



**Santa Cruz County
Regional Transportation Commission
Measure D Taxpayer Oversight Committee**



**AGENDA
Wednesday, March 30, 2022
6:00 p.m.**

TELECONFERENCE AND VIDEO CONFERENCE MEETING ONLY

Zoom meeting login information:

Web:

<https://us02web.zoom.us/j/84846669767?pwd=M0hET29oV3krcHJNWVJzTUtUQmFNQT09>

Dial-in: +1 669 900 9128

Meeting ID: 848 4666 9767

Due to precautions associated with COVID-19, and following current state law (AB361) regarding the Brown Act, the Committee meeting will be held by teleconference only. Members of the public can listen and participate in meetings over the phone and through the internet.

NOTE:

- See the last page for details about access for people with disabilities, translation services and meeting broadcasts.
- En Español: Para información sobre servicios de traducción al español, diríjase a la última página.
- Agendas Online: To receive email notification when the RTC Measure D Taxpayer Oversight Committee meeting agenda packet is posted on our website, please call (831) 460-3200 or visit <https://sccrtc.org/about/esubscriptions/>

Taxpayer Oversight Committee Members

Representing	Name
Supervisory District 1	Sandra Skees
Supervisory District 2	Jake Farrar
Supervisory District 3	Phillip Hodsdon
Supervisory District 4	Trina Coffman Gomez
Supervisory District 5	Andre Duurvoort

1. Call to Order

2. Introductions
3. Additions, deletions, or other changes to consent and regular agendas

CONSENT AGENDA

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

REGULAR AGENDA

4. Election of Officers: Committee chair and vice chair
5. Fiscal Year 2020/2021 (FY20/21) Measure D Audits and Expenditure Reports
(Tracy New, Fiscal and Rachel Moriconi, Planning)
 - a. Staff Report – Pg. 5
 - b. Attachments
 1. Consolidated Measure D Expenditure Report Summary FY20/21 – Pg. 11
 2. FY20/21 Reports from recipient agencies, including Audited Financial Statements and Expenditure Reports (Attachment 2 files are online at: <https://sccrtc.org/funding-planning/measured/taxpayer-oversight/>)
 - a) City of Capitola
 - b) City of Santa Cruz
 - c) City of Scotts Valley
 - d) City of Watsonville
 - e) County of Santa Cruz
 - f) Community Bridges Lift Line
 - g) Santa Cruz Metropolitan Transit District (METRO)
 - h) RTC Regional Projects
 3. RTC Regional Project Fact Sheets – Pg. 17
6. Oversight Committee Annual Report
(Shannon Munz, Communications Specialist)
 - a. Staff Report – Pg. 47
 - b. Attachments

1. TOC FY19/20 Annual Report – Pg. 49

7. Committee Member and Staff Comments or Questions

8. Public Comment on Matters Not on the Agenda

Any member of the public may address the Committee on any item within the jurisdiction of the Committee that is not already on the agenda. At the discretion of the chair, the amount of time for oral communications may be limited. Committee members will not take action or respond immediately to any Oral Communications presented, but may choose to follow up at a later time, either individually, or on a subsequent Committee agenda.

Speakers are requested to state their name clearly so that their names can be accurately recorded in the minutes of the meeting.

9. Next meetings – Identify possible dates for the next oversight committee meeting tentatively in April.

10. Adjourn

HOW TO REACH THE RTC OR MEASURE D OVERSIGHT COMMITTEE:

Santa Cruz County Regional Transportation Commission

1101 Pacific Avenue, Ste. 250, Santa Cruz, CA 95060; phone: (831) 460-3200 / fax (831) 460-3215 / email: info@sccrtc.org / website: www.sccrtc.org

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

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AGENDA: March 30, 2022

TO: Measure D Taxpayer Oversight Committee

FROM: Tracy New, Director of Finance and Budgets and
Rachel Moriconi, Senior Transportation Planner

RE: Fiscal Year 2020/2021 Measure D Audits and Expenditure Reports –
Direct Allocation Recipients

RECOMMENDATIONS

Staff recommends that the Measure D Taxpayer Oversight Committee review Measure D FY2020/21 annual reports, including expenditure reports and independent fiscal audits for the Cities of Capitola, Santa Cruz, Scotts Valley, and Watsonville, the County of Santa Cruz, Santa Cruz METRO, and Lift Line Community Bridges and the Santa Cruz County Regional Transportation Commission (SCCRTC) ([Attachment 2](#)), to ensure that expenditures conform to the Measure D Ordinance.

BACKGROUND

In November 2016, Santa Cruz County voters approved Measure D, a half-cent transaction and use tax (sales tax) for transportation. The Measure D Ordinance requires funds to be spent in accordance with the Ordinance and Expenditure Plan.

Each agency receiving allocations of Measure D revenues annually prepares an expenditure report and independently audited financial statements showing Measure D funds spent in the prior fiscal year. The audits and expenditure reports should provide evidence that the expenditure of funds is in accordance with the [Measure D Ordinance](#) and [Expenditure Plan](#) and Measure D Funding Agreement with recipient agencies.

Per Section 32C of the voter-approved Measure D Ordinance, the oversight committee is tasked with the following responsibilities:

1. Reviewing Expenditure Plan expenditures on an annual basis to ensure they conform to the Ordinance.
2. Reviewing the annual audit and report prepared by an independent auditor, describing how funds were spent.
3. Producing a publicly available Annual Report of oversight activities.

DISCUSSION

The Santa Cruz County Regional Transportation Commission (SCCRTC), cities of Capitola, Santa Cruz, Scotts Valley, and Watsonville, the County of Santa Cruz,

Santa Cruz Metropolitan Transit District (METRO), and Community Bridges/Lift Line have prepared annual reports which include expenditure reports and audited financial statements showing how they spent Measure D allocations in Fiscal Year 2020/2021 (FY20/21).

Summary of Revenues and Expenditures

For FY20/21, the RTC allocated \$23,996,919 in net Measure D FY20/21 revenues to cities, the County, Santa Cruz METRO, Lift Line, and regional investment categories and projects, based on formulas set forth in the voter approved Measure D Ordinance and Expenditure Plan. Recipient agencies expended \$17 million of Measure D revenues on projects and services in FY20/21. A consolidated list of expenditures by direct allocation recipients (cities, county, METRO, and Lift Line) in FY20/21 is included as Attachment 1. Any balance of allocations not expended through FY20/21 are carried over for use in future years.

Investment Category	%	FY20/21 Allocations¹ (Accrual basis)	Distributions (Cash Basis, Paid 7/1/20- 6/30/21)	FY20/21 Expenditures²
Neighborhood	30%			
SLV SR9		\$333,333	\$333,333	\$66,125
Hwy 17 Wildlife		\$166,667	\$166,667	\$2,878
City of Capitola		\$351,956	\$339,974	\$69,112.00
City of Santa Cruz		\$1,520,709	\$1,460,033	\$644,414
City of Scotts Valley		\$333,330	\$321,279	\$526,490
City of Watsonville		\$1,030,722	\$987,552	\$684,211
County of Santa Cruz		\$3,462,359	\$3,311,909	\$2,869,015
Transit/Paratransit - METRO	16%	\$3,839,507	\$3,691,067	\$2,476,732
Paratransit - Lift Line	4%	\$959,877	\$922,767	\$818,644
Highway Corridors	25%	\$5,999,230	\$5,767,290	\$3,127,139
Active Transportation	17%	\$4,079,476	\$3,921,757	\$3,251,718
Rail Corridor	8%	\$1,919,754	\$1,845,533	\$2,555,492
Net Revenues (net fees, admin/implementation)	100%	\$23,996,919	\$23,069,161	\$17,091,980
Admin. salaries & benefits	1%	\$246,753	\$237,483	\$263,406
Implementation & Oversight	varies	\$431,591	\$441,756	\$346,971
Total		\$24,675,262	\$23,748,400	\$17,702,357
State CDTFA (BOE) Fees	actuals	\$183,470	\$176,030	\$183,470

1. FY20/21 Allocations reflect RTC audited accrual basis, whereas some agencies showed revenues on a modified accrual or cash basis in their audits. Allocation amounts shown for METRO and Community Bridges do not include interest paid by RTC.
2. Expenditures, typically shown on accrual basis, include some expenditures of carryover revenues from prior years.

During FY20/21, local jurisdictions, METRO and Lift Line used Measure D funds on a wide range of projects summarized in Attachment 1, including:

- a) Roadway resurfacing projects on roadways countywide
- b) Bike, pedestrian, and traffic safety education programs
- c) Brommer Complete Street Improvement Project in Capitola
- d) Covid Slow Streets and downtown bike locker replacements in Santa Cruz
- e) Glenwood Drive bike lanes and resurfacing in Scotts Valley
- f) Preconstruction work for Lee Road Trail, Lake Avenue, Bridge Street, and bike project city wide and construction of pedestrian and traffic safety projects in Watsonville
- g) Santa Cruz METRO and Lift Line bus and paratransit services for seniors and people with disabilities

Highlights of FY20/21 Financials

1. FY20/21 is the fourth full year that Measure D revenues were collected. Revenues can only be used for purposes outlined in the Measure D Expenditure Plan, agreements, and guidelines.
2. RTC's audited financials show FY20/21 allocations apportioned on an accrual basis. They represent transaction and use taxes generated July 1, 2020 through June 30, 2021, which were received from the California Department of Tax and Fee Administration (CDTFA – formerly Board of Equalization) from September 2020 through August 2021 and which RTC paid to recipients October 2020-August 2021. Accrued revenue for FY20/21 totaled \$24,858,732. RTC allocated \$23,996,919 in net FY20/21 revenues (after CDTFA fees, RTC administration, implementation and oversight) to recipient agencies and investment categories.
3. Cash receipts received by RTC from the CDFTA during the fiscal year of July 2020 through June 2021 account for transaction and use tax revenue generated May 2020 through April 2021. Measure D transaction and use taxes collected by the state for a given month are typically received by RTC two months in arrears.
4. While the COVID-19 global pandemic has had a significant impact on local businesses, travel and consumer habits, FY20/21 Measure D revenues were 16% higher than in FY19/20 and 11% higher than in FY18/19.
5. Measure D cash receipts during FY20/21 totaled \$23,924,430; this is \$2,752,618 higher than FY19/20 cash receipts.

Audit and Expenditure Reports Compliance

The FY20/21 annual reports, including audits and expenditure reports for Measure D direct allocation recipients are included as Attachment 2. Measure D recipient agencies also provide documentation of compliance with agreements and guidelines for Measure D funds. This includes additional information

requested by the Taxpayer Oversight Committee last year. Whereas the audited financials summarize total Measure D expenditures, the expenditure reports breakout what projects and services Measure D funds were spent on in FY20/21 and provide information on compliance with the Ordinance and fund agreements. **There were no material findings in any of the FY20/21 Measure D audits.**

The Measure D Ordinance states: ***Annual Audit.** No less than annually, an independent annual audit shall be conducted of the expenditure of all funds generated by the transportation tax. The audit, which shall be made available to the public, shall report on evidence that the expenditure of funds is in accordance with this Plan as adopted by the voters in approving the Ordinance on November 8, 2016.*

In accordance with Section 32C of the Measure D Ordinance, staff recommends that the Oversight Committee review the annual FY20/21 audits, expenditure reports, and annual updates describing how Measure D funds were spent to ensure expenditures conform to the Ordinance.

Based on committee review of the audits, expenditure reports, and associated annual documents, the Committee will produce an Annual Report of oversight activities.

RTC staff reviewed the documents provided by recipient agencies and found that **the combination of independent audits, agency expenditure reports, and other information provided demonstrate that expenditures in FY20/21 were consistent with those allowed by the voter approved Measure D Ordinance and Expenditure Plan.** A few things the Committee may note:

1. Financial statements from recipient agencies were stated on a full or modified accrual basis. In most instances the revenue amounts reported in recipient agency audits differed slightly from apportionment amounts shown above and in the RTC's financial statements because the RTC reports apportionments on a full accrual basis – including payments made as late as September 2021 for revenues generated through June 30, 2021, whereas several recipient agencies reported revenues and expenditures on a cash basis for funds they received from RTC July 2020-June 2021.
2. As part of obtaining reasonable assurance about whether the Measure D Fund's financial statements are free of material misstatement, auditors performed tests of compliance which could have a direct and material effect on the determination of financial statement amounts.
3. While the Measure D Ordinance requires the audit to report that expenditures are in accordance with the Expenditure Plan in the ordinance approved by the voters, since fiscal audits do not typically cover

compliance, agencies provided supplemental information in the annual reports.

4. Section 26 of the Ordinance and PUC 180001(e) require that funds generated by Measure D be used to supplement and not replace existing revenues used for transportation purposes. The annual reports include Maintenance of Effort (MOE) information on the amount of discretionary local transportation-related expenditures which agencies have used for transportation purposes. The Measure D guidelines for recipient agencies (Section 7.G.) allow agencies 3 years to meet adjusted average minimum local MOE expenditures.
5. Capitola: Financial Statements recognized May 2020 – April 2021 revenues. This is in line with the modified accrual basis and receipt within 60 days of FY end. Unexpended balance carried over to FY21/22 is \$378,258, which is different from what is shown in the audit. According to city staff, the audit should be easier to understand next year. The city also has not updated its 5-year plan in several years, but the City Council will consider updates this spring.
6. Santa Cruz: Financial statements recognized June 2020 - May 2021 revenues. This is in line with the modified accrual basis and receipt within 60 days of FY end.
7. Scotts Valley: Financial statements recognized July 2020 – June 2021 revenues. Revenues were reported on the accrual basis of accounting. Scotts Valley expenditures totaled 100% of FY20/21, prior balances, and a portion of FY21/22 apportionments.
8. Watsonville: Financial Statements recognized May 2020 – May 2021 revenues. Revenues were reported on the modified accrual basis of accounting. As such, revenues are recognized when they become susceptible to accrual, that is, when they become both measurable and available to finance expenditures of the current period.
9. County of Santa Cruz: Financial statements recognized July 2020 – June 2021 revenues. Revenues were reported on the accrual basis of accounting.
10. METRO: \$2,444,905 is reported as FY2021 revenues on a full accrual basis in METRO's audited Financial Statements. RTC distributed \$3,839,507. This difference is due to METRO recognizing the entire operating support (\$1,410,338), but only a portion of the funds spent on capital in FY21. The balance is captured/rolled up into METRO's "Unearned Income" deferred liability account, to be spent in future years. The Accounts Receivable (A/R) amount, which includes interest payments and amounts expected after June 2021, is consistent with RTC records at \$753,881.

11. Community Bridges/Lift Line: Financial statements recognized May 2020 – June 2021 revenues. Financial statements are recognized on an accrual basis for FY21. In FY20 revenues were recognized on a cash basis. They are recognizing two additional months of revenues from FY20 (May 2020 and June 2020) in these financial statements.

SUMMARY

Measure D requires recipient agencies to annually submit audited financial statements and expenditure reports showing how Measure D funds were expended in the prior fiscal year. The oversight committee is responsible for reviewing and reporting on those documents.

Attachments:

1. Consolidated Measure D Expenditure Report - Summary FY20/21
2. FY20/21 Audited Financial Statements and Annual Expenditure Reports –
ONLINE AT:
<https://sccrtc.org/funding-planning/measured/taxpayer-oversight/>
 - a) City of Capitola: [Capitola FY20/21 Measure D Annual Report and Financial Statements](#)
 - b) City of Santa Cruz: [Santa Cruz FY20/21 Measure D Annual Report and Financial Statements](#)
 - c) City of Scotts Valley: [Scotts Valley FY20/21 Measure D Annual Report and Financial Statements](#)
 - d) City of Watsonville: [Watsonville FY20/21 Measure D Annual Report and Financial Statements](#)
 - e) County of Santa Cruz: [County FY20/21 Measure D Annual Report and Financial Statements](#)
 - f) LiftLine-Community Bridges: [Lift Line FY20/21 Measure D Annual Report and Financial Statements](#)
 - g) Santa Cruz Metropolitan Transit District (METRO): [METRO FY20/21 Measure D Annual Report and Financial Statements](#)
 - h) [RTC/Regional Programs FY20/21 Measure D Audit and Expenditure Reports](#)
 - i) Highway Corridors Annual Report
 - j) Active Transportation/MBSST Annual Report
 - k) Rail Corridor Annual Report
 - l) Highway 9/SLV Annual Report
 - m) Highway 17 Wildlife
3. RTC Regional Program Fact Sheets

Consolidated - MEASURE D EXPENDITURE REPORT - Direct Allocations
Reporting Year

FY20/21

Project Name	Project Description/Location		Work Done in FY20/21	Construction or Implementation schedule	FY20/21 Measure D Expenditures	Leveraged Funds, if any		Total Project Cost
	Project Description	Location/Limits				Leveraged Fund Amounts (grants & other funds where Meas. D used as match)	Leveraged Fund Source(s) Name(s)	
County of Santa Cruz								
2019 Measure D Resurfacing	Roadway Resurfacing	Various Roads Countywide	Construction-closeout	6/19-11/19	\$ (35,842.60)	\$0	N/A	\$ 2,700,001.00
2020 Measure D Resurfacing	Roadway Resurfacing	Various Roads Countywide	Design/Construction	6/20-9/20	\$ 1,534,120.57	\$0	N/A	\$ 2,705,484.00
2021 Measure D Resurfacing	Roadway Resurfacing	Various Roads Countywide	Design/Construction	6/21-10/21	\$ 1,349,707.89	\$0	N/A	\$ 2,300,000.00
2022 Measure D Resurfacing	Roadway Resurfacing	Various Roads Countywide	Design	Spring/Summer/Fall 2022	\$ 1,904.08	\$0	N/A	\$ 4,800,000.00
FY21 Measure D Education & ATP	Outreach	Countywide	Outreach	Ongoing	\$ 14,625.00	\$0	N/A	\$ 14,625.00
FY21 Measure D Audit Fees	Audit Fees - Administration	N/A	Audit	n/a	\$ 4,500.00	\$0	N/A	\$ 4,500.00
	Total				\$ 2,869,014.94			

Capitola								
Brommer Complete Street Improvement Project	Complete street project	Brommer street from City Limits to 41st	Project Closeout	5/26/2020 - 7/30/2020	\$ 69,112.00	\$500,000	RSTPX	\$ 666,160.00
Capitola Total					\$ 69,112.00			

Santa Cruz, city								
g401901 - SR2S and Youth Bike Safety programs	Safe Routes to School, Bike programs/education	Provided WalkSmart Education to 6 local 2nd grade classes, BikeSmart education to 11 local 5th grade classes	In-progress	NA	\$ 44,000	\$0	na	\$ 88,000
c400810 - City Residential & Collector St Reconstruction and Overlay	Roadway Reconstruction and Overlay	Various Locations	In-progress	Annual	\$ 479,432	\$0	Note-\$1.2M local Measure H also used	\$ 1,700,537
p402001 - Street Smarts Traffic Safety Program	Multimodal education and encouragement for traffic safety	Citywide/regional	In-progress	NA	\$ 20,978	\$10,000	local operating grant	\$ 75,747
p402101 - Covid Slow Streets Program	Temporary pilot program to reduce speeds and volumes on selected neighborhood streets during the COVID pandemic	Caledonia, Grandview, Escalona, Melrose, Modesto/Wanzer, Jenne, Getchell, Oxford, Trevethan, May, Darwin/Owen	Complete	NA	\$ 30,000	\$0	Note-General Funds (\$11,698) also used	\$ 30,000
c401812 - Downtown Bike Locker Replacement Program - City	Bike lockers	Downtown Lots and Garages	In-progress	Phase 1 complete	\$ 57,379	\$0	Parking Fund Balance (\$100k) also used	\$ 200,251
Administration of Measure D					\$ 12,625			
Santa Cruz Total					\$ 644,414.53			

MEASURE D EXPENDITURE REPORT

Project Description/Location						Leveraged Funds, if any		Total Project Cost
Project Name	Project Description	Location/Limits	Work Done in FY20/21	Construction or Implementation schedule	FY20/21 Measure D Expenditures	Leveraged Fund Amounts (grants & other funds where Meas. D used as match)	Leveraged Fund Source(s) Name(s)	
Scotts Valley								
Glenwood Drive Improvements	Roadway and Bicycle Improvements	Glenwood Drive (from Deerfield Drive to Summerhill Drive)	Completion of Construction	5/10/2019 - 2/28/2021	\$ 487,050.00	\$880,000	SB1-LPPf & RSTPX	\$ 1,460,000.00
Citywide roadway repairs	Miscellaneous roadway repairs throught the city	Citwide	Asphalt repairs	7/1/2020- 6/30/2021	\$ 39,440.00	\$0	na	\$ -
Scotts Valley Total					\$ 526,490.00			
Watsonville								
Citywide Bicycle Facilities (14320)	Safety training, permit acquisition, engineering design services, assistance with grant application	Variousl Locations	Safety training, permits, design, grant assistance	NA	\$ 26,053.13	\$0	na	89,387
Maintain & Improve Trails (14321)	Title report, design services, culvert replacement, permit acquisition, utility relocation	Variousl Locations	Title report, design services, culvert replacement, permit acquisition, utility relocation	NA	\$ 96,545.06	\$0	na	152,891
Pedestrian & Traffic Safety (14322)	Traffic signal installation, construction compliance services, geotechnical testing & inspection, survey, permit acquistion, traffic control materials, street smart materials	Various Locations	Traffic signal installation, construction compliance services, geotechnical testing & inspection, survey, permit acquisition, traffic control materials, street smart materials	NA	\$ 199,225.57	\$0	na	606,496
Maintain Roads (14405)	Place three-layer coating system on road surface, sidewalk repair, traffic marking installation	Various Locations	Sidewalk repair, traffic marking installation	FY22/23	\$ 63,687.81	\$1,130,000	RSTPX- 1,130,000	1,193,688
Lee Rd Trail (14522)	Prepare design, environmental documents and construction of pedestrian and bicycle trail	Lee Rd from Harkins Slough Rd to RR Xing and Harkins Slough Rd from Pajaro Valley High School driveway to Lee Rd	Complete 65% design, submit permit applications.	Phase 1 FY22/23	\$ 248,686.89	\$330,000	Coastal Conservancy - 330,000 Mea D - 1,293,687	1,623,687
Lake Avenue Utilities (14731)	Prepare base maps and preliminary plans for underground existing overhead utilities, remove utility poles, install street lighting, replace curb, gutter and sidewalk.	East Lake Ave from Brennan St/Union St to Main St and West Lake Ave from Main St to Rodriguez St	Preparation of base maps	TBD	\$ 35,370.75	\$49,000	Dev Fee - 49,000 Mea D - 260,371	309,371
Bridge St Reconstruction (14816)	Repair and resurface damaged roadway. Address sidewalk and curb ramp deficiencies.	Bridge St from Blackburn St to Beck St	Preparation of geotechnical report	FY22/23	\$ 10,535.00	\$550,000	TBD - 550,000 Mea D - 200,000	750,000
Audit and Expenditure Report Prep (00000)	Preparation of annual audit and expenditure report	NA	Audit & report prepared	NA	\$ 4,117.00	\$0	na	13,715
Watsonville Total					\$ 684,221.21			

MEASURE D EXPENDITURE REPORT

Project Name	Project Description/Location		Work Done in FY20/21	Construction or Implementation schedule	FY20/21 Measure D Expenditures	Leveraged Funds, if any		Total Project Cost
	Project Description	Location/Limits				Leveraged Fund Amounts (grants & other funds where Meas. D used as match)	Leveraged Fund Source(s) Name(s)	

Lift Line-Community Bridges								
Driver 1 (see note below*)	Additional driver to provide expanded hours of paratransit service	Countywide	Ongoing service	Ongoing	\$ 129,240.22	\$0	na	
Driver 2 (see note below*)	Additional driver to provide expanded hours of paratransit service	Countywide	Ongoing service	Ongoing	\$ 129,240.22	\$0	na	
Driver Trainer	To support safety and service training for paratransit drivers	Countywide	Ongoing service	Ongoing	\$ 44,433.95	\$0	na	
Executive Assistant/Dispatcher	To support additional paratransit rides	Countywide	Ongoing service	Ongoing	\$ 43,506.87	\$0	na	
Outreach/Publicity	Materials and videos to promote paratransit ride availability	Countywide	Ongoing service	Ongoing	\$ 7,922.57	\$0	na	
Consultants / Project Managers	Facility project management-architects, environ review, design	Countywide	Ongoing service	Ongoing	\$ 42,635.01	\$0	na	
Operations Facility	Reserve for projected Acquisition, contruction and/or renovation expenses	Countywide	Ongoing service	Ongoing	\$ 379,379.81	\$0	na	
Vehicle Equipment Reserve	Vehicle/ Equipreplacement, matching funds, project procurement and implimentation	Countywide	Ongoing service	Ongoing	\$ 42,285.40	\$719,974	Caltrans 5310 and CARB Program	
Lift Line Total					\$ 818,644.06			

Santa Cruz Metropolitan Transit District (METRO)								
Key Gov't Finance Principal paid for 3 New Flyer Buses	Capital Project (Veh # 1610, 1611, 1612)	Countywide	Ongoing lease payments	Ongoing payments through FY23/24	\$ 259,182.19	\$0	\$ -	\$ 1,553,250.15
VTA Bus Transfer	Capital Project (10 Electric Hybrids: Veh # 4201, 4202, 4203, 4204, 4205, 4206, 4207, 4208, 4209, 4210)	Countywide	Final payments for buses purchased from VTA	Project completed in FY20/21	\$ 7,658.97	\$0	\$ -	\$ 322,283.08
ParaCruz Van Replacement (FY19 STBG via SCCRTC Match)	Capital Project (Van # 4019)	Countywide	Purchase replacement van	Project completed in FY20/21	\$ 52,132.00	\$209,719	STBG & Reserves	\$ 261,851.25
Electric Bus (Watsonville Service FY17/18 LCTOP Match)	Capital Project (Veh # 0220)	Countywide	Bus purchase	Project completed in FY20/21	\$ 121,145.59	\$906,933	FY17/18 LCTOP	\$ 1,028,078.59
Electric Bus (Watsonville Service FY15/16 LCTOP Match)	Capital Project (Veh # 0120)	Countywide	Bus purchase	Project completed in FY20/21	\$ 65,416.62	\$1,112,399	FY15/16 LCTOP & PTMISEA	\$ 1,177,815.97
Electric Buses (STIP, LPP Match)	Capital Project (Veh # 0320, 0420)	Countywide	Bus purchase	FY22/23	\$ 553,471.86	\$1,656,000	STIP & LPP	\$ 2,312,810.86
Electric Bus (FTA FY16 5339c LoNo Match)	Capital Project	Countywide	Preliminary specs/Infrastructure/ Bus purchase	FY23/24	\$ 7,386.41	\$41,856	FTA FY16 5339c	\$ 1,131,279.41
Fixed route - 9 operators (average cost of Operator with benefits plus cost of mileage driven in year)	Fixed Route-frequency, span of service - Routes 35, 40, 41, 68, 69A, 71, 72, 75, 79, 91X, Route 71 weekend-17 add'l. trips to provide 30 minute frequency in/outbound for 8 hrs during the days	Countywide	Ongoing service	Ongoing	\$ 1,322,554.00	\$0	See MOE for all other Local Funds received	\$ 182,456,915.00
Sustaining of Paracruz service levels - 1 operator minus farebox recovery	Paracruz - sustain service levels	Countywide	Ongoing service	Ongoing	\$ 87,784.00	\$0	See MOE for all other Local Funds received	\$ 13,756,008.00

SCMTD Total \$ 2,476,731.64

Total County/City/Transit Expenditures \$ 8,088,628.38 \$ 8,095,881 Total Leveraged Grants

MEASURE D EXPENDITURE REPORT - Regional Category/Projects Allocations

Reporting Year

FY20/21

Project Description/Location						Leveraged Funds, if any			
Project Name	Project Description	Location/Limits	Work Done in FY20/21	Construction or Implementation schedule	FY20/21 Measure D Expenditures	Leveraged Fund Amounts (grants & other funds where Meas. D used as match)	Leveraged Fund Source(s) Name(s)	Total Project Cost	
Highway Corridors									
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.	Aux lanes: Highway 1 between 41st Ave to Soquel Dr/Ave interchanges; Bike/Ped Bridge: Chanticleer Ave over Hwy 1	Final design and right-of-way. Negative because initially funded with Measure D, but later reimbursed by STIP.	Est. mid 2022	\$ (69,115.39)	\$ 35,301,608.00	STIP, HIP, SCCP	\$ 38,000,000.00	
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	Aux lanes: Highway 1 between State Park Dr and Bay/Porter interchanges; Bike/Ped Bridge: Mar Vista Dr over Hwy 1	Environmental review and preliminary design, began final design and right of way activities	Est. 2023	\$ 1,798,181.68	\$ 76,285,000.00	STIP, SB1 SCCP & LPP	\$ 93,500,000.00	
Highway 1: Auxiliary Lanes & Bus on Shoulder from Freedom to State Park, and Reconstruction of two railroad bridges, and widening of the bridge over Aptos Creek/Spreckles Drive	Freeway operational improvement, bus on shoulder improvements, soundwalls and retaining walls, reconstruct 2 railroad bridges and widen bridge over Aptos Creek/Spreckles Drive	Aux lanes & Bus-on-shoulder: Highway 1 between Freedom Blvd and State Park interchanges; Bike/Ped Bridge/Rail bridges over Hwy 1 in Aptos	Initiated environmental review and preliminary design	Est. Fall 2024	\$ 1,137,100.82	\$ 1,190,000.00	SB 1 Local Partnership Program (LPP) -formula	\$ 102,000,000.00	
Santa Cruz County Regional Conservation Investment Strategy (RCIS)*	Match to Wildlife Conservation Board grant for early mitigation planning for transportation projects.	Countywide	Study development	ongoing	\$ 6,098.90	\$ 645,000.00	Prop 68-\$594k; RCD \$51k	\$ 720,000.00	
Cruz 511-Traveler Information and Commute Manager	Ongoing system & demand management (TDM), includes Cruz511.org traveler information, carpool and other TDM	Countywide	Ongoing public info and assistance	ongoing	\$ 59,591.71	\$ -	none yet	\$200k-\$400k/year	
Safe on 17	Ongoing system management program, involves increased CHP enforcement on Highway 17	Highway 17	CHP service	ongoing	\$ 50,000.00	\$ -	none yet	\$125k/year	
Freeway Service Patrol	Ongoing system management and congestion reducing program. Roving tow trucks removing incidents and	Hwy 1: Hwy 9-State Park; Hwy 17: Hwy 1-Summit	Roving tow trucks	ongoing	\$ 145,281.45	\$ -	none yet	\$450k/year	
Total					\$ 3,127,139.17				

Active Transportation - MBSST/Rail Trail									
North Coast Segment 5: Deposits held by others	Deposits made to feds for future expenditures (page 23 of audit)	Wilder Ranch to Davenport	Environmental review, design & right-of-way and encroachments	est. 2022-2024, pending fed grant	\$ 258,200	\$11,540,000	FLAP, Land Trust, RSTPX, Coastal Conservancy	\$22M	
North Coast Segment 5	EIR & design consultants, legal, Environmental Health Services & ROW; RTC project mgmt, oversight, outreach and technical assistance				\$ 690,504				
Segment 7: Natural Bridges to Bay/ California (Phase I), Bay/California to Wharf (Phase II) - City of Santa Cruz (SC) lead	Allocation to City of Santa Cruz for Segment 7 trail construction	Phase I: Santa Cruz Rail Corridor: Natural Bridges to Bay/California, city of Santa Cruz	Phase 1 completed/invoiced	Phase I: 2020; Phase II: start 2022	\$ 1,100,000	\$9,184,000	Active Transportation Program (ATP)	Ph 1: \$9M Ph 2: \$11M	
Segment 7: Oversight and technical assistance	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	Natural Bridges Dr to Wharf, City of Santa Cruz	Ongoing coordination and assistance. Including legal, signage, EHS.	Duration of project delivery	\$ 77,022	na	na	na	

MEASURE D EXPENDITURE REPORT

Project Name	Project Description/Location		Work Done in FY20/21	Construction or Implementation schedule	FY20/21 Measure D Expenditures	Leveraged Funds, if any		Total Project Cost
	Project Description	Location/Limits				Leveraged Fund Amounts (grants & other funds where Meas. D used as match)	Leveraged Fund Source(s) Name(s)	
Segment 8/9: Oversight and technical assistance	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	San Lorenzo River (SLR)- 17th Ave	Ongoing coordination and assistance	Duration of project delivery	\$ 16,797	\$4,669,000	ATP, Land Trust	Est. \$30M
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. County led project.	17th Ave - 47th/Jade Street Park & Monterey Ave to State Park Drive	Preliminary Engineering and environmental review	PA/ED started 2020	\$ 236,961	TBD	Candidate for ATP grant	TBD
Segment 10-11 Oversight and technical assistance	RTC project mgmt, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)		Ongoing coordination and assistance	Duration of project delivery	\$ 28,492	na	na	na
Segment 18: Oversight and technical assistance	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	Lee Road to Walker, Watsonville	Ongoing coordination and assistance	Duration of project delivery	\$ 17,333	na	na	na
Capitola Trail: City Hall to Monterey Ave Oversight and technical assistance	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	Adjacent to Rail Line - City Hall to Monterey Ave	Ongoing review of design options	Construction timing TBD	\$ 783	\$ -	na	TBD
Santa Cruz County Regional Conservation Investment Strategy - Grant match	Match to Wildlife Conservation Board grant for early mitigation planning for transportation projects.	Rail line - entire length	Study analysis	FY19/20-FY21/22	\$ 5,977	\$594,000	Water Conservation Board	\$720,000
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	Rail line - entire length	Ongoing coordination and assistance	ongoing	\$ 437,057	na	na	na
Corridor maintenance & encroachments	Ongoing corridor maintenance, including vegetation, tree removal, trash, graffiti, drainage, storm damage repairs outside of what is required for railroad operations. Includes RTC staff time and contracts, corridorwide boundary surveys and encroachment work.	Rail line - entire length	Ongoing maintenance - vegetation, drainage, graffiti, garbage, etc, evaluation of right-of-way, lease agreements	ongoing	\$ 640,792	na	na	na

Total \$ 3,251,717.88

Rail								
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	PM5.0-5.1, Harkins Slough area (Sites 1 & 2); Sumner Ave (Site 3), near Harriet Ave, Aptos (Site 4), near Three Mile Beach (Site 6)	Project management	Spring 2020-2022	\$ 101,017.38	TBD	FEMA	\$5M
2017 Storm Damage Repair & Cleanup			Design and construction	Spring 2020-2022	\$ 960,688.78			
Railroad Bridge Inspections & Analysis	Railroad Bridges are required to be inspected and load rated every 540 days per Federal Railroad Administration (FRA) requirements. Includes preconstruction activities to rehabilitate the existing Capitola timber and wrought iron bridges.	Bridges along Santa Cruz Branch Rail Line	Inspections	Ongoing	\$ 149,728.88	TBD	RR operator	varies/ ongoing
Railroad Bridge Rehabilitation	Rehabilitation of railroad bridges consistent with inspections and analyses, including Pajaro River Bridge grant match in FY21/22	5 bridges along the corridor, including MP 4.87	Design and construction	Ongoing	\$ 285,102.01	\$600,000	RSTPX	\$1.1M
Track infrastructure, signage, maintenance and repairs	On-going maintenance, repair and rehabilitation of railroad track infrastructure and signage	Throughout rail corridor	General maintenance and repairs	Ongoing	\$ 541,572.12	TBD	RR operator	varies/ ongoing

MEASURE D EXPENDITURE REPORT

Project Name	Project Description/Location		Work Done in FY20/21	Construction or Implementation schedule	FY20/21 Measure D Expenditures	Leveraged Funds, if any		Total Project Cost
	Project Description	Location/Limits				Leveraged Fund Amounts (grants & other funds where Meas. D used as match)	Leveraged Fund Source(s) Name(s)	
Track infrastructure, signage, maintenance and repairs	Services & Supplies		General maintenance and repairs	Ongoing	\$ 117,981.98			
Santa Cruz County Regional Conservation Investment Strategy (RCIS)*	Match to Wildlife Conservation Board grant for early mitigation planning for transportation projects.	Countywide	Study development	Ongoing	\$ 1,910.21	\$645,000	Prop 68-\$594k; RCD \$51k	\$720,000
Transit Corridors Alternatives Analysis (TCAA)	Analysis of high-capacity transit uses on rail corridor.	Santa Cruz Branch Rail Line: Santa Cruz to Pajaro	Public outreach, report, business plan and analysis completed	2019-Spring 2021	\$ 397,490.56	\$100,000	CT planning grant	\$1,033,000
Total					\$ 2,555,491.92			

Highway 9/San Lorenzo Valley (SLV) Corridor								
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.	SLV Plan Corridor - South of Felton to north of Boulder Creek	Development of PID, planning, & coordination with Schools and Caltrans	PID to be completed in 2022	\$ 56,747.88			
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.	SLV Plan Corridor - South of Felton to north of Boulder Creek	Ongoing public outreach, evaluation of information, identifying funding partnership opportunities	Ongoing	\$ 9,377.00			
Total					\$ 66,124.88			

Highway 17 Wildlife Crossing								
Highway 17 Wildlife Crossing near Laurel Curve: Oversight and public outreach	RTC costs associated with oversight, agreements, financing, coordination, and public engagement.	Highway 17 near Laurel Curve	Cooperative agreements, public outreach, review of	Feb 2022-Nov 2023	\$ 2,876.74	\$ 7,377,000.00	Land Trust/SHOPP	\$12 M
Wildlife Crossing Total					\$ 2,876.74			

\$ 159,670,608 Total Leveraged Grants

Total Regional Category Expenditures \$ 9,132,450.59



PROJECT FACT SHEET

Updated July 2021

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

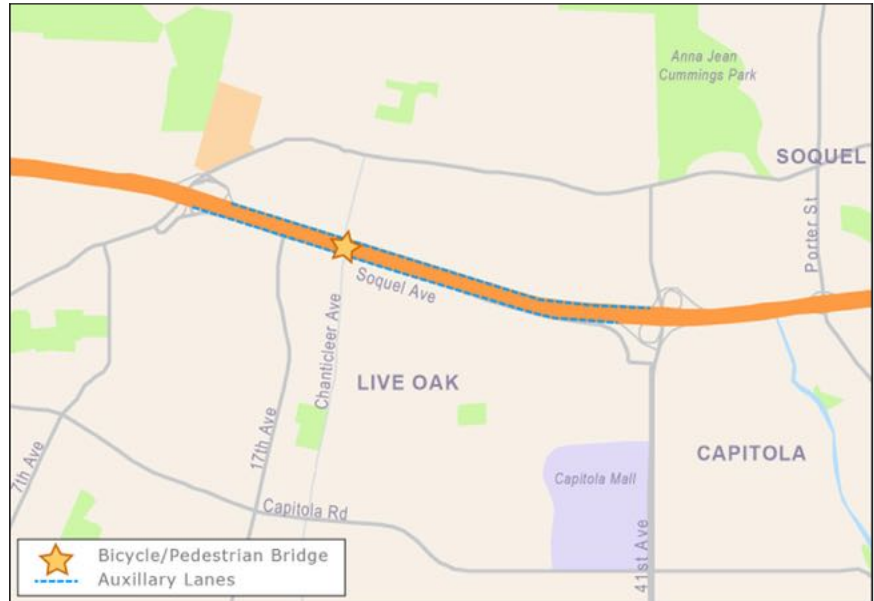
Project Description

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 to Congested Corridors Program and Local Partnership Program competitive funds.



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

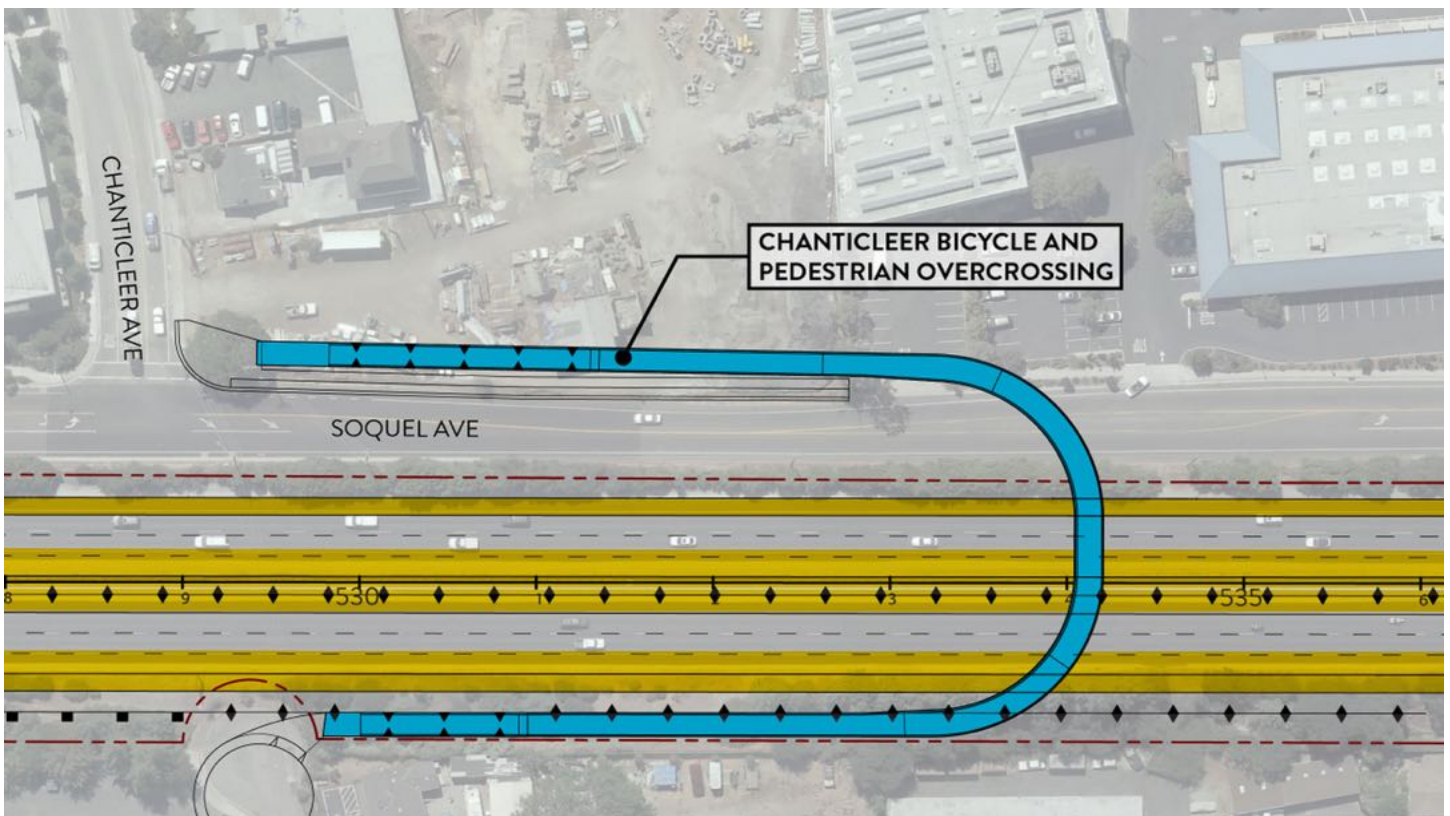
Estimated Project Cost	\$	38.6M
Funding Sources		
Measure D (Highway)	\$	3.3M
Other Secured*	\$	35.3M

*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 late 2022 and complete construction in 2024.





PROJECT FACT SHEET

Updated July 2021

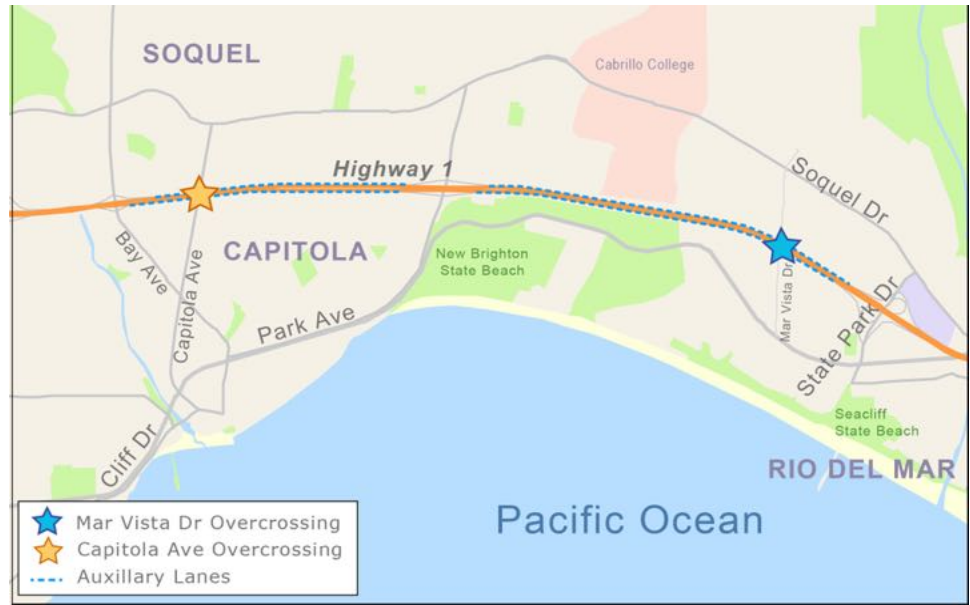
Highway Corridor: Highway 1 Aux Lanes, BOS (Bay Avenue/Porter Street to State Park Drive), and Mar Vista Bicycle/Pedestrian Overcrossing

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 Drive 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



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 to Congested Corridors and Local Partnership Program competitive funds in 2020, which fully funds construction of this project.



PROJECT FACT SHEET

Updated July 2021

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

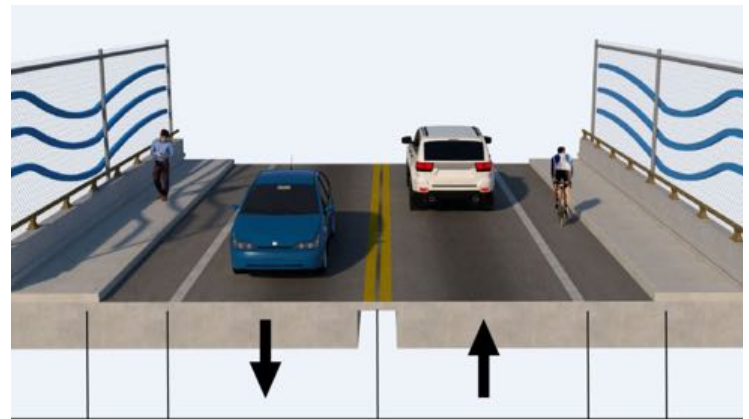
Project Funding

Estimated Total Cost	\$ 94.2M
Funding Sources	
Measure D (Highway)	\$ 17.9M
Other Secured*	\$ 76.3M

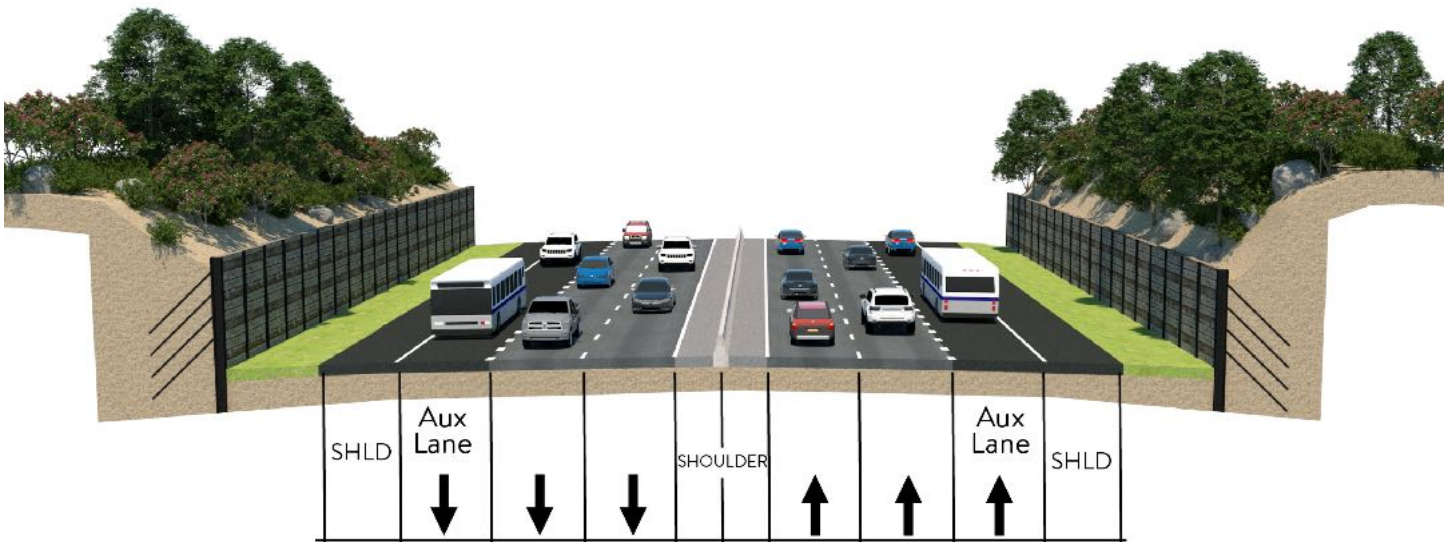
*Includes STIP and SB1 (SCCP and LPP programs) funds.

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

The existing railroad bridges will be replaced with longer span bridges to accommodate the addition of auxiliary lanes on Highway 1. The Highway 1 bridge over Aptos Creek will 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
- Provides a dedicated bicycle and pedestrian trail, improving safety and connectivity to schools, commercial centers, and transit facilities
- Multimodal options to increase corridor throughput
- Improves active transportation connectivity

Project Delivery Strategy

The RTC is leading the delivery of this project. Measure D-Highway Corridor funds and other RTC discretionary funds will be used to complete preconstruction work and as a match for future grants. The project will evaluate a Trail Next to the Railroad Track Alignment ("Ultimate Trail Configuration") and a Trail on the Railroad Track Alignment ("Interim Trail") as an optional first phase. RTC is targeting Cycle 3 of the SB1 Solutions to Congested Corridors Program, and Local Partnership Program funds.



PROJECT FACT SHEET

Updated February 2022

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	\$	TBD*
Funding Sources		
Measure D (Highway)	\$	19.2M
Other Secured	\$	1.2M
Needed	\$	TBD*

*Cost estimates are under development.



Project Status/Schedule

The environmental phase of this project is expected to be completed in 2022. The design phase is expected to begin in 2022 and be construction-ready in 2025, pending availability of funds for construction.



Preliminary rendering of new railroad and bicycle/pedestrian bridges



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
Hwy 1	6:00-9:00 a.m.	3:30-6:30 p.m.	No regular weekend service*	
Hwy 17	6:30-9:30 a.m.	3:30-6:30 p.m.	None	1:00-7:00 p.m.

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



PROJECT FACT SHEET

Updated July 2021

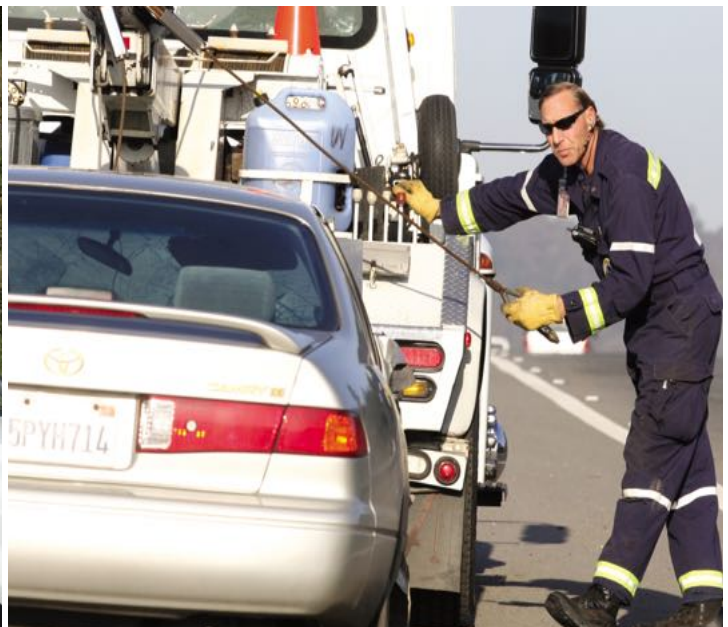
Highway Corridors: Freeway Service Patrol

Total Programming*

Total Funding Secured	\$ 350,000/year avg.
Funding Sources	
Measure D (Highway)	\$ 1.1M (FY17/18-24/25)
Other Secured**	\$ 1M

*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: 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.



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)	\$ 1.3M
Other Sources**	\$ 995,000

*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: 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

Total Funding	\$ 150,000/year
Funding Sources	
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.





Active Transportation: Coastal Rail Trail Segment 5

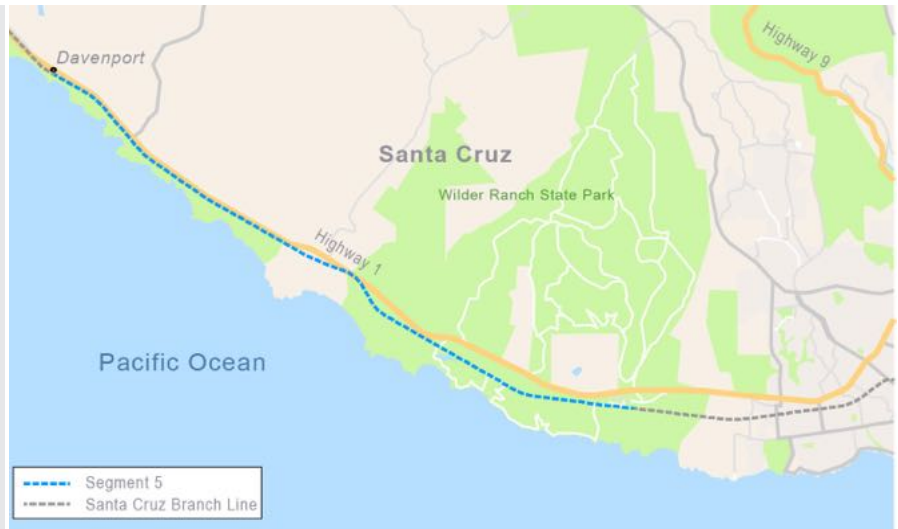
Project Description

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 and unpaved shoulders, 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. 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 2022. Construction funding for Phase I is programmed for 2024. Construction funding for Phase II is pending final award for Federal Lands Access program grant funds to be announced in Fall 2022 and would also be programmed for 2024.



Active Transportation: Coastal Rail Trail Segment 5

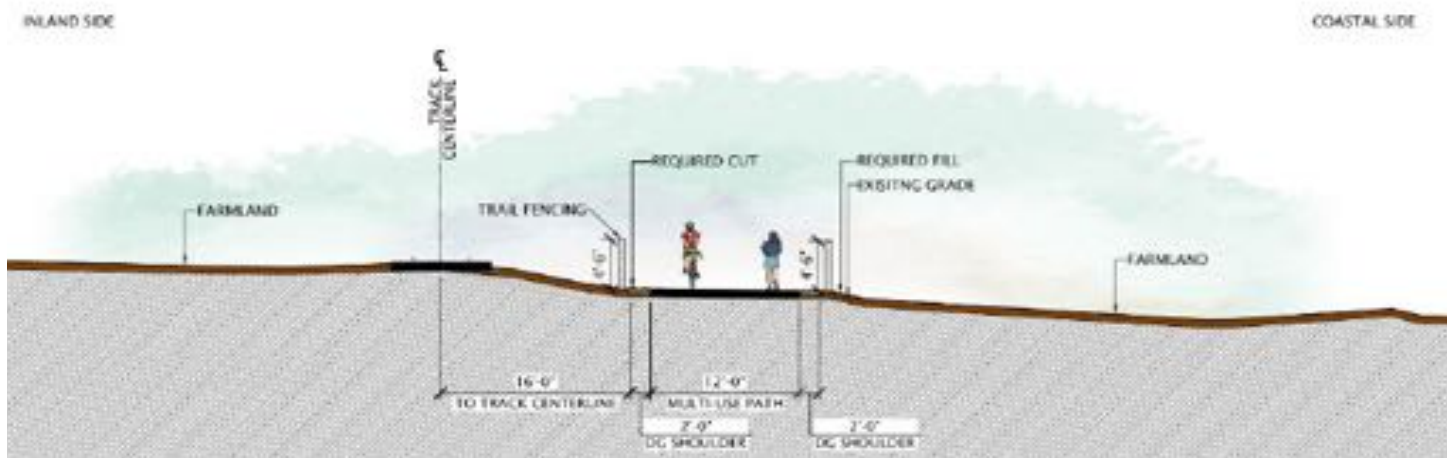
Project Delivery Strategy

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. CFL will lead the construction of Phase I. Should FLAP funding be awarded for Phase II, CFL would also lead construction of Phase II. The RTC will continue to investigate other state and federal opportunities to complete the construction funding plan.

Total Programming

Estimated Total Cost	\$26.1M
Funding Sources	
Measure D (Active Transportation)	\$7M
Other Secured*	\$13.4M
Need	\$5.7M

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





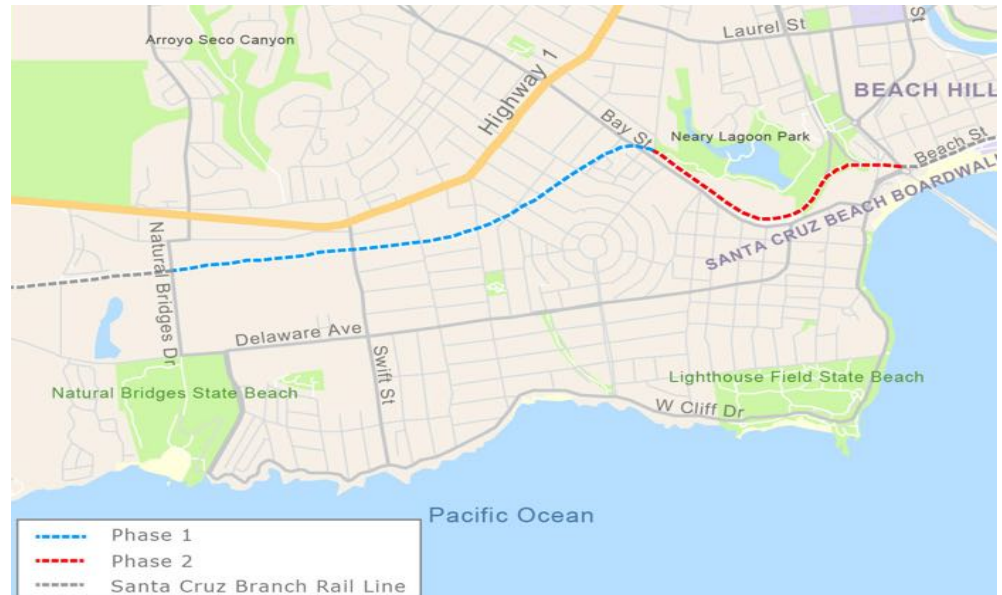
Active Transportation: Coastal Rail Trail Segment 7

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

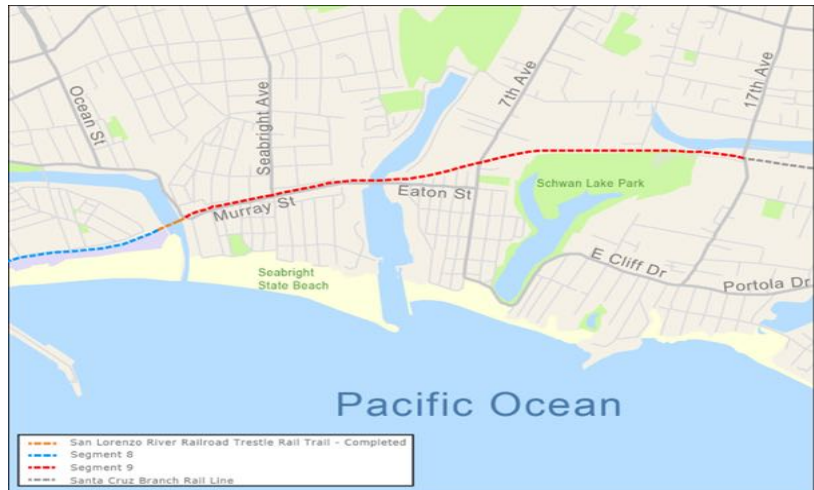
Project Description

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.

Preconstruction is funded by a \$3M Active Transportation Program (ATP) Cycle 3 grant, with local matching funds from Measure D transportation funds and \$1.5M from the Land Trust of Santa Cruz County.



Project Highlights

- Provides a dedicated bike/ped 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 bike/ped bridge at Rodeo Gulch
- Includes either a separate multi-use bike/ped structure or a 10' multi-use path across the Santa Cruz Harbor, cantilevered off the Harbor rail bridge
- Connects to downtown Santa Cruz via the San Lorenzo River levee trails
- Provides a 10' multi-use path across the San Lorenzo River, cantilevered off the San Lorenzo River Railroad Trestle (completed in 2019)
- 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 advanced construction of 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. Between the San Lorenzo River and 17th Avenue, the project will evaluate a Trail Next to the Railroad Track Alignment ("Ultimate Trail Configuration") and a Trail on the Railroad Track Alignment ("Interim Trail") as an optional first phase. 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	\$	33M
Funding Sources		
Measure D (Active Transportation)	\$	2M
Measure D (Local-Neighborhood)	\$	3M
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. Preliminary engineering and environmental review are underway and will be complete in 2023. Construction is dependent on acquiring additional funding.

*Includes 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 Capitola) with \$4 million of Measure D funds. The project will evaluate the Trail Next to the Railroad Track Alignment ("Ultimate Trail Configuration"), which does not include the Capitola Trestle, and a Trail on the Railroad Track Alignment ("Interim Trail") as an optional first phase, which does include the Capitola Trestle. This project can be phased to smaller sections as funding becomes available. The County is targeting SB1-Active Transportation Program and federal grant opportunities to fully fund the construction.



PROJECT FACT SHEET

Updated February 2022

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 with 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 2025 pending funding availability.





PROJECT FACT SHEET

Updated February 2022

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

The existing railroad bridges will be replaced with longer span bridges to accommodate the addition of auxiliary lanes on Highway 1. The Highway 1 bridge over Aptos Creek will 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
- Provides a dedicated bicycle and pedestrian trail, improving safety and connectivity to schools, commercial centers, and transit facilities
- Multimodal options to increase corridor throughput
- Improves active transportation connectivity

Project Delivery Strategy

The RTC is leading the delivery of this project. Measure D-Highway Corridor funds and other RTC discretionary funds will be used to complete preconstruction work and as a match for future grants. The project will evaluate a Trail Next to the Railroad Track Alignment ("Ultimate Trail Configuration") and a Trail on the Railroad Track Alignment ("Interim Trail") as an optional first phase. RTC is targeting Cycle 3 of the SB1 Solutions to Congested Corridors Program, and Local Partnership Program funds.



PROJECT FACT SHEET

Updated February 2022

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	\$	TBD*
Funding Sources		
Measure D (Highway)	\$	19.2M
Other Secured	\$	1.2M
Needed	\$	TBD*

*Cost estimates are under development.



Project Status/Schedule

The environmental phase of this project is expected to be completed in 2022. The design phase is expected to begin in 2022 and be construction-ready in 2025, pending availability of funds for construction.



Preliminary rendering of new railroad and bicycle/pedestrian bridges



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.

The 32-mile Santa Cruz Branch Rail line has 37 bridges, 100 public and private grade crossings, and approximately 92 drainage cross culverts. The infrastructure preservation needs of the branch line include bridge repairs or replacements, drainage improvements such as repairs or replacements to cross culverts, coastal erosion repair, slope stabilization, retaining walls, grade crossing improvements and repairs, storm-related repairs, and railbed repairs. Additionally, the RTC uses Measure D funds to conduct periodic inspections of bridges, culverts, and retaining walls to identify needed repairs and to comply with Federal Railroad Administration (FRA) requirements.

In 2017, severe winter storms damaged the line at several locations. The RTC has completed 5 of the 7 storm damage repairs and debris removal projects.



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
- ▶ Bridge repairs including the Pajaro River Bridge Rehabilitation
- ▶ Capital Maintenance efforts to comply with FRA requirements, including repair and rehabilitation of railroad track infrastructure, grade crossings, signals, and signage as needed
- ▶ Railbed repairs including repairs to coastal erosion near Manresa State Beach

Total Programming

Total Funding Secured	\$	15.67M
Funding Sources		
Measure D (Rail)	\$	12.42M
Other Sources*	\$	3.25M

*Includes RSTPX, short line railroad improvement program, and FEMA funds.



PROJECT FACT SHEET

Updated July 2021

Rail Corridor: Infrastructure Preservation





Santa Cruz Branch Rail Line Property Management and Preventative Maintenance Program

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 October 2012, the RTC purchased the 135-year-old transportation resource with voter-approved passenger rail funds in order to expand the passenger rail network and increase transportation options for the community now and into the future. Passenger rail planning for the rail corridor includes coordination with other uses of the rail corridor – such as the planned bicycle and pedestrian “rail-trail” parallel to the tracks, freight, and recreational excursion rail service.

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.



Preventative Maintenance Program

The Santa Cruz Branch Rail Line is an active short-line railroad that travels through Santa Cruz County along a right-of-way (ROW) of varying width between Davenport and Watsonville. It runs parallel to the Highway 1 corridor and connects to regional and state rail lines.

The RTC is responsible for maintaining the portion of the ROW outside of the railroad easement, as well as the entire corridor north of approximately Buena Vista Drive. The short-line railroad operator, Saint Paul & Pacific Railroad, is responsible for maintaining the infrastructure within the railroad easement where train operations occur.

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 and from 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 ROW will maintain the corridor for future use and limit impacts to adjacent jurisdictions and private property.

General property management of a railroad ROW must oversee various activities, such as access for utility companies or local government jurisdictions, to reduce liability and safety concerns.



Santa Cruz Branch Rail Line Property Management and Preventative Maintenance Program

Program Highlights

Maintenance

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

Other Property Management

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



Program Costs and Funding

Estimated Program Cost	\$	950/year
Funding Sources		
Measure D	\$	950/year





Neighborhood Projects: Highway 9 San Lorenzo Valley Corridor Improvements

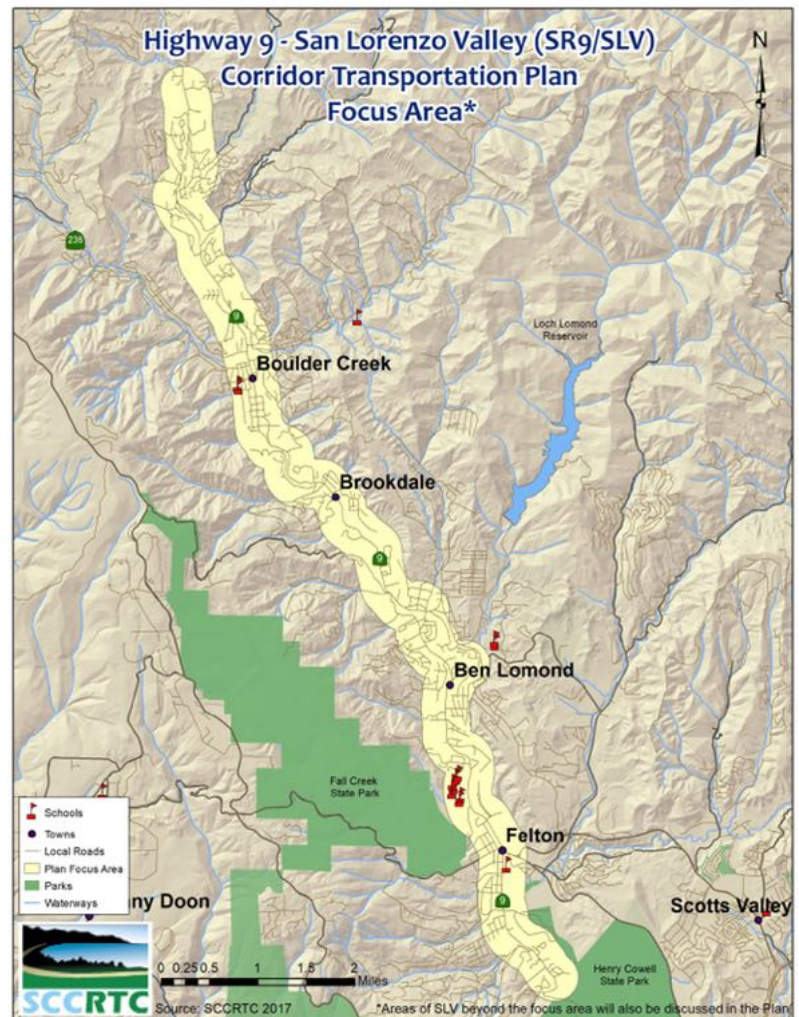
Project Description

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	\$	10.8M
Funding Sources		
Measure D (Neighborhood)	\$	10M
Other*	\$	8M

*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.



PROJECT FACT SHEET

Updated February 2022

Neighborhood Projects: Highway 17 Wildlife Crossing

Total Programming

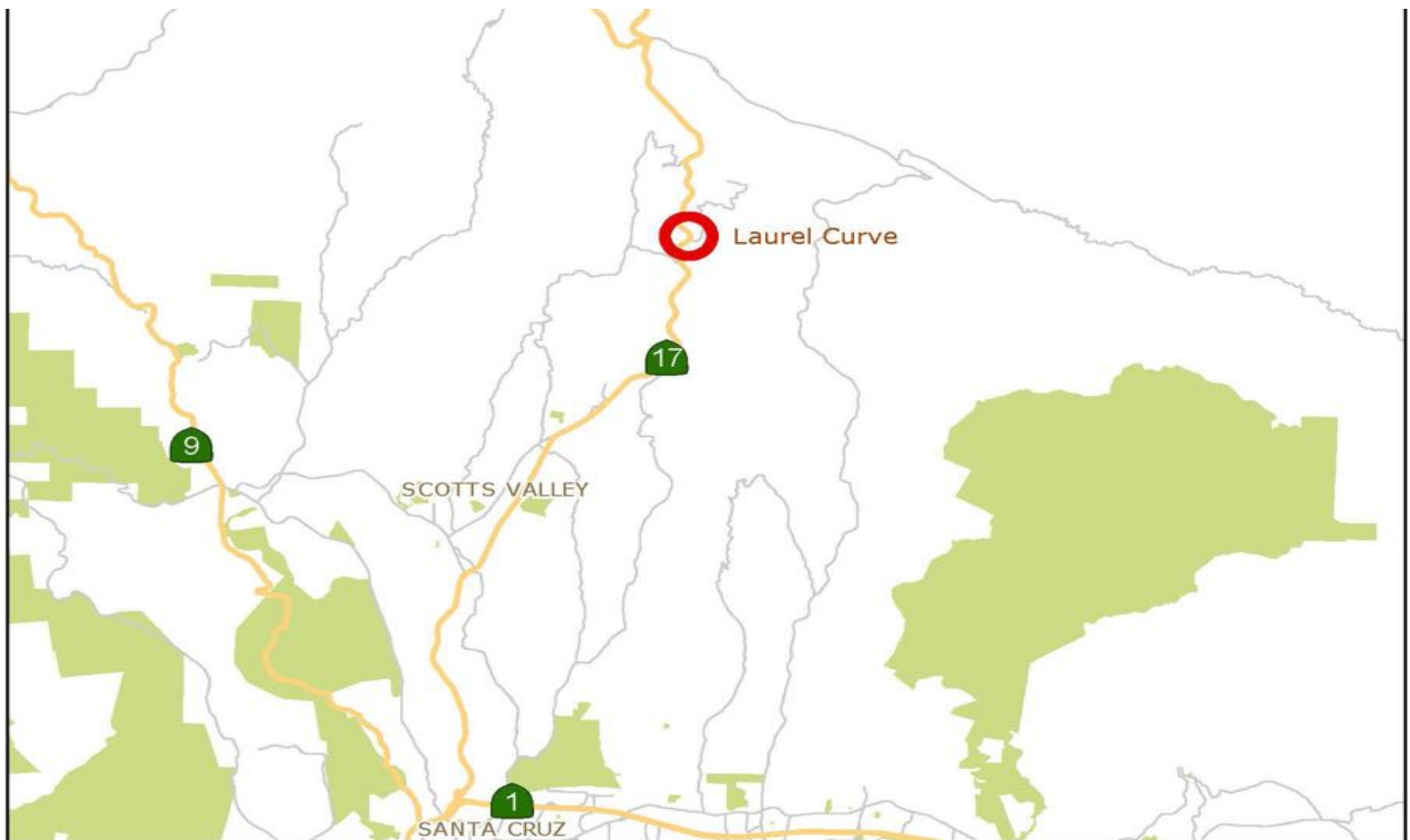
Estimated Total Cost	\$12.5M
Funding Sources	
Measure D (Neighborhood)*	\$5M
Other Secured**	\$7.5M

Project Status/Schedule

Construction started in February 2022 and is scheduled to be completed before the end of 2022.

*Includes loan payments (principal and interest)

**Includes Land Trust and SHOPP funds.



Funding Partners



AGENDA: March 30, 2022

TO: Measure D Taxpayer Oversight Committee

FROM: Shannon Munz, Communications Specialist

RE: Oversight Committee Annual Report

RECOMMENDATIONS

Staff recommends that the Measure D Taxpayer Oversight Committee:

1. Prepare an Annual Report from the committee to the public and SCCRTC board regarding Fiscal Year 2020/2021 (FY20/21) Measure D expenditures and audits.
 2. Discuss and agree on content for the FY20/21 report, authorize the chair to prepare a letter from the committee commenting on whether Measure D Ordinance provisions and requirements were met in FY20/21, and direct staff to assist in preparing and making the report available to the public.
-

BACKGROUND

In November 2016, Santa Cruz County voters approved the Measure D transportation sales tax. Each year, agencies receiving Measure D revenues provide an expenditure report and audited financial statements showing how they spent Measure D funds in the prior fiscal year (*see separate agenda item*).

Per Section 32C of the voter approved Measure D Ordinance, the oversight committee is tasked with the following responsibilities:

- Reviewing Expenditure Plan expenditures on an annual basis to ensure they conform to the Ordinance.
- Reviewing the annual audit and report prepared by an independent auditor, describing how funds were spent.
- **Producing a publicly available Annual Report of oversight activities.**

DISCUSSION

Based on review of the FY20/21 audits and expenditure reports from recipient agencies (*see separate agenda item*), the Taxpayer Oversight Committee will prepare an annual report commenting on whether expenditures conform to the provisions and requirements of the Measure D Ordinance. Last year's report included a letter from the Chair, focused on the financials and findings of the audits, and highlighted some of the projects that were funded by Measure D funds in

FY20/21 (Attachment 1). **Staff recommends that the Oversight Committee discuss and agree on content for the FY20/21 annual report and authorize the chair to prepare a letter from the committee commenting on whether Measure D Ordinance provisions and requirements were met in FY20/21 and direct staff to assist in preparing and making the report available to the public.** The committee may want to use a similar format to last year's report, or identify any changes.

SUMMARY

The Measure D Ordinance requires the Oversight Committee to prepare an annual report regarding its oversight of Measure D expenditures and annual audits.

Attachments:

1. Taxpayer Oversight Committee FY19/20 Annual Report



Measure D Taxpayer Oversight Committee Annual Report Fiscal Year 19/20





Measure D Taxpayer Oversight Committee Annual Report Fiscal Year 19/20

In November 2016, over 2/3rd of the voters of Santa Cruz County approved Measure D, a comprehensive and inclusive package of transportation improvements to be developed in the County, that would be funded by the imposition of a Retail Transactions and Use Tax of one-half of one percent (0.5%) for a period of 30 years. The tax became effective on April 1, 2017. The Santa Cruz County Regional Transportation Commission (RTC) allocates, administers and oversees the expenditure of all Measure D revenues which are not directly allocated by formula annually to other agencies, consistent with the Expenditure Plan. The RTC has been designated as the Local Transportation Authority (the Authority) to implement the provisions of Measure D.

Since the implementation of the tax in April 2017 through June 2020, \$65 million in sales tax revenues have been generated and \$31 million of Measure D funds have been expended by the RTC and the other recipient local agencies. As highlighted on the next page, \$38,716,834 of carryover Measure D Funds (which includes interest earnings) will be used for future projects, which are identified in each agency's 5-year program of projects (5-year plans).

Section 32 of the ordinance that governs the expenditure of Measure D funds specifies that an Independent Oversight Committee (or Taxpayer Oversight Committee) be formed by the Commission's Board of Directors to review the annual independent fiscal audit of the expenditure of Transportation Tax funds and issue an annual report on its findings regarding compliance with the requirements of the Expenditure Plan and the ordinance to the Authority Board of Directors. The Independent Oversight Committee shall not exceed 5 members who will be residents of Santa Cruz County who are neither elected officials of any



government nor employees from any agency or organization that oversees or implements projects funded from the proceeds of the sales tax.

Oversight Committee members are appointed by the RTC Board for 2-year terms. The current Oversight Committee members are as follows:

- Supervisorial District 1: Sandra Skees
- Supervisorial District 2: Michael W. Machado CPA, Chair
- Supervisorial District 3: Philip Hodsdon
- Supervisorial District 4: Jenny Sarmiento
- Supervisorial District 5: Andre Duurvoort, Vice Chair

The Committee held meetings via Zoom on March 9 and March 29, 2021 to review Fiscal Year 2019/2020 expenditures. Meeting materials and minutes are available for review on the RTC website: <https://sccrtc.org/meetings/measure-d-taxpayer-oversight-committee/>.



Measure D Taxpayer Oversight Committee *Annual Report Fiscal Year 19/20*

At its March 2021 meetings, the Committee reviewed the Measure D Financial Statements that were audited by independent Certified Public Accounting firms and annual reports for the Measure D recipient agencies:

- Santa Cruz County Regional Transportation Commission
- County of Santa Cruz
- City of Capitola
- City of Santa Cruz
- City of Scotts Valley
- City of Watsonville
- Santa Cruz Metropolitan Transit District
- Community Bridges

None of the audits had any negative findings as to the expenditure of the Measure D funds

nor were any incidents of non-compliance with the Ordinance noted. Oversight Committee members and RTC staff noted several areas in which the annual reporting could be expanded to provide additional information and several suggestions were provided to the RTC and the Recipient Agencies.

For the Fiscal Year 2019/2020 (FY19/20) ending June 30, 2020, the Measure D half-cent sales tax generated \$21,313,881 in revenue. This was \$866,994 (3.9%) lower than in FY18/19 due primarily to the COVID-19 global pandemic, though the overall drop was tempered because of strong economic activity in the first half of FY19/20 and implementation of the Wayfair Decision, which resulted in revenues from online sales being distributed more consistently to the area where purchases were made. Santa Cruz County received this increase in sales taxes from online sales, which was not guaranteed when Measure D was first approved by voters.





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A summary of Measure D Funds received and expended from July 1, 2019 through June 30, 2020 follows as reported in the audited financial statements of each agency:

Investment Category (% of Measure D Net Revenues)	Beginning Measure D Funds Available (July 1, 2019)	FY19/20 Measure D Funds Allocated ¹ (accrual basis)	Measure D Funds Expended in FY19/20 ²	Carryover Funds ³ (including interest June 30, 2020)
Neighborhood (30%)				
SLV SR9	\$727,711	\$333,333	\$52,516	\$1,024,675
Hwy 17 Wildlife	\$381,356	\$166,667	\$1,806	\$554,692
City of Capitola	\$211,115	\$312,095	\$421,213	\$106,352
City of Santa Cruz	\$808,322	\$1,292,099	\$476,998	\$1,759,455
City of Scotts Valley	\$270,580	\$267,880	\$473,006	\$116,166
City of Watsonville	\$1,534,120	\$869,481	\$579,385	\$2,093,206
County of Santa Cruz	\$4,044,608	\$2,936,355	\$2,844,274	\$4,209,205
Transit/Paratransit – Santa Cruz METRO (16%)	\$5,018,095	\$3,294,885	\$3,063,716	\$3,266,636
Paratransit - Lift Line* (4%)	\$266,584	\$823,721	\$929,502	\$146,264
Highway Corridors (25%)	\$10,585,768	\$5,148,258	\$1,340,087	\$14,633,634
Active Transportation (17%)	\$5,710,728	\$3,500,816	\$1,162,230	\$8,180,428
Rail Corridor (8%)	\$1,867,887	\$1,647,443	\$2,155,162	\$1,806,906
Net Revenues	\$31,426,873	\$20,593,033	\$13,499,895	\$37,897,619
Admin. salaries & benefits Implementation & Oversight	\$629,457	\$720,848	\$446,035	\$819,215
Totals	\$32,056,330	\$21,313,881	\$13,945,930	\$38,716,834
State BOE Fees	\$727,711	\$220,190	\$220,190	

Notes: This table includes a combination of information from RTC and local agency audited financial information and project expenditure reports. Audited financials are typically presented on a modified or full accrual basis which means revenues are recognized when earned, not when received.

1-FY19/20 Allocations reflect RTC audited accrual basis, whereas some agencies showed revenues on a modified accrual or cash basis in their audits. For example- While revenue earnings are based on transactions in May 2020, if the cash was received in July or August 2020, some agencies will show the funds in FY20/21 rather than FY19/20.

2-Expenditures include funds carried over from prior years and interest earnings. For many agencies, the information represents cash, rather than accrual basis.

3-Unexpended balances or reserved funds carryover to future years for use on Measure D eligible expenditures. Planned use of carryover balances shown in 5-year plans. Agencies have up to 5 years to accumulate and spend revenues per use agreements. Balances shown do not include additional \$312 Transit & \$3318 Neighborhood balances shown in RTC audit which were not yet paid out at the end of FY19/20.

*In addition to formula allocations shown for METRO and Lift Line, a small amount of interest earned by RTC for the Paratransit category was also paid in FY19/20.



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As shown in the table above, total Measure D funds collected and allocated (on an accrual basis) for the fiscal year ending June 30, 2020 by the RTC were \$21,313,881. Agencies also earned interest income of \$688,289 on Measure D funds not yet expended. This includes \$320,836 interest income RTC earned on Measure D Funds designated for regional investments categories. The RTC distributed \$9,796,516 to other agencies based on formulas set forth in the Measure D Expenditure Plan and expended \$4,711,801 on specific regional projects. The Cities, the County, Santa Cruz METRO and Community Bridges expended \$8,788,094 in Measure D funds on transportation projects during the 2019-2020 fiscal year. Measure D funds totaling \$38,716,834 (including interest) are being carried over to future years for use on projects approved by their governing boards, with \$27,019,550 for regional investment categories and projects and direct-recipient agency funds of \$11,697,284. Each agency has developed detailed 5-year plans that indicate the specific projects that will be funded with the carryover funding. This information can be found in each agency's reports, online at: <https://sccrtc.org/funding-planning/measured/taxpayer-oversight/> and local agency websites.

Measure D continues to serve as a crucial source of local transportation funding for the Santa Cruz County community. The Committee encourages recipient agencies to move quickly to put unspent balances to work, use Measure D to leverage grants, integrate traffic calming, bike and pedestrian facilities into Measure D-funded projects where feasible, and looks forward to continuing to work with the community to ensure the ongoing success of the Measure D program.

The Measure D Oversight Committee hereby finds that the Authority and Recipient Agencies are proceeding in accordance with the Measure D Ordinance, based on our review of audits and expenditures for the period from July 1, 2019 through June 30, 2020.

A handwritten signature in black ink that reads 'Michael W. Machado'.

Michael W. Machado CPA, Chair

Measure D Taxpayer Oversight Committee
Santa Cruz County Regional Transportation Commission





Measure D Taxpayer Oversight Committee Annual Report Fiscal Year 19/20

Highlights of FY 19/20 Expenditures and Activities

Local Neighborhood Projects

In FY19/20, city and county public works departments used their apportionments of Measure D funds to repair local roads and improve bicycle and pedestrian facilities throughout the county. Additional information on expenditures in FY19/20 are included in each recipient agency's annual Expenditure Report, available online at: sccrtc.org/funding-planning/measured/taxpayer-oversight/ and/or on each recipient agency's website.

County of Santa Cruz

- ▶ Resurfacing of 5.75 miles of roads was completed in the Live Oak, Ben Lomond, Rio Del Mar and Bonny Doon areas.
- ▶ Design of 6.26 miles of roads was completed in Felton, Seacliff and Lakeview Road north of Highway 129.
- ▶ Planned future projects: Roadway resurfacing countywide and ongoing Safe Routes to Schools bicycle/pedestrian education at schools.
 - While the County's main focus is pavement maintenance given the large backlog of roadways in need of repairs, the County considers the Monterey Bay Area Complete Streets Guidebook (<https://sccrtc.org/santa-cruz-county-complete-streets>) and incorporates Complete Streets elements as they fit within the scope of pavement maintenance work, such as enhancing roadway striping for bicycles & pedestrians.



Love Creek in Ben Lomond repaving (before), County of Santa Cruz



Love Creek in Ben Lomond repaving (after), County of Santa Cruz

Capitola

- ▶ Construction of the Park Avenue Sidewalk project was completed and included 1,600 feet of new sidewalk, new crosswalks, new curb ramps and updated pavement markings.
- ▶ Design work was completed and construction began on the Brommer Street Improvements project, a "complete streets" project that includes approximately 1,000 feet of new rehabilitated roadway, new ADA driveways and sidewalks, updated pavement markings, new bicycle loop detectors, a green bike box and reconfiguring of the eastbound approach to 41st Avenue for vehicle access.
- ▶ Planned future projects: Citywide pavement preservation.



Brommer Street Improvements Project, City of Capitola



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Santa Cruz

- ▶ Street Reconstruction and Overlay Projects: Overlays of Broadway, California Street and the Soquel Avenue Project were completed, including new curb ramps and green bike lanes along portions of these arterial streets.
- ▶ River Street and Water Street Overlay Projects: Overlays of River Street and Water Street were completed, including green, buffered and protected bike lanes, and new accessible curb ramps and crosswalks. The project utilized Cold-In-Place Asphalt Recycling which reuses much of the old pavement. Old pavement not used on River and Water streets was used as base for Segment 7 Phase I of the Coastal Rail Trail, saving money and resources.
- ▶ Leveraged grants: active transportation grants.
- ▶ Planned future projects: Citywide pavement preservation; Monterey Bay Sanctuary Scenic Trail Network (MBSST); citywide bicycle and pedestrian safety improvement projects.



Overlay project, City of Santa Cruz

Scotts Valley

- ▶ Construction of new trails and ADA improvements were completed at Siltanen Park, K Street, and East Glenwood Preserve Trails.
- ▶ Construction of new bike lanes were completed on Glenwood Drive from K Street to the city limits and included pavement repair.
- ▶ Leveraged grants: \$1 million SB1-Local Partnership Program (LPP) for Glenwood projects.
- ▶ Planned future projects: Bean Creek Road repaving.



Glenwood Drive pavement repair (before & after), City of Scotts Valley

Watsonville

- ▶ A contract with Ecology Action was continued for bicycle safety training in Watsonville elementary schools and with Bike Santa Cruz County to implement their Earn-A-Bike program at Pajaro Valley High School and among middle school students.
- ▶ Design and environmental documents were prepared for the Lee Road Trail project.
- ▶ Designs were prepared for trail repair and maintenance projects.
- ▶ Pedestrian safety programs, sidewalk repairs and design for traffic signals were implemented.





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Watsonville - Continued

- ▶ Bicycle safety improvements including signage and traffic markings were implemented in various locations.
- ▶ Design documents were prepared for the Green Valley Road Improvements Project from Freedom Boulevard to the city limits.
- ▶ Leveraged grants: active transportation grants.
- ▶ Planned future projects: Citywide pavement preservation; Downtown complete streets improvements; Monterey Bay Sanctuary Scenic Trail Network (MBSST); citywide bicycle and pedestrian safety improvement projects.



Bicycle safety improvements, Bridge Street (before & after), City of Watsonville

Lift Line – Paratransit Services

- ▶ Lift Line continued its expanded services seven days per week utilizing two additional drivers. For the first three quarters of FY19/20, Lift Line provided 2,886 additional rides funded through Measure D.



- ▶ Lift Line installed fast charging equipment for Electric Vehicles (EV) and started upgrading their new 9,000-square foot operation/maintenance facility financed with Measure D funds. In October of 2019, the driving and maintenance departments started operation out of the new facility.



New Lift Line facility, Watsonville

- ▶ Leveraged grants: CARB funding for EV charging equipment and vehicles.

- ▶ Planned future projects: Ongoing expanded services and vehicle replacements.

Santa Cruz METRO

- ▶ METRO retrofitted 10 hybrid diesel-electric buses for the Highway 17 Express fleet, replacing 2003 CNG buses, which are beyond their useful life.
- ▶ METRO purchased four Compressed Natural Gas (CNG) buses which will improve fleet reliability and reflect METRO's continued commitment to the transition to clean air buses.
- ▶ METRO funded nine fixed-route bus operator positions and one Paracruz operator position.
- ▶ Leveraged grants: FTA grants for bus replacement.





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Regional Expenditure Categories

About 50% of Measure D revenues are allocated to regional expenditure categories. The RTC is responsible for programming and allocating those funds to specific projects.

Active Transportation - Monterey Bay Sanctuary Scenic Trail Network (MBSST) Rail Trail



During FY19/20, Measure D funds were used on environmental review, permitting, design, coordination and other actions required for rail trail projects, including:

- ▶ The RTC provided oversight and technical assistance for implementation of the Monterey Bay Sanctuary Scenic Trail Network (MBSST), including coordination with local jurisdictions and Central Federal Lands of the Federal Highway Administration who are implementing specific sections of the trail network.
- ▶ The City of Santa Cruz completed construction of Segment 7 Phase I from Natural Bridges Drive to Bay Street/California Avenue.
- ▶ The City of Santa Cruz is completing design work and is pursuing grants for construction of Segment 7 Phase II from Bay Street/California Avenue to the Santa Cruz Wharf.
- ▶ In coordination with the RTC, Federal Highway Administration Central Federal Lands Highway Division (FHWA-CFLHD) continued work on design of Segment 5 from Davenport to Wilder Ranch State Park, and work on preconstruction activities, including environmental, design, right-of-way and permitting continued.
- ▶ The City of Santa Cruz solicited proposals for a consultant to complete design and environmental review of Segments 8 & 9 and is pursuing grants for construction.
- ▶ The City of Watsonville began construction of Segment 18, Phase I between Ohlone Parkway and the Watsonville Slough Wetlands trail network, and continued design for Segment 18, Phase II.
- ▶ The RTC continued to use Measure D funds to maintain the future trail corridor, including vegetation control; hazardous tree removal; trash and dumping abatement; encampments; drainage maintenance and repairs; and clearing encroachments. The RTC also initiated work to secure on-going maintenance permits to help ensure more efficient maintenance activities.
- ▶ Leveraged grants: \$11,540,000 from FLAP, Land Trust, RSTPX and Coastal Conservancy for North Coast Segment 5.
- ▶ Planned future projects: North Coast Segment 5; Segment 7, Phase II; Segment 8/9; Segment 10-11; Segment 18.



Segment 7 construction, City of Santa Cruz



Segment 7, City of Santa Cruz



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Highway 9/SLV Corridor and Highway 17 Wildlife Crossing

- ▶ Caltrans prepared design plans for the Highway 17 Wildlife Crossing under Highway 17; \$5 million from Measure D will be used for construction and financing needed to accelerate delivery in FY21/22.
 - Leveraged funds: \$3 million from the Land Trust of Santa Cruz County and over \$5 million from the State Highway Operation and Protection Program (SHOPP) for pre-construction work.
- ▶ Measure D funds were provided to the County of Santa Cruz to make improvements to Farmer Street in Felton, which bicyclists and pedestrians are encouraged to use as an alternative to Highway 9.
- ▶ Building off the community-based Highway 9 “complete streets” corridor plan, Caltrans and the RTC used Measure D funds in FY19/20 to conduct a more detailed engineering analysis of priority projects for implementation in the corridor, including new pedestrian facilities on Highway 9 between downtown Felton and San Lorenzo Valley High School. The RTC entered into a Cooperative Agreement with Caltrans to prepare a Project Initiation Document (PID) for the complete streets elements identified in the plan. Measure D revenues are being used to fund this PID and, once it is complete, to leverage grants and integrate complete streets into SHOPP projects.
- ▶ Planned future projects: Being identified and prioritized through the PID. Stay up-to-date on future planning and opportunities for public input at www.sccrtc.org/projects/streets-highways/hwy-9-plan/.

Highway Corridors

Highway 1 - Auxiliary Lanes and Bus-on-Shoulder Projects

The RTC is sponsoring the development of three contracts to construct five (5) new sets of auxiliary lanes and implement a hybrid bus-on-shoulder program along 7.5-miles of Highway 1.

- ▶ Design and right-of-way work of auxiliary lanes and bus-on-shoulder facilities between 41st Avenue and Soquel Drive (Phase 1) continued, with construction scheduled to start as early as FY21/22. The project includes a new bicycle/pedestrian bridge over Highway 1 near Chanticleer Avenue and will provide for buses to operate in auxiliary lanes and on shoulders.
- ▶ Environmental review and preliminary engineering were initiated for the Highway 1 hybrid auxiliary lanes and bus-on-shoulder project between State Park Drive and Bay-Porter interchanges (Phase 2). The project includes a new bicycle and pedestrian overcrossing at Mar Vista Avenue.

Expenditure Plan Amended

The voter-approved Measure D Ordinance includes provisions that allow for the Expenditure Plan to be amended to provide for the use of additional federal, state and local revenues, to account for unexpected revenues, or to take into consideration unforeseen circumstances. The Ordinance and Expenditure Plan may only be amended, if required, by the following process set forth in Section 180207 of the Public Utilities Code: (1) Initiation of amendments by the Authority reciting findings of necessity; (2) Provisions of notice and a copy of amendments provided to the Board of Supervisors and the City Councils in Santa Cruz County; (3) The proposed amendments shall become effective 45 days after notice is given. Initiation and approval of amendments require a two-thirds (2/3) vote of the total membership of the Authority. In light of new funding opportunities available as the result of passage of Senate Bill 1 by the State Legislature on February 6, 2020, the RTC voted to amend the Measure D expenditure plan for the first time, specifying two additional sets of auxiliary lanes and bus-on-shoulder improvements eligible for the Highway 1 Corridors Investment Category.



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Highway 1 - Auxiliary Lanes and Bus-on-Shoulder Projects - Continued

- ▶ Environmental review and design were initiated for Highway 1 hybrid auxiliary lanes and bus-on-shoulder facilities between Freedom Boulevard-Rio Del Mar-State Park Drive (Phase 3). The project includes portions of Segment 12 of the Coastal Rail Trail from State Park Drive to Rio Del Mar Boulevard and the replacement of two rail bridges over Highway 1 in Aptos.
- ▶ Leveraged grants:
 - Because of Measure D funds, our county is eligible for Senate Bill 1 (SB1) Local Partnership Program (LPP) formula funds, which require a one-to-one match of Measure D. The RTC is using the formula funds to advance environmental review and design of the Phase 3 auxiliary lanes project.
 - During FY19/20 the RTC also prepared applications to the California Transportation Commission's (CTC) Senate Bill 1 Solutions for Congested Corridors Program (SCCP) and Local Partnership Program (LPP) programs, using Measure D funds as a match. In December 2020, the CTC awarded over \$90 million to the RTC for the Phase 1 and Phase 2 auxiliary lanes projects.
- ▶ Planned future projects: Highway 1 Auxiliary Lanes and Bus-on-Shoulder projects, including bicycle/pedestrian overcrossings at Chanticleer Avenue and Mar Vista Drive, reconstruction of the Capitola Avenue overcrossing and reconstruction of two railroad bridges.



Public open house, Phase I Auxiliary Lanes Project

Cruz511 Program

- ▶ The RTC continued to provide rideshare, transit, bicycle and traffic information to the public, primarily through the www.Cruz511.org website. In FY19/20, staff worked with the County of Santa Cruz to include county road and lane closure information directly on Cruz511.org. Staff continued to provide traffic safety messaging and active transportation mapping resources to community members throughout the county. Staff also worked with other entities to develop a more robust demand management program, including an online commute manager and rewards platform with dynamic ride matching and trip planning. Cruz511 traveler information and rideshare resources were also updated due to the global COVID-19 health crisis and local wildfires in 2020.

Safe on 17 and Freeway Service Patrol



- ▶ Measure D continued to provide critical funding for extra California Highway Patrol (CHP) enforcement on Highway 17 through the Safe on 17 program. Measure D funds are also being used to provide tow truck patrols on Highway 1 and Highway 17 during peak travel times, which work in tandem with CHP to reduce incident related congestion, improve traffic flow and safety by removing debris, assist motorists with broken down vehicles and clear collisions and other incidents.



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Rail Corridor

- ▶ The RTC continued environmental and engineering work necessary to implement 2017 storm damage repairs to the Santa Cruz Branch Rail Line right-of-way. In addition, Measure D funds are being used to fund engineering work necessary for repair and maintenance of the railroad bridges, which was initiated in FY19/20.
- ▶ Storm damage repairs, infrastructure preservation and preventative maintenance for railroad infrastructure continues in the rail corridor. Maintenance requests can be directed to maintenance@sccrtc.org.
- ▶ Transit Corridor Alternatives Analysis: Measure D funds provided a match to a Caltrans Planning grant for the RTC, in partnership with Santa Cruz METRO, to conduct the Transit Corridors Alternatives Analysis (TCAA) to provide a detailed analysis of potential high-capacity transit options for the rail corridor. The commission accepted the TCAA in February 2021.
- ▶ Planned future projects: Ongoing repair and maintenance of railroad infrastructure; railroad bridge inspections, analysis and rehabilitation.



Administrative and Implementation Activities in FY 19/20

- ▶ Policies and procedures were followed to safeguard taxpayer dollars and ensure they are expended per voter direction.
- ▶ Accounting and fiscal systems were used to manage each of the accounts and disburse funding to direct recipients per voter approved formulas.
- ▶ Five-year plans were prepared to delineate planned projects using Measure D revenues.
- ▶ Ongoing outreach and community engagement was conducted via website updates (www.sccrtc.org/move), Facebook, NextDoor and eNews.
- ▶ Taxpayer Oversight Committee met to review Measure D expenditures and create the annual report.
- ▶ The RTC is responsible for preparing a Strategic Implementation Plan (SIP) for long-range implementation of Measure D. The SIP adopted by the RTC in February 2020, following several months of public outreach, includes long-term revenue forecasts, a cash flow model, policies and detailed information on regional projects. The Measure D Ordinance and SIP focus on utilizing Measure D to leverage grants and other funds, while also facilitating loans between fund programs to avoid delays and expedite delivery of projects, including the Highway 17 Wildlife Crossing.
- ▶ Following a public hearing in February 2020 and notices to each of the local jurisdictions, as required by the Measure D Ordinance, the RTC amended the Expenditure Plan for the first time to clarify eligible and intended uses of Measure D Highway Corridors funds to include additional auxiliary lanes and bus-on-shoulder facilities on Highway 1 between Freedom Blvd, Rio Del Mar and State Park Drive interchanges.

Sign up for the RTC enews list to stay up-to-date on Measure D projects and for information on opportunities to provide public input on planned Measure D projects in the County: www.sccrtc.org/about/esubscriptions/.