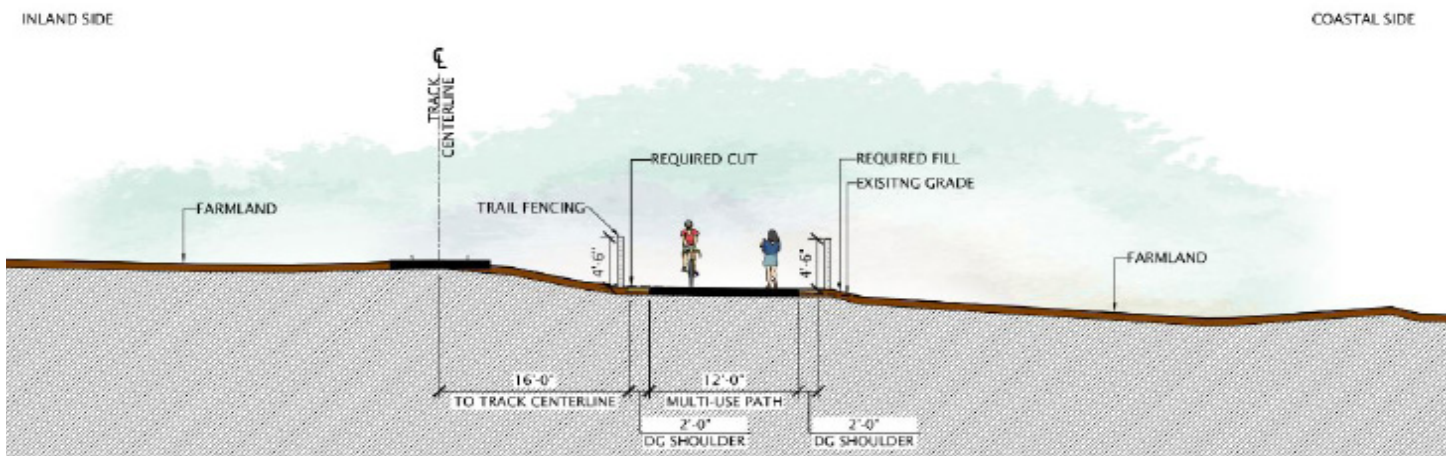
## Project Delivery Strategy

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

## Total Programming

Estimated Total Cost	\$22.23M
Funding Sources	
Measure D (Active Transportation)	\$6M
Other Secured*	\$10.6M
Need	\$5.6M

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







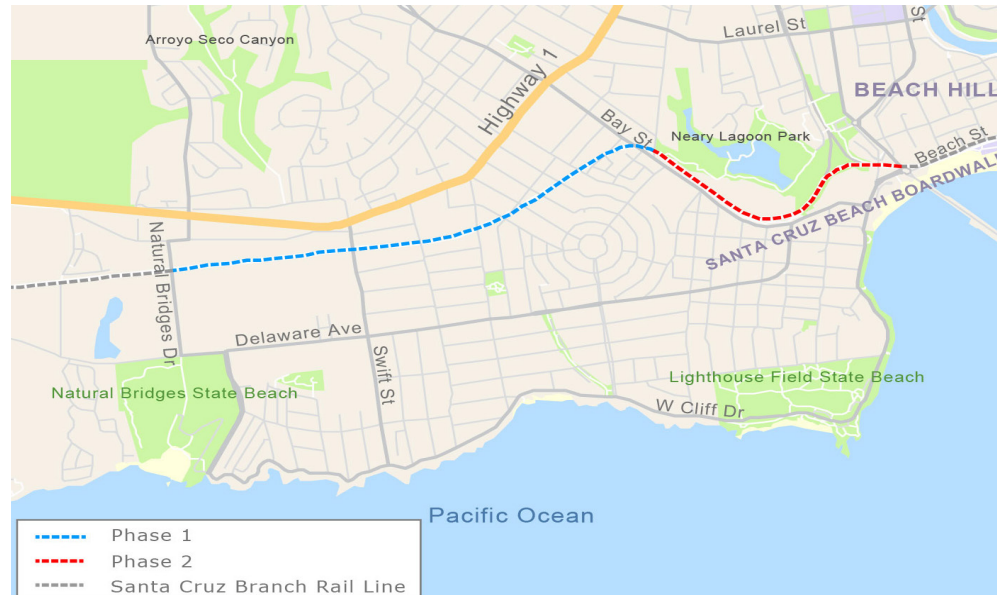
# Active Transportation: Coastal Rail Trail Segment 7

## Project Description

The Coastal Rail Trail Segment 7 project (as defined in the Monterey Bay Sanctuary Scenic Trail {MBSST} Network Master Plan) proposes to construct 2.1 miles of the MBSST's rail trail spine between Natural Bridges Drive and Pacific Avenue at the Santa Cruz Wharf. The existing facility is along the publicly-owned railroad right-of-way. Alternate routes have high bicycle and pedestrian crash histories, making this a high priority project in mid-Santa Cruz County.

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

The Segment 7 project will provide connections to several existing open spaces such as the Terrace Lands at Younger Lagoon Reserve, Antonelli Pond Park, Natural Bridges State Beach, Neary Lagoon Wildlife Refuge, as well as West Cliff Drive bike/pedestrian path, and the Wilder Ranch path.



## Project Highlights

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

## Project Delivery Strategy

The City of Santa Cruz is leading the project delivery. The City is delivering Segment 7 in stages due to funding availability. Phase 1, from Natural Bridges to Bay/California, has been constructed. The City of Santa Cruz has recently been awarded funds for Phase 2 (California Street to Pacific Avenue at the Wharf) from the Senate Bill 1 Active Transportation Program to fully fund construction. Construction of Phase 2 is scheduled to begin in spring 2022 and be completed in 2023.



# Active Transportation: Coastal Rail Trail Segment 7

## Total Programming

Estimated Total Cost	\$20M
Funding Sources	
Measure D (Active Transportation)	\$2.1M
Measure D (Local-Neighborhood)	\$1M
Other Secured*	\$17M

\*Includes SB1 Active Transportation Program, Coastal Conservancy, Congressional Earmark, FORT/BSCC Donations, City of Santa Cruz, and STIP funds.

## Project Status/ Schedule

Construction of Phase 1 was completed in December 2020 and the trail is now open. Phase 2 is environmentally cleared and design is complete. Phase 2 is scheduled to go to construction in spring 2022.



Preliminary Project Rendering





# Active Transportation: Coastal Rail Trail Segments 8 & 9

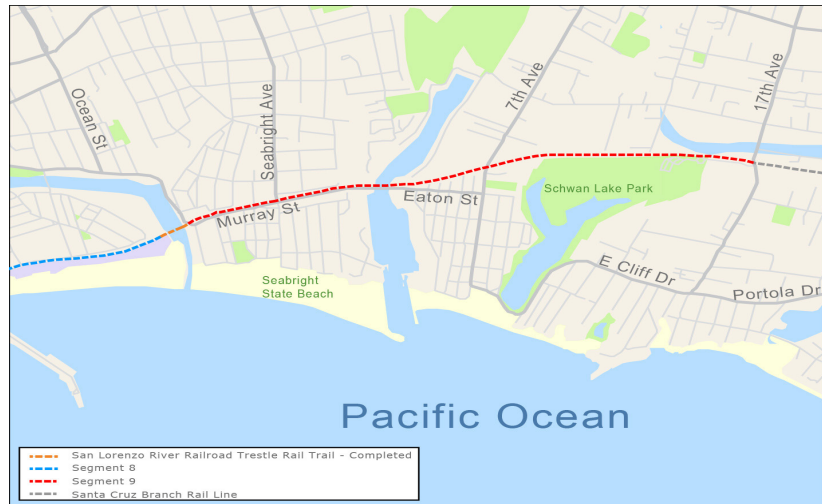
## Project Description

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

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

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

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



## Project Highlights

- Provides a dedicated bicycle and pedestrian trail, improving safety and connectivity to schools, employment centers, and transit facilities
- Connects to the Beach Street bikeway and Segment 7, connecting the west and east sides of Santa Cruz
- Includes a new bicycle and pedestrian bridge at Rodeo Gulch
- Includes 10' multi-use path across the Santa Cruz Harbor, cantilevered off the Harbor rail bridge completed in 2019
- Connects to downtown Santa Cruz via the San Lorenzo River levee trails
- Provides a 10' multi-use path across the San Lorenzo River, cantilevered off the San Lorenzo River Railroad Trestle
- Extends through the Seabright neighborhood to Live Oak
- 48,000 residents live within 1 mile of the corridor, where 15 schools and 37 parks are located

## Project Delivery Strategy

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



# Active Transportation: Coastal Rail Trail Segments 8 & 9

## Total Programming

Estimated Total Cost	\$	32M
Funding Sources		
Measure D (Active Transportation)	\$	2M
Measure D (Local-Neighborhood)	\$	1.7M
Other Secured*	\$	5.2M
Need	\$	23M

## Project Status/Schedule

The multi-use path cantilevered off the San Lorenzo River Railroad Trestle was completed in 2019. The City expects to complete the environmental, design, and right-of-way work by 2023. Construction is dependent on acquiring additional funding.

\*Includes Measure D - NRA, TDA, ATP, and Land Trust funds.



Preliminary project rendering



# Active Transportation: Coastal Rail Trail Segments 10 & 11

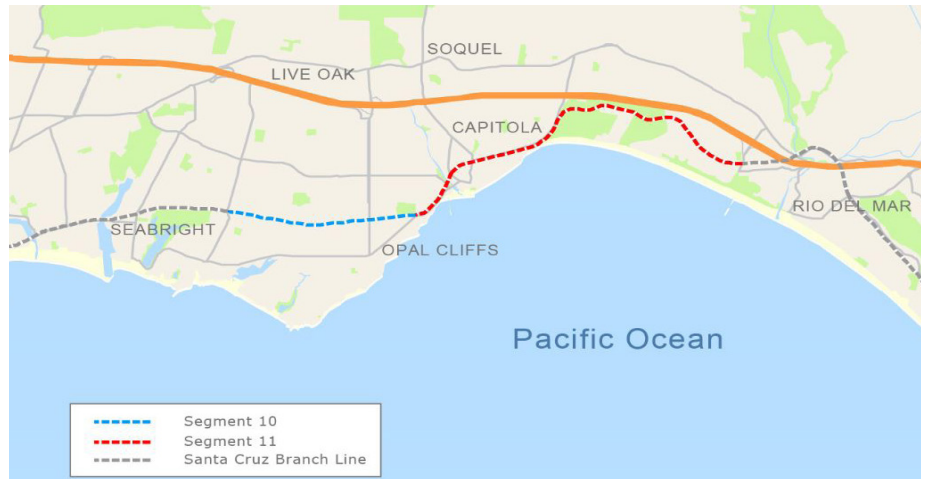
## Project Description

The Coastal Rail Trail Segments 10 and 11 project (as defined in the Monterey Bay Sanctuary Scenic Trail {MBSST} Network Master Plan) proposes to construct 4.7 miles of the MBSST's rail trail spine between 17th Avenue in the unincorporated area of Santa Cruz County known as Live Oak through Jade Street Park in the City of Capitola, then down the coast to State Park Drive.

The goals of this project are to increase the proportion of trips accomplished by biking and walking, improve safety and mobility of non-motorized users, and to provide high-quality connections to schools, parks, and community facilities. When constructed, this project will connect to a proposed 32-mile Coastal Rail Trail network that parallels the entire coastline of Santa Cruz County.

Segment 10 is particularly challenging due to right-of-way constraints requiring realignment of one mile of the railroad track bed. The project includes a 200-foot span pre-engineered bicycle and pedestrian bridge over Rodeo Gulch Creek on the inland side of the rail trestle bridge.

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



## Project Highlights

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

## Project Delivery Strategy

The County is advancing the environmental, design, and right-of-way phases of the project (between 17th Avenue and Live Oak) with \$4 million of Measure D in order to position the project for construction grants, including SB1-Active Transportation Program and potential federal grant opportunities. This project can be phased to smaller sections as funding becomes available. This project currently does not include the Capitola trestle. The Capitola trestle is being studied separately to determine whether it could be retrofitted to accommodate an interim multi-use trail.





# Active Transportation: Coastal Rail Trail Segments 10 & 11

## Total Programming

Estimated Total Cost	\$	TBD*
Funding Sources		
Measure D (Active Transportation)	\$	4M
Other Secured	\$	0
Need	\$	TBD*

\*Cost estimates are under development.

## Project Status/Schedule

The project, with the exception of the Capitola trestle, began the environmental phase in 2021, which is expected to be completed in 2023. The final design phase is expected to begin in early 2023 and be completed by the end of the year. The project is expected to go to construction in 2024 pending funding availability.





# Active Transportation: Coastal Rail Trail Segment 18

## Project Description

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

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



## Project Highlights

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

## Project Delivery Strategy

The City of Watsonville is leading the project delivery. The City is delivering Segment 18 in stages due to funding availability and the time needed to get new crossing agreements approved by the California Public Utilities Commission (CPUC). Phase 1, from Ohlone Parkway to a Watsonville Slough Trail Network trailhead, is completed. Phase 2 requires additional funds for construction. The City is targeting SB1-Active Transportation Program (ATP) and federal grant opportunities to fully fund the construction of Phase 2.





# Active Transportation: Coastal Rail Trail Segment 18

## Total Programming

Estimated Total Cost	\$10.1M
Funding Sources	
Measure D (Active Transportation)	\$2.95M
Measure D (Local-Neighborhood)	\$1.15M
Other Secured*	\$2.8M
Need	\$3.2M

\*Includes ATP, County, FORT, Land Trust, RTC and STIP funds.



## Project Status/Schedule

The environmental phase was completed in 2015. Phase 1 opened in spring 2021. Phase 2 is in the final design phase, which is expected to be completed in 2021. Phase 2 is expected to go to construction in 2022, depending on approval of CPUC crossing agreements and securing remaining funds needed to fully fund construction.



Segment 18, Phase 1



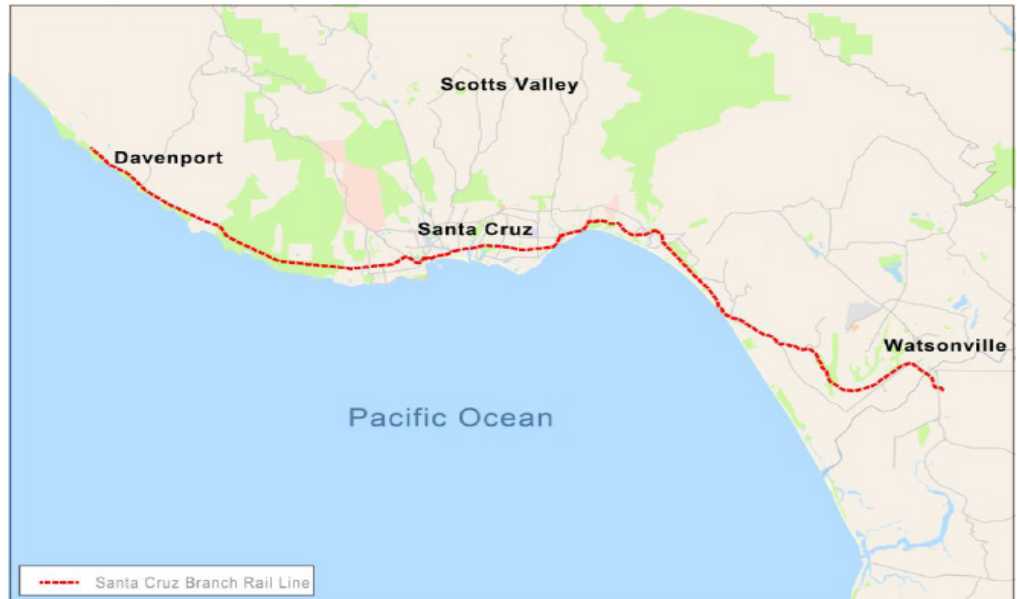


# Active Transportation: RTC PM and Maintenance

## 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
- ▶ Repair of drainage facilities
- ▶ 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 farmers and property owners



## Total Programming

Total Funding Secured*	\$	7.7M
Funding Sources		
Measure D (Active Transportation)	\$	7.7M
Other	\$	0

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







# Neighborhood Projects: Highway 9 San Lorenzo Valley Corridor Improvements

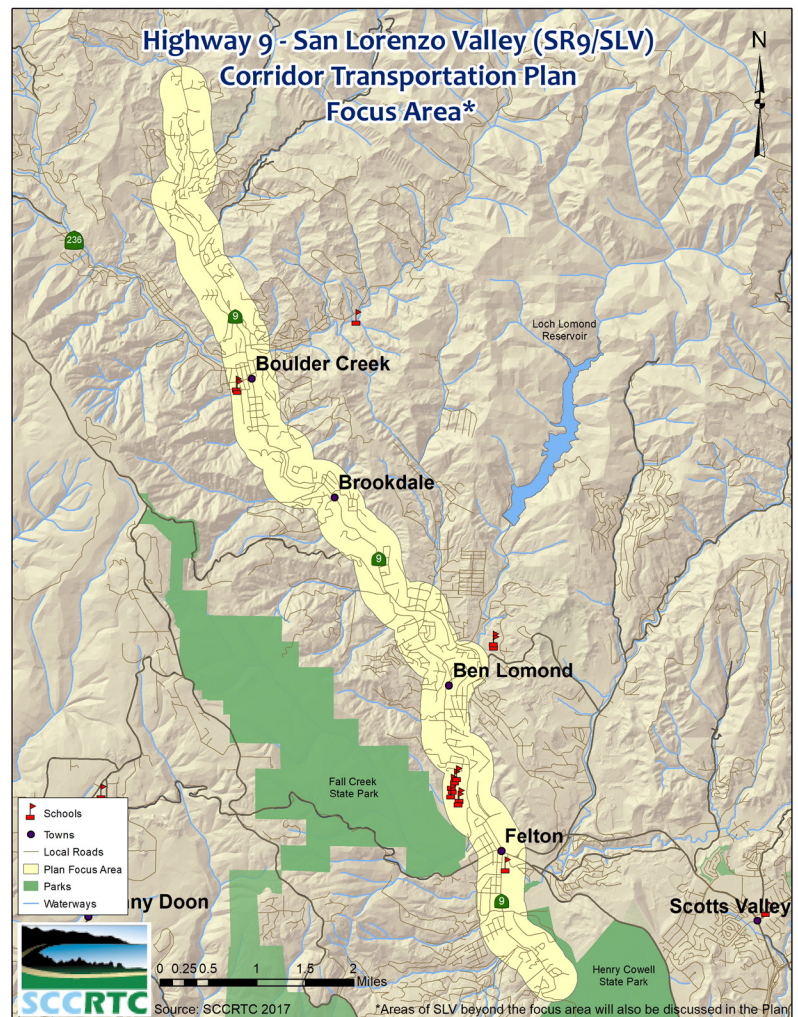
## Project Description

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

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

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

The SLV plan was accepted by the RTC in 2019, and RTC staff is now focused on delivering priority projects in partnership with Caltrans, County DPW, SLVUSD, and METRO.



## Total Programming

Total Funding Secured	\$	11M
Funding Sources		
Measure D (Neighborhood)	\$	10M
Other*	\$	1M

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



# Neighborhood Projects: Highway 9 San Lorenzo Valley Corridor Improvements

## Priority Projects

The SLV Plan identifies over 30 priority projects for the corridor, including the following:

- ▶ Pedestrian and bicycle paths to the SLV schools campus and modifications to improve traffic flow along the schools' entrances
- ▶ Modifications to Felton, Brookdale, Ben Lomond, and Boulder Creek town centers to create safer pedestrian walking and crossing facilities, reduce speeding, and improve access to businesses
- ▶ Pedestrian safety and visibility improvements; and shoulder widening for bicycles

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

## Project Delivery Strategy

The RTC, Caltrans, the County of Santa Cruz, SLVUSD, and METRO are working together to deliver components of the various complete streets projects. Caltrans constructed the crosswalk improvements that were awarded Highway Safety Improvement Program (HSIP) funds in 2020. The RTC is working with Caltrans on three Program Initiation Documents (PIDS).

The 05-1M400 Safety PID was funded by Caltrans and analyzed facilities for pedestrians and cyclists in the segment of Highway 9 between Felton and the SLV schools campus. Completed in spring 2020, the project is now moving into the Project Approval & Environmental Documentation (PA&ED) phase.

The second 05-1K890 Felton CAPM PID is a Caltrans Funded project repaving Highway 9 through Felton and RTC is collaborating with Caltrans on incorporating operational and complete streets elements identified in the SLV Plan.

The third PID 05-1M550 is funded by Measure D and covers the remaining projects in the SLV Plan. Once this PID is complete in 2021, the RTC will use Measure D funds to leverage state and federal grants to fund construction of additional improvements.







# Neighborhood Projects: Highway 17 Wildlife Crossing

## Project Description

Caltrans, the Santa Cruz County Regional Transportation Commission, the Land Trust of Santa Cruz County, and resource agencies have partnered to construct a wildlife undercrossing on Highway 17 near Laurel Road in Santa Cruz County.

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

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

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



## Project Highlights

- Provides safe passage for wildlife to cross under Highway 17 near Laurel Road
- Bridges two core wildlife habitat areas on each side of Highway 17
- Traffic volumes of over 60,00 vehicles per day, combined with a concrete median barrier and a lack of adequate culvert or bridge undercrossings contributes to a high frequency of animal-vehicle collisions along Highway 17.
- Collaborative project between the Regional Transportation Commission, Land Trust of Santa Cruz County, and Caltrans

## Project Delivery Strategy

Caltrans is leading the project delivery. The pre-construction phases were funded with Caltrans State Highway Operation and Protection Program funds. The RTC is using Measure D funds to leverage additional SHOPP and Land Trust funds for construction. The RTC is using an interprogram loan of Measure D Highway Corridor funds to expedite construction of the Wildlife Crossing in Fall 2021.



## PROJECT FACT SHEET

Updated July 2021

# Neighborhood Projects: Highway 17 Wildlife Crossing

## Total Programming

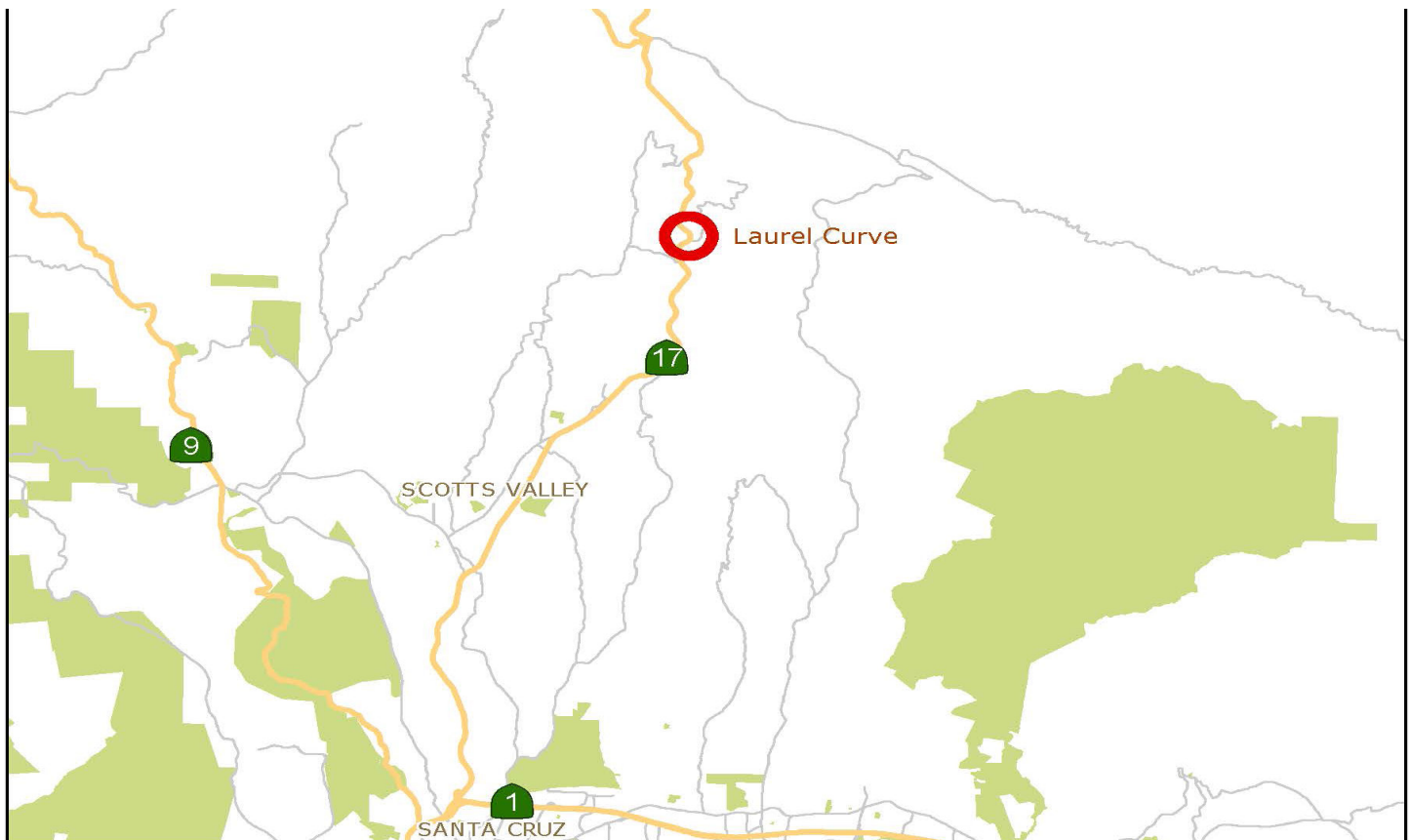
Estimated Total Cost	\$12.5M
Funding Sources	
Measure D (Neighborhood)*	\$5M
Other Secured**	\$7.5M

## Project Status/Schedule

This project has completed the environmental and final design phases, and construction is scheduled to begin in fall 2021.

\*Includes loan payments (principal and interest)

\*\*Includes Land Trust and SHOPP funds.



## Funding Partners





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

### Project Description

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

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

### Unified Corridor Investment Study

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



### Project Highlights

- ▶ Improves traffic operations on Highway 1
- ▶ Improves bicycle and pedestrian connectivity to regional destinations and transit by providing a dedicated crossing for active transportation users at Chanticleer Avenue
- ▶ Adds infrastructure for buses to travel in the auxiliary lanes between interchanges and on the outside shoulder through interchanges
- ▶ Measure D funds are being used to accelerate the project development process
- ▶ Construction expected to begin in late 2021

### Project Delivery Strategy

The RTC is leading the delivery of this project. Measure D-Highway Corridor funds and other RTC discretionary funds were used to complete the work necessary to ready the project for construction, and as a match for SB1 construction grants. This project has environmental clearance and has received funds from Cycle 2 of the SB1 Solutions for Congested Corridors Program competitive grant.





## PROJECT FACT SHEET

Updated July 2021

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

## Project Funding

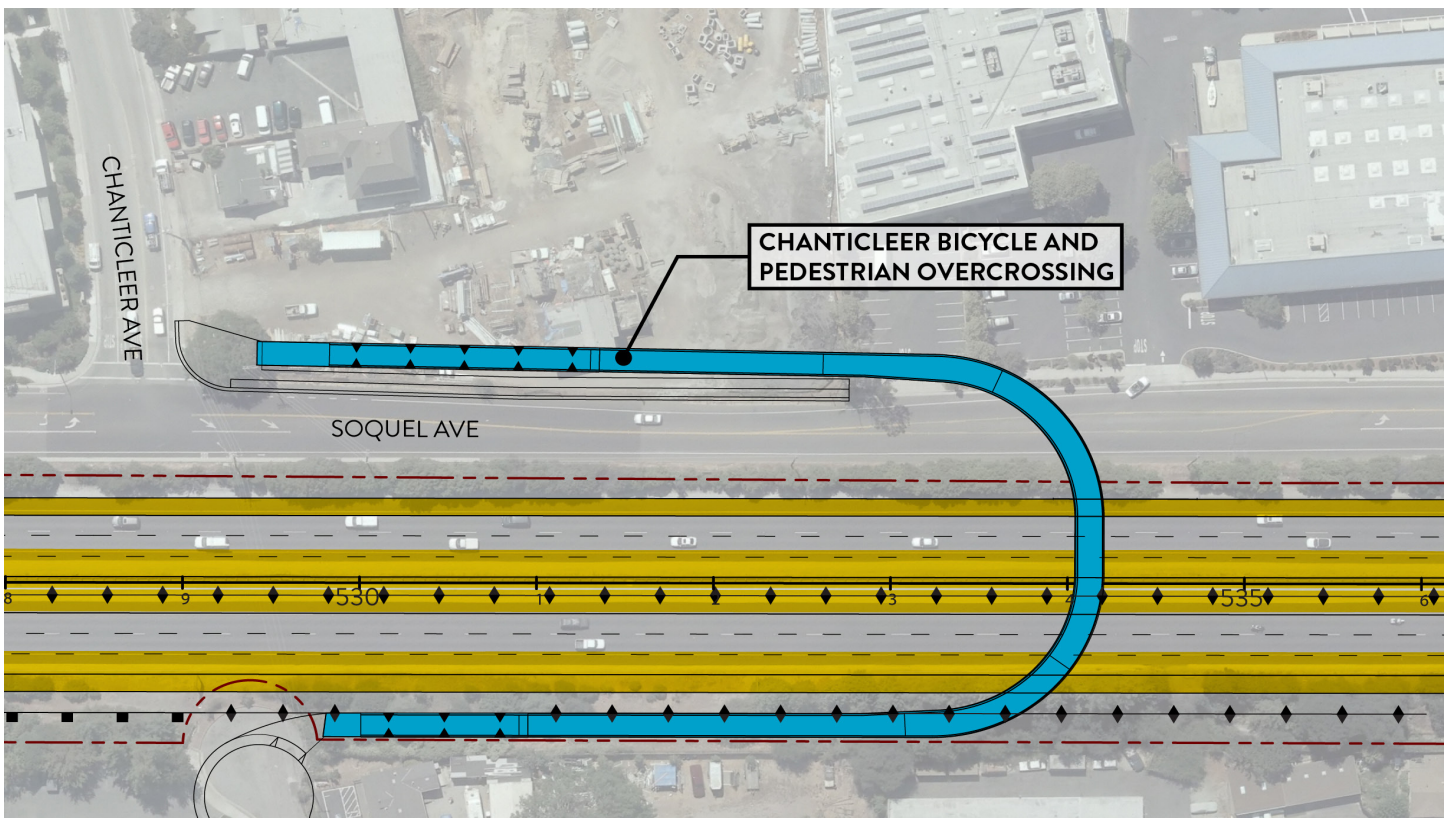
<b>Estimated Project Cost</b>	<b>\$</b>	<b>38.6M</b>
<b>Funding Sources</b>		
Measure D (Highway)	\$	3.3M
Other Secured*	\$	35.3M

\*Includes STIP, SB1 (SCCP and LPP programs) and HIP funds.



## Project Status/Schedule

The Unified Corridor Investment Study was completed in 2019. The Environmental Impact Report was certified in 2019. The final design phase is complete. The project is expected to go to construction in 2022 and complete construction in 2024.







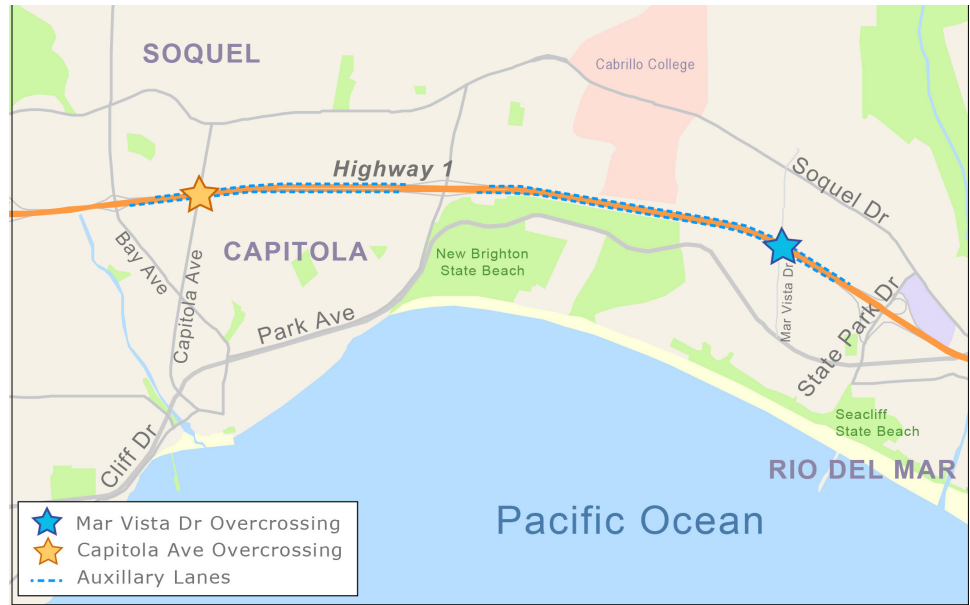
## Highway Corridor: Highway 1 Aux Lanes, BOS (Bay Avenue/Porter Street to State Park Drive), and Mar Vista Bicycle/Pedestrian Overcrossing

### Project Description

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

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

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



### Project Highlights

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

### Project Delivery Strategy

The RTC is leading the delivery of this project. Measure D-Highway Corridor funds and other RTC discretionary funds are being used to complete the work necessary to ready the project for construction. RTC was successful in securing Cycle 2 SB1 Solutions for Contested Corridors and Local Partnership Program competitive funds in 2020, which fully funds construction of this project.



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

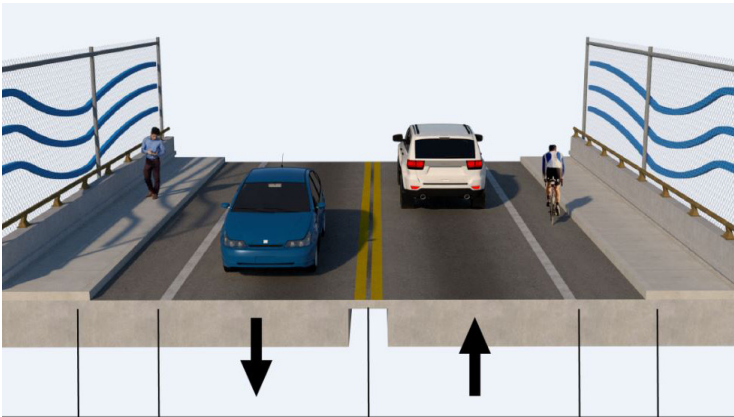
## Project Funding

Estimated Total Cost	\$	94M
Funding Sources		
Measure D (Highway)	\$	18M
Other Secured*	\$	76M

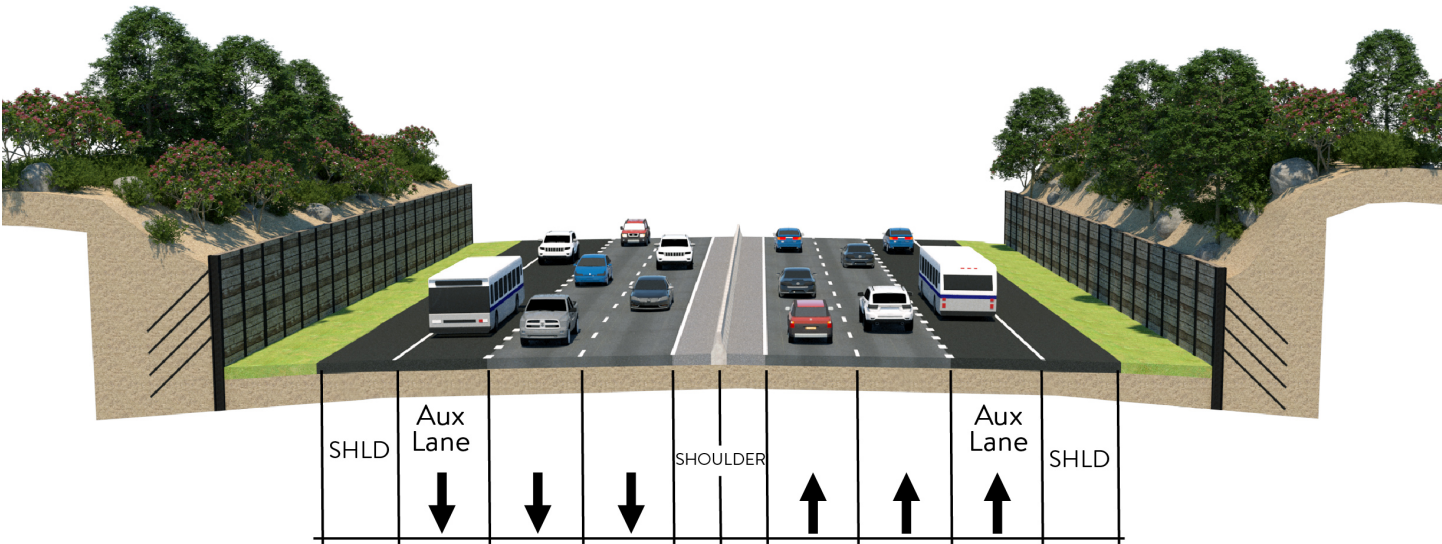
\*Includes STIP and SB1 (SCCP and LPP) funds.

## Project Status/Schedule

Environmental review was completed in 2021. Final design is underway and expected to be completed in 2022. The project is expected to be construction-ready at the end of 2022.



Preliminary rendering of Capitola Avenue Overcrossing



Preliminary rendering of auxiliary lanes



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

### Project Description

The project will construct northbound and southbound auxiliary lanes between the State Park Drive and Freedom Boulevard interchanges, replace the two existing railroad bridges between the State Park Drive and Rio del Mar interchanges, and widen the Aptos Creek bridge. This section of Highway 1 provides access to Aptos Village, Rio del Mar, Aptos High School, and Aptos Hills/Corralitos. The auxiliary lanes will connect the on-ramps with the next off-ramp, thereby extending the weaving and merging distance between the ramps, improving traffic operations, and reducing cut-through traffic diverting to local streets and neighborhoods.

The existing railroad bridges will be replaced with longer span bridges to accommodate the addition of auxiliary lanes on Highway 1 and accommodate future high-capacity public transit and trail to improve multimodal transportation across the County. The Highway 1 bridge over Aptos Creek will also be widened or replaced as part of the project. The new bridges, soundwalls, and retaining walls will incorporate aesthetic treatments consistent with the visual character of the corridor and the adjacent community.

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



### Project Highlights

- ▶ Improves traffic and safety operations on Highway 1
- ▶ Adds infrastructure for buses to travel in the auxiliary lanes between interchanges and on the outside shoulder through interchanges
- ▶ Reduces cut-through traffic diverting to local streets and neighborhoods by adding auxiliary lanes between State Park Drive and Freedom Boulevard
- ▶ Replaces two existing railroad bridges and widens the Highway 1 Aptos Creek bridge
- ▶ Improves active transportation connectivity, including a dedicated bicycle and pedestrian trail, improving safety and connectivity to schools, commercial centers, and transit facilities
- ▶ Accommodates future public transit on the new railroad bridges

### Project Delivery Strategy

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





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

## Project Funding

Estimated Total Cost	\$	102M
Funding Sources		
Measure D (Highway)	\$	19M
Other Secured	\$	1.2M
Needed	\$	82M



## Project Status/Schedule

The environmental phase of this project is expected to be completed in 2022. The design phase is expected to begin in 2021. The project is expected to be ready to construct in 2024/25, pending availability of funding.



Preliminary rendering of new railroad bridge



# Highway Corridors: Cruz511

## Program Description

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

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

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

In Spring 2021, Cruz511 launched GO Santa Cruz County, an online commute management platform that rewards sustainable commuting. Participants earn points for each eligible trip logged on the platform or mobile app. Points can then be redeemed for electronic gift cards, entries into the monthly raffle, or donated to a local nonprofit. Learn more at [www.gosantacruzcounty.org](http://www.gosantacruzcounty.org).



## Program Highlights

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

## Total Programming

Total Funding	\$ 300,000/year avg.
Funding Sources	
Measure D (Highway)	\$ 200-250k/year
Other Sources**	\$ 50-150k/year

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

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





# Highway Corridors: Cruz511



## Rethink Your Commute and Earn Rewards!





# Highway Corridors: Freeway Service Patrol

## Program Description

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

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

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



## Program Highlights

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

## Service Schedule

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

\*Special weekend service is provided during Spring Break and Summer.





# Highway Corridors: Freeway Service Patrol

## Total Programming\*

<b>Total Funding Secured</b>	<b>\$ 350,000/year avg.</b>
<b>Funding Sources</b>	
Measure D (Highway)	\$ 125,000-200,000k/year
Other Secured**	\$ 200,000k/year

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

\*\*Includes SB1, FSP, and STIP funds.



## FSP Partners







# Highway Corridors: Safe on 17

## Program Description

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

The Task Force is comprised of representatives from the Santa Cruz County Regional Transportation Commission (RTC), the San Francisco Bay Area's Metropolitan Transportation Commission (MTC), the California Highway Patrol (CHP), the California Department of Transportation (Caltrans), local police and fire departments, legislators' offices, and the media. The RTC and MTC provide \$100,000 annually for enhanced CHP enforcement using Service Authority for Freeway Emergencies (SAFE) funds. SAFE funds come from a \$1 registration fee on all vehicles in the region and fund the highway call box system, Freeway Service Patrols on Highways 1 and 17 in addition to extra CHP enforcement on Highway 17, and other motorist-aid services. The RTC provides an additional \$50,000 annually to the program from Measure D funds.



## Program Highlights

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

## Meeting Schedule

The Safe on 17 Task Force meets twice a year to share information about transportation projects and collisions on Highway 17 and traffic operation systems in Santa Cruz County. Meetings are open to the public and all are welcome to attend. A teleconference option is available for those unable to attend meetings in person.

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



# Highway Corridors: Safe on 17

## Total Programming

<b>Total Funding</b>	<b>\$ 150,000/year</b>
<b>Funding Sources</b>	
Measure D (Highway)*	\$ 50,000/year
Other Secured**	\$ 100,000/year

\*In FY17/18 Measure D funds first became available.

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





# 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 1 started in 2020 and Phase 2 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

Total Funding Secured	\$	7.95M
Funding Sources		
Measure D (Rail)	\$	5.97M
Other Sources*	\$	2.86M

\*Includes RSTPX and FEMA funds.





# Rail Corridor: Infrastructure Preservation

