



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

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**AGENDA**  
**Thursday, April 21, 2022**  
**1:30 p.m.**

**\*TELECONFERENCE AND VIDEO CONFERENCE MEETING ONLY\***

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

*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.*

**SERVICIOS DE TRADUCCIÓN/ TRANSLATION SERVICES:** *Si gusta estar presente o participar y necesita información o servicios de traducción al español por favor llame por lo menos con tres días laborables de anticipo al (831) 460-3218 o email [info@sccrtc.org](mailto:info@sccrtc.org).*

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

*The Committee will receive oral communications during this time on items not on today's agenda. Oral communications must be within the jurisdiction of the Committee and may be limited in time at the discretion of the Chair. Committee members will not take action or respond immediately to any oral communications, but may choose to follow up at a later time, either individually, or on a subsequent Committee agenda.*

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

**CONSENT AGENDA**

*All items appearing on the consent agenda are considered to be minor or non-controversial and will be acted upon in one motion if no member of the Committee or public wishes an item be removed and discussed on the regular agenda. Members of the Committee may raise questions, seek clarification or*

*add directions to Consent Agenda items without removing the item from the Consent Agenda as long as no other committee member objects to the change.*

5. Approve Minutes of the March 17, 2022 ITAC meeting

### **REGULAR AGENDA**

6. Status of transportation projects, programs, studies and planning documents
  - a. Verbal updates from ITAC members on projects
7. Caltrans District 5 Active Transportation Plan (CAT Plan)
  - a. Presentation from Ingrid McRoberts, Caltrans District 5 Planning
  - b. Attachments
8. Draft Active Transportation- Monterey Bay Sanctuary Scenic Trail Network (MBSST)/Coastal Rail Trail Five-Year Program of Projects for Measure Revenues (MBSST 5-Year Plan)
  - a. Staff Report
  - b. Attachments
9. Go Santa Cruz County Program Update
  - a. Presentation from Amy Naranjo, RTC Transportation Planner
  - b. Flyer
10. Next Meeting – The next ITAC meeting is scheduled for 1:30pm on **May 19, 2022**. Meeting location (virtual or in-person) will be determined based on the latest health guidance and state law. ITAC meetings will be canceled if there are no action items to be brought before the committee.

Adjourn

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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.)*

**HOW TO REACH US:** Santa Cruz County Regional Transportation Commission  
**1101 Pacific Avenue, Ste 250;** Santa Cruz, CA 95060; phone: (831) 460-3200  
email: [info@sccrtc.org](mailto:info@sccrtc.org) / website: [www.sccrtc.org](http://www.sccrtc.org)

**AGENDAS ONLINE:** To receive email notification when the Committee meeting agenda packets are posted on our website, please fill out the e-subscription form on the website: <https://sccrtc.org/about/esubscriptions/> or call (831) 460-3200.

**TELECONFERENCE MEETINGS:** This meeting is being held by teleconference in accordance with guidance for gatherings issued by the California Department of Public Health and local health authorities. There is no option to attend this meeting in-person. AB361 and other state actions allow local board and committee members and the public to participate and conduct meetings by teleconference and/or videoconference, in order to protect public health. Santa Cruz County Health Services Agency COVID resources are online at: [www.santacruzhealth.org/coronavirus](http://www.santacruzhealth.org/coronavirus)

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

**Zoom Meeting Tips:** Meeting attendees are strongly encouraged to use the Zoom app for best reception. Prior to the meeting, participants can download the Zoom app at: <https://zoom.us/download>. A link to simplified instruction for the use of the Zoom app is: <https://blog.zoom.us/video-communications-best-practice-guide/>

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

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

**TITLE VI NOTICE:** The RTC operates its programs and services without regard to race, color and national origin in accordance with Title VI of the Civil Rights Act. Any person believing to have been aggrieved by the RTC under Title VI may file a complaint with RTC by contacting the RTC at (831) 460-3212 or 1101 Pacific Avenue, Ste 250, Santa Cruz, CA 95060 or online at [www.scrtc.org](http://www.scrtc.org). A complaint may also be filed directly with the Federal Transit Administration to the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.



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

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### **MINUTES**

Thursday, March 17, 2022 1:30 p.m.  
Teleconference

*Due to precautions associated with COVID-19 (coronavirus), the meeting was held by videoconference, consistent with state laws and orders allowing legislative bodies to hold Brown Act meetings via teleconference.*

#### **ITAC Members Present**

Joshua Spangrud	Santa Cruz Public Works
Nathan Nguyen	Santa Cruz Planning Proxy
Chris Lamm	Scotts Valley Public Works
Murray Fontes	Watsonville Public Works and Planning Proxy
Casey Carlson	County of Santa Cruz Public Works
Paul Hierling	Association of Monterey Bay Area Governments
Darron Hill	Caltrans District 5
John Urgo	Santa Cruz Metropolitan Transit District
Teresa Buika (Vice Chair)	University of California at Santa Cruz (UCSC)

#### **RTC Staff Present**

Brianna Goodman, Rachel Moriconi, Amy Naranjo, Guy Preston, Sarah Christensen

#### **Others Present**

Mark Dettle, Santa Cruz Public Works  
Will Condon, AMBAG  
Miranda Taylor, AMBAG  
Members of Public: Linda Wilshusen

- 1. Call to Order:** Vice Chair Teresa Buika called the meeting to order at 1:35 p.m.
- 2. Introductions:** Introductions were made. All attendees participated by teleconference.
- 3. Oral Communications:** None.
- 4. Additions, deletions, or changes to consent and regular agendas:** Handouts for [Item 11: MTIP Presentation](#) and [Item 13: AB285 Report Summary](#) were posted on the meeting webpage.

## CONSENT AGENDA

5. **Approved Minutes of the January 20, 2022 ITAC meeting**
6. **Received notice: Caltrans Central Coast-Bay Area Interregional Strategic Corridor Meeting April 1, 2022**
7. **Received notice: Caltrans Local Assistance Trainings**

***Committee members present unanimously approved a motion (Fontes/Spangrud) approving the consent agenda, with Carlson, Lamm, Spangrud, Nguyen, Fontes, Hierling, Buika, and Hill voting "yes" by roll call vote. (METRO staff was not present at time of vote)***

## REGULAR AGENDA

8. **Status of transportation projects, programs, studies, and planning documents**

ITAC members provided updates on projects, programs, studies and planning efforts.

Santa Cruz – Josh Spangrud reported that the Highway 1/9 intersection project is progressing. Nathan Nguyen reported that Phase 2 of Segment 7 of the Rail Trail project and the Chestnut Street paving and storm drain project are out to bid. For Murray Street Bridge, staff is still working on permits and right-of-way certification, but hope to go to bid this summer.

County of Santa Cruz – Casey Carlson reported that the County is still working on finishing the balance of 200 storm damage projects from 2017, with 2 ready to go now and projects at 35 locations going for board approval over next few months. Of 12 storm damage sites from 2021, 2 are out to bid, with other sites in design. The Soquel Multimodal Project is at 100% design, with right-of-way review anticipated to be completed in April, and plans to bid construction this summer. The Holohan/152 intersection project is scheduled for construction this summer. The final draft of the County's Active Transportation Plan is out for review. For the Soquel Dr. adaptive signal project, intersections currently in adaptive mode include: 41<sup>st</sup> Ave/Soquel Drive, 41<sup>st</sup> Ave/Redwood Shopping Center, Soquel/Daubenbliss, Soquel/Porter-Main, and Soquel-San Jose/O'Neill. RRFB have been installed at 10 locations. The 2022 Measure D repaving project will start construction this summer. Environmental review of a Buena Vista Dr. project is delayed, moving construction to summer 2023. The San Andreas Road rehab STIP project is also scheduled for construction for summer 2023. The County is working to get its emergency routes project [Alba and Jamison Creek Roads] out to bid this summer. The County also won a \$5 million Clean

California grant for its Green Valley path and is working on firming up local matching funds and getting it implemented quickly.

Watsonville Public Works - Murray Fontes reported that Watsonville is still waiting for delivery of lighting components for Lincoln Street pedestrian safety project. The Harkins Slough Road bicycle/pedestrian crossing over Highway 1, being implemented in partnership with Caltrans, is in design. The City plans to seek a STIP construction allocation for the Freedom Blvd Improvements project at the June California Transportation Commission (CTC) meeting.

Scotts Valley - Chris Lamm reported that Scotts Valley recently completed a geotechnical report on portions of Bean Creek Road, with design finishing up and the project scheduled to go to bid in May or June 2022.

AMBAG – Paul Hierling reported that AMBAG is the final review phase for the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and Environmental Impact Report (EIR), with adoption scheduled for June 2022.

City of Capitola – On behalf of Kailash Mozumder, Teresa Buika reported that Capitola is in the process of issuing a contract for the 2022 Measure D resurfacing project, in collaboration with the County of Santa Cruz. Construction is scheduled to begin in June. The first phase of the City's 2021 Road Repairs project addressing base repairs and drainage issues was completed last month. The City will be bringing the long-awaited Clares Street project to the community, with project advertisement planned for Spring and construction this Summer. Kailash appreciated the Elderly and Disabled Transportation Advisory Committee (E&D TAC) and Bike Committee for their helpful input on the final Clares St. project design. The City is updating its Pavement Management Plan and should it be completed and an updated Measure D 5-year Plan by the end of the summer.

UCSC – Teresa Buika reported on the regional bike share project, with the contract still under negotiation and launch timing dependent in part on the supply chain/availability of equipment.

## **9. Election of new ITAC Vice Chair**

Teresa Buika reported that she has taken a new job at UCSC, will no longer be working at TAPS, and is resigning as ITAC Vice Chair after this meeting.

**The Committee unanimously approved a motion (Fontes/Spangrud) electing Chris Lamm, City of Scotts Valley to serve out the remainder of the term through March 2023, with Carlson, Lamm, Spangrud, Nguyen, Fontes, Hierling, Buika, and Hill voting "yes" by roll call vote.**

(METRO staff was not present at time of vote). Kailsah Mozumder remains the Chair.

## **10. Caltrans Asset Management and State Highway Operation and Protection Program (SHOPP) Updates**

Darron Hill presented an overview of the Caltrans Asset Management and 10-Year State Highway Operation and Protection Program (SHOPP) fix-it-first maintenance plan. Currently there are over \$381 million in projects planned in Santa Cruz County. He highlighted projects programmed in the 2022 SHOPP that will be ready to list for construction in the next four years. Most of the Project Initiation Documents (PID) for those projects were prepared in 2019 based on the State Highway System Asset Management Plan, which sets statewide targets for safety, maintenance, and other goals. Then Districts are given targets for 32 objectives and a budget to identify priorities. PIDs for the 2024 SHOPP are currently under development for projects expected to be delivered in FY 26/27-27/28. He highlighted four planned projects in Santa Cruz County, including drainage projects for long-toed salamander and fish passage, as well as safety projects and a sixteen lane mile capital maintenance (Cap-M) and complete streets project in Watsonville. It will be one of District 5's largest complete streets projects. Caltrans has also started identifying candidates for the 2026 SHOPP. He **urged agencies to review planned projects and provide comment early**, in order to ensure comments can be integrated into projects.

*John Urgo, Sarah Christensen and Guy Preston joined the meeting at approximately 2:00pm.*

He also reported that Caltrans is still working on how to implement the new Caltrans Complete Streets Directive. He noted that additional budget was not included with the directive and they might have to make cuts to other projects and seek funding from partners. Caltrans will work to connect its facilities with local facilities and will prioritize and integrate complete streets in phases over time, as appropriate and feasible. Caltrans is still looking at how any new complete streets elements will be maintained. The CAT Plan (Active Transportation Plan) goals and metrics are being used to identify priorities. Caltrans will look at where complete street elements can be integrated into planned paving, bridge, and other projects. District 5 project managers will reach out during development of PIDs for input on the scope. **Agencies should provide information about planned bicycle and pedestrian facilities in the area of Caltrans SHOPP projects.** District 5 has a Complete Streets Advisory Committee that will be helping refine priorities; over 300 locations have been identified. A Transportation Planning Scoping Information Sheet and Complete Streets Vision document are being used to identify, evaluate, and get local agency agreement on potential

complete streets elements. He emphasized that could take many many years to implement.

In response to questions, Darron Hill confirmed that the Complete Streets policy applies to the planned Mission Street repaving project, but that there are budget constraints and parallel routes should also be considered. Murray Fontes appreciated the work that Gus Alfaro had done to advocate for complete street projects in Watsonville and requested additional information on who to contact. Rachel Moriconi reported that Orchid Monroy is serving as the interim planner for Santa Cruz County.

## **11. Metropolitan Transportation Improvement Program (MTIP) Update**

Will Condon, AMBAG, provided an overview of the Metropolitan Transportation Improvement Program (MTIP) and the schedule for the 2023-2026 MTIP. He noted federally-funded and regionally-significant projects are required to be included in the MTIP. Project must be included in the Regional Transportation Plan (RTP) and projects are required to address performance targets, including air quality, system performance, and system preservation. He also noted that formal amendments can take around two months, so **agencies should regularly review and ensure project scope, schedule, and cost information is accurately reported in the MTIP. Agencies should submit updates for the 2023-2026 MTIP by May 20.**

## **12. 2022 Coordinated Public Transit-Human Services Transportation Plan Development Process**

Miranda Taylor, AMBAG, provided an overview of and update on the development plan of the 2022 Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan) for the Monterey Bay Area (Santa Cruz, Monterey, and San Benito Counties). The plan is required by federal legislation and needs to be used for grant applications for federal transit funds for elderly, persons with disabilities, and low income individuals (FTA5310). The plan assesses transportation needs, gaps in services, and identifies strategies to address needs and priority projects to implement specific strategies. She reported that AMBAG will be soliciting input from local agencies and the public, in coordination with development of the RTC's annual Unmet Transit Needs list.

## **13. Legislative updates**

Rachel Moriconi reported that the RTC submitted comments to the Governor regarding state budget proposals. She noted that the federal appropriations bill was finally approved and that increases are expected for the Highway

Safety Improvement Program (HSIP) and Active Transportation Program (ATP). She noted that several groups have been meeting to determine how the Infrastructure Investment and Jobs Act (IIJA) will be implemented in California. Amy Naranjo provided a handout and reported on the Strategic Growth Councils AB285 Report and strategies to greenhouse gas, including reconsidering projects that are "in the pipeline." Rachel requested that ITAC members **share any transportation bills they are monitoring or taking positions on.**

#### **14. RTC Major Projects Updates**

Rachel Moriconi reported that the RTC received presentations on Segments 8-12 of the Rail Trail in February and has been discussing implementation options. Sarah Christensen provided updates on Highway 1 projects: The 41<sup>st</sup> Ave to Soquel Drive project is scheduled to start construction later this year; RTC received public input on design features for the Bay/Porter to State Park project, with construction scheduled to start in early 2023; the Freedom Blvd to State Park Drive project, which includes Segment 12 of the rail trail, is in environmental review, with the RTC planning to submit an applications for the CTC's Cycle 3 SB1 Solutions for Congested Corridors Program (SCCP) and Local Partnership Program (LPP). The RTC may need to consider financing to provide local match. She also reported that the Pajaro River rail bridge rehabilitation project is going out to bid for construction. Amy Naranjo report that she will be providing an update on the Go Santa Cruz County program to the RTC board and ITAC in April 2022. She highlighted some of the marketing and incentive programs.

#### **15. Discussion of Funding Programs and Priorities**

Rachel Moriconi highlighted several upcoming state and federal funding opportunities and provided updates on Measure D revenues, the Taxpayer Oversight Committee meeting, and 5-year plans. She also reminded agencies that **projects approved for funding by the RTC that could impact bicyclists, pedestrians, or people riding transit are required to be reviewed by the RTC's Bicycle Committee and Elderly and Disabled Transportation Advisory Committee (E&D TAC) prior to final design.**

**16. Next meeting.** The next meeting of the ITAC is scheduled for 1:30 p.m. on April 21, 2022 by zoom. ITAC meetings may be cancelled if there are no action items to be considered by the committee.

**Adjournment:** Vice Chair Buika adjourned the meeting at 3:01 p.m.

*Minutes prepared by Rachel Moriconi, Transportation Planner*

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# Caltrans District 5 Active Transportation Plan

## Roll-Out and Implementation Presentation

Ingrid McRoberts, D5 AT Plan Lead



## D5 Active Transportation Plan Goals



**Mobility:** Reduce dependency on single-occupancy vehicle travel through mode shift to bicycling, walking, and transit.



**Safety:** Facilitate safe travel for all users (modes) and abilities, as expressed through Towards Zero Deaths (Caltrans) and Vision Zero (local agency) initiatives.



**Equity:** Promote active transportation solutions that serve the communities within the district by improving accessibility and healthy transportation options for disadvantaged communities.

**Preservation:** Ensure District active transportation strategies and actions adequately discuss the long-term maintenance needs and resources required to maintain a state of good repair for the SHS.



**Corridor Context:** Identify needs unique to rural, main street, and trail corridors in District 5.



**Partnership:** Strengthen partnerships with state, local, and regional partner agencies and community organizations to implement active transportation projects on the SHS.

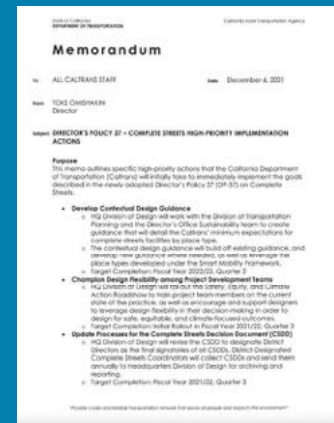
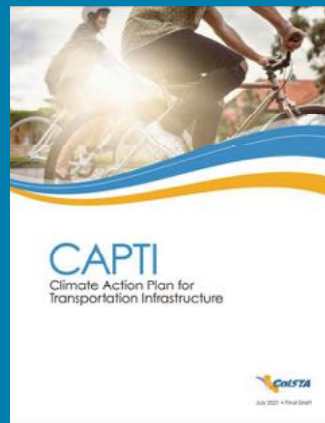
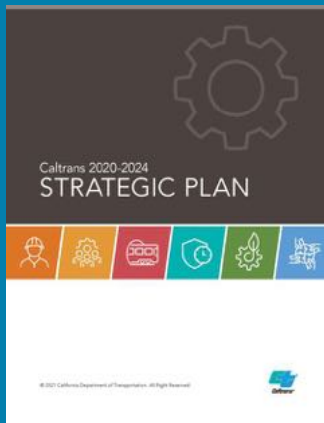
### TOWARDS AN ACTIVE CALIFORNIA VISION STATEMENT

By 2040, people in California of all ages, abilities, and incomes can safely, conveniently, and comfortably walk and bicycle for their transportation needs.



DISTRICT 5 ACTIVE TRANSPORTATION PLAN

# Caltrans Supporting Plans and Policies



DISTRICT 5 ACTIVE TRANSPORTATION PLAN

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## D5 AT Plan Deliverables

### Summary Report



### Story Map



### Explorer Map



District 5 public webpage: [catplan.org/District-5](https://catplan.org/District-5)



DISTRICT 5 ACTIVE TRANSPORTATION PLAN

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## Location Based Needs (LBN)

- Gaps and Barriers - On, along and, across the SHS.
  - Within ¼ mile of the SHS
- Story Map and Explorer display priority locations and tiered scoring
- Plan **is not** a list of projects
- LBNs can be used for:
  - Local Agency Plans
  - Describing needs in corridor plans
  - Project Report documents
  - Inform Maintenance and Safety Operations



Link to [Story Map](#) Can also be found at <https://www.catplan.org/district-5>

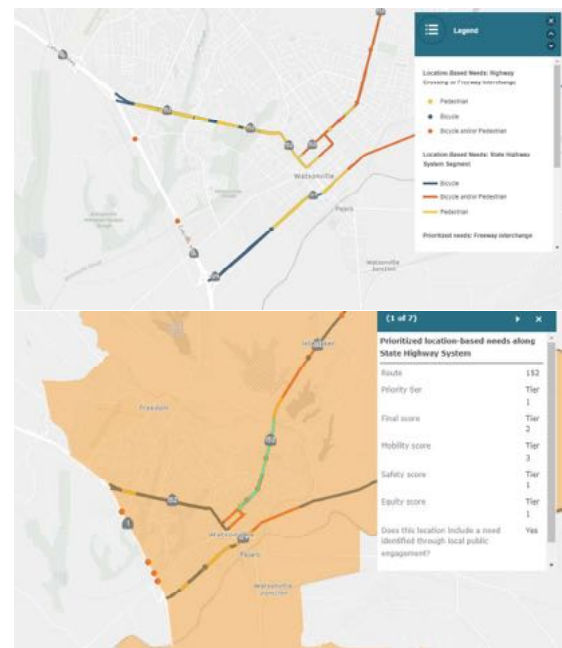


DISTRICT 5 ACTIVE TRANSPORTATION PLAN

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## Prioritization of LBNs

- Scoring and prioritization of barrier crossings and conventional route segments guide future improvements
- LBNs also listed in spreadsheet format
- One of the several tools available to utilize by Caltrans Planning and Partners



DISTRICT 5 ACTIVE TRANSPORTATION PLAN

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# Equity Spotlight

## Regional Disadvantaged Communities Data:

- Minority Populations
- Aged Populations
- Linguistic Isolation
- Limited Vehicle Access
- Educational Attainment
- Areas of Persistent Poverty

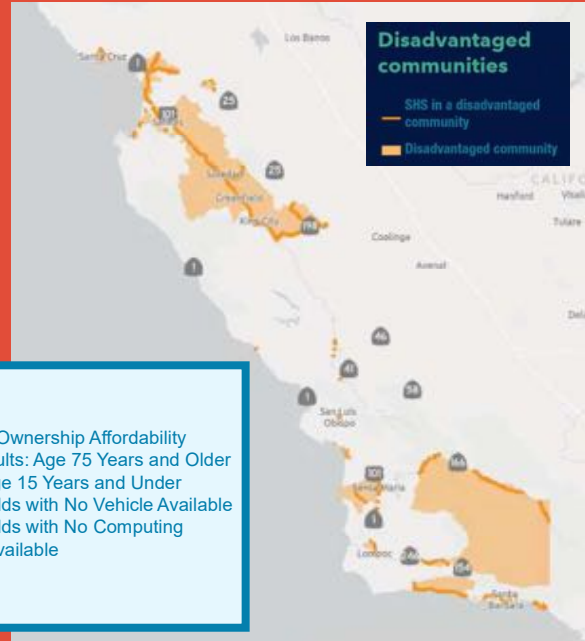
### Examples of Possible Indicators:

- Racial Minority
- Ethnic Minority
- Disability Status
- Household Income
- Free or Reduced-Price Meals
- Educational Attainment
- Language Proficiency
- Renter Affordability
- Housing Ownership Affordability
- Older Adults: Age 75 Years and Older
- Youth: Age 15 Years and Under
- Households with No Vehicle Available
- Households with No Computing Device Available



DISTRICT 5 ACTIVE TRANSPORTATION PLAN

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# Equity Spotlight

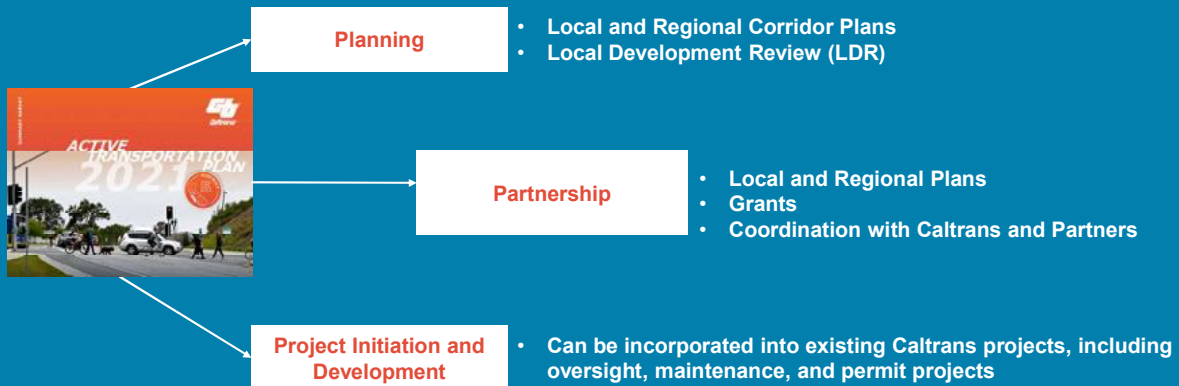
- Total in-person surveys completed: 365
- Demographics: Age 30-40; 25% Spanish Speaking
- Number of specific School-aged kids/Minors who completed a survey: 11
- 9 in-person outreach events
- Mindmixer online survey



DISTRICT 5 ACTIVE TRANSPORTATION PLAN

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# Implementation and Next Steps



DISTRICT 5 ACTIVE TRANSPORTATION PLAN

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ML7  
ML8  
ML9

## Questions & Closing

District 5 Public website:  
[eotd.ca.gov/District-5](http://eotd.ca.gov/District-5)

For questions contact Ingrid McRoberts  
Public email: [d5bikeped@dot.ca.gov](mailto:d5bikeped@dot.ca.gov)



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## Slide 10

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**ML7** Internal contact information, on who they would want to speak with for questions.

Mateo, Ayla Louise@DOT, 2/3/2022

**ML8** D5 bike ped/all contact info. (Melissa to ask Brandy)

Mateo, Ayla Louise@DOT, 2/3/2022

**ML9** Add link to the website

Mateo, Ayla Louise@DOT, 2/3/2022

# Caltrans District 5 Active Transportation Plan



## Bike & Walk the Central Coast



Caltrans District 5 [Active Transportation Plan](#) 2021 is now available. The plan identifies bicycle and pedestrian needs on, across, and parallel to the State Highway System (SHS) throughout California's Central Coast. Partnership with transportation stakeholders and the public are critical to supporting a safe transportation network and encouraging healthy communities.

The plan includes a [Summary Report](#) and online [Story Map](#) with an interactive Explorer Map. The main deliverable of the plan is the prioritized list of Location Based Needs (LBN's) which can be viewed online.

The document identifies needs and priorities for future investments to enhance safety, comfort, and convenience of walking and biking on the SHS. This aligns with Caltrans's statewide [Toward an Active California](#) plan and is consistent with other district active transportation plans, which connect people for recreation, work, shopping, and health. Caltrans looks forward to continued coordination with our partners and the public in implementation of active transportation plan improvements.

### Plan Goals:



**Mobility:** Reduce dependency on single-occupancy vehicle travel through mode shift to bicycling, walking, and transit.



**Safety:** Facilitate safe travel for all users (modes) and abilities, as expressed through [Toward Zero Deaths \(Caltrans\)](#) and [Vision Zero \(local agencies\)](#) initiatives.



**Equity:** Promote active transportation solutions that serve the communities within the district by improving accessibility and healthy transportation options for disadvantaged communities.



**Preservation:** Ensure District active transportation strategies and actions adequately discuss the long-term maintenance needs and resources required to maintain a state of good repair for the SHS.



**Corridor Context:** Identify needs unique to rural, main street, and trail corridors in District 5.



**Partnership:** Strengthen partnerships with state, local, and regional partner agencies and community organizations to implement active transportation projects on the SHS.

***"Caltrans District 5 is already working to incorporate bicycle, pedestrian, and transit elements into our projects, embracing a Complete Streets approach from the planning stage though design and construction." - Tim Gubbins, District 5 Director***



**Please Visit our Webpage!**

For more information scan the QR code or visit: <https://www.catplan.org/district-5>

January 2022



For questions or comments contact:  
**District 5 Complete Streets Coordinator:** [d5bikeped@dot.ca.gov](mailto:d5bikeped@dot.ca.gov)  
**Public Information Office:** <https://dot.ca.gov/programs/public-affairs>  
(805) 549-3111

# Plan de Transporte Activo del Distrito 5 de Caltrans



## Andar en bicicleta y caminar por la Costa Central



**El Plan de Transporte Activo** 2021 del Distrito 5 de Caltrans ya está disponible. El plan identifica las necesidades de ciclistas y peatones en, a lo largo y en paralelo al sistema de carreteras estatales en toda la Costa Central de California. La asociación con las partes interesadas en el transporte y el público es fundamental para apoyar una red de transporte segura y fomentar comunidades saludables.

El plan incluye un [resumen](#) y un [mapa interactivo](#) en línea. El entregable principal del plan es la lista priorizada de necesidades basadas en la ubicación, que se puede ver en línea.

El documento identifica las necesidades y prioridades de las inversiones futuras para mejorar la seguridad, la comodidad y la conveniencia de caminar y andar en bicicleta en el Sistema de Carreteras de California. Esto se alinea con el plan estatal [Hacia una California Activa](#) de Caltrans y es consistente con otros planes de transporte activo del distrito, que conectan a las personas para la recreación, el trabajo, las compras y la salud. Caltrans espera continuar la coordinación con nuestros colegas y el público en la implementación de mejoras en el plan de transporte activo.

### Metas del plan:



**Movilidad:** Reducir la dependencia de los viajes de vehículos de una sola ocupación mediante el cambio de modo a más ciclismo, caminatas y transporte público.



**Seguridad:** Facilitar viajes seguros para todos los usuarios y modos como se expresa a través de las iniciativas de Caltrans y las agencias locales para lograr [la meta de cero fatalidades](#).



**Equidad:** Promover soluciones de transporte sirviendo activamente a las comunidades dentro del distrito para mejorar la accesibilidad y opciones de transporte saludable para comunidades desfavorecidas.



**Mantenimiento:** Asegurar que las acciones y estrategias de transporte activo del distrito mejoren adecuadamente las necesidades de mantenimiento a largo plazo y los recursos necesarios para mantener un estado de buena reparación para el sistema de carreteras del estado.



**Contexto del corredor:** Identificar las necesidades únicas de los corredores rurales, de calles principales y de senderos en el distrito.



**Asociación:** Fortalecer las asociaciones con agencias estatales, locales, regionales, y organizaciones comunitarias para implementar proyectos de transporte activos en el sistema de carreteras del estado.

**"El Distrito 5 de Caltrans ya está trabajando para incorporar elementos para ciclistas, peatones y tránsito en nuestros proyectos, adoptando un enfoque de Calles Completas desde la etapa de planificación hasta el diseño y la construcción". - Tim Gubbins, Director del Distrito 5**



¡Visite nuestra página web!

Para obtener más información, escanee el código QR o visite:  
<https://www.catplan.org/district-5>

Enero 2022



Para preguntas o comentarios comunicarse con:  
Coordinador de Calles Completas del Distrito 5: [d5bikeped@dot.ca.gov](mailto:d5bikeped@dot.ca.gov)  
Oficina de Información Pública: <https://dot.ca.gov/programs/public-affairs>

(805) 549-3111



# News Release

**Today's Date:** Wednesday, February 9, 2022

**District:** 05 – Santa Barbara, San Luis Obispo, Monterey, San Benito and Santa Cruz Counties

**Contact:** Jim Shivers or Colin Jones

**Phone:** (805) 549-3237 or (805) 549-3189

FOR IMMEDIATE RELEASE

## **Caltrans District 5 Announces Completion Of Active Transportation Plan**

CENTRAL COAST — The Caltrans District 5 Active Transportation Plan for the Central Coast of California has been completed. This plan is the first of a series of district-level active transportation plans that are being developed for each of the twelve Caltrans districts in California.

The plan was developed in collaboration with partner agencies, advocates and members of the public. It includes a prioritized list of bicycle and pedestrian needs for travel along, across and parallel to the State Highway System in the five Central Coast Counties of District 5. This list will inform future investments for Caltrans and our partners to guide bicycle and pedestrian improvements throughout the district.

The plan includes three deliverables: A Summary Report, an online Story Map and an interactive Explorer Map showing existing conditions and prioritized needs for bicycle and pedestrian travel on the Central Coast. The six goals of the District 5 Active Transportation Plan are safety, equity, mobility, preservation, corridor context and partnership.

For more information and to view the Caltrans District 5 Active Transportation Plan, visit the website at: <https://www.catplan.org/district-5>. For questions or comments please email us at [d5bikeped@dot.ca.gov](mailto:d5bikeped@dot.ca.gov).

For information and traffic updates on other state highways, travelers may call Caltrans District 5 Public Affairs at (805) 549-3318 or visit the District 5 website at: <https://dot.ca.gov/caltrans-near-me/district-5>.

###

**AGENDA:** April 21, 2022

**TO:** Interagency Technical Advisory Committee (ITAC)

**FROM:** RTC Staff

**RE:** Draft Active Transportation- Monterey Bay Sanctuary Scenic Trail Network (MBSST)/Coastal Rail Trail Five-Year Program of Projects for Measure D Revenues (MBSST 5-Year Plan)

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## **RECOMMENDATIONS**

Staff recommends that the Interagency Technical Advisory Committee (ITAC) review and provide input on programming options for Measure D Active Transportation sales tax revenues through FY26/27 (MBSST 5-Year Plan).

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## **BACKGROUND**

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

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

Each agency receiving measure revenues is required to annually develop, update, hold a public hearing on, and adopt a five-year program of projects (5-Year Plan) that identifies how they plan to use Measure revenues in the upcoming 5 years. The Regional Transportation Commission (RTC) is responsible for developing the five-year programs of projects for Regional Expenditure Plan categories and projects. The RTC typically adopts 5-year plan updates for regional projects at the same time, however will be

considering updates for the 17% designated for the Monterey Bay Sanctuary Scenic Trail Network (MBSST)/Coastal Rail Trail in the Active Transportation Category (Measure D-Active Transportation) and possibly some updates for the 25% designated for the Highways Corridor at its May 2022 meeting in order to consider grant leveraging and financing opportunities.

Agencies receiving Direct Allocation formula funds (cities, the County of Santa Cruz, Santa Cruz Metropolitan Transit District and Community Bridges/Lift Line) typically develop and update their five-year programs of projects as part of adoption of their budgets and/or capital improvement programs each spring. Community members are encouraged to provide input on those plans directly to each recipient agency. Approved plans are posted on the RTC's website: [www.sccrtc.org/move](http://www.sccrtc.org/move).

Although Measure D-2016 provides significant funding to deliver investments identified in the Expenditure Plan, it is insufficient to fully fund most projects. Consistent with the Measure's Ordinance and long-range *Strategic Implementation Plan* (SIP), in order to expeditiously deliver programs and projects and to competitively position projects to leverage other grants, most agencies utilize some Measure revenues to serve as match to other grants and/or focus some funds on pre-construction phases, in order to get projects "shovel-ready" and more competitive for grants and other funding opportunities.

## **DISCUSSION**

17% of Measure D revenues are allocated to the Active Transportation category (Measure D-Active Transportation) for the Monterey Bay Sanctuary Scenic Trail Network, with the planned 32 mile Coastal Rail Trail in the Santa Cruz Branch Rail Line corridor making up the spine. Funds can be used for trail construction, trail operations and management, as well as maintenance and drainage of the corridor. As noted earlier, measure revenues will need to leverage other state and federal grants in order to complete the entire trail network and financing may be needed to expedite implementation.

### **Measure-Active Transportation Category Fund Requests**

18 miles of trail are currently under development (Attachment 2 map), however completion of Segments 8-12 (from Pacific Avenue in Santa Cruz to Rio del Mar in Aptos) in the next five to seven years is subject to securing full funding.

Staff will be recommending that the RTC consider updates to the program of projects (Measure D 5-Year Plans) for the Active Transportation category and possibly the Highway Corridors category at its May 2022 meeting, in order to consider grant leveraging opportunities (commit matching fund amounts) and to address some cost increases. This includes considering

requests to program additional Measure D-Active Transportation funds through FY26/27 for the following:

- **Segments 8 & 9** (Pacific Ave to 17<sup>th</sup> Ave): The City of Santa Cruz is requesting an additional **\$370,000** to cover part of the cost of further analysis and public input on this project, including potential interim trail alignment. This is in addition to funds previously committed by the City of Santa Cruz, the County of Santa Cruz, and the RTC (\$2 million Measure-Active Transportation) to serve as match to an ATP application.
- **Segments 10 & 11** (17th Avenue to St. Park Dr): The County of Santa Cruz has requested an additional **\$10 million**, including approximately \$237,000 for interim trail studies and environmental analysis and \$9.8 million for final design and construction of the trail adjacent to the railroad tracks (ultimate trail) to serve as a match to the County's planned Active Transportation Program (ATP) application, which is due to the California Transportation Commission (CTC) in June. If approved, this would bring the total Measure-Active Transportation funds programmed to Segments 10 & 11 to over \$14 million (about 20% of the total estimated \$70 million cost of the ultimate trail alignment). RTC action in May 2022 on the 5-year plan would provide more certainty to the County on how much matching funding will be available from the RTC when it submits an ATP application (matching funds account for up to 5 ATP points).
- **Segment 12** (State Park Dr. to Rio Del Mar Blvd.): Staff anticipates at least **\$10.8 million** would be needed from the Measure-Active Transportation category over the next five years (plus an extra \$1.8 million through FY28/29) for design and right-of-way, and to leverage grants for the construction of Segment 12, if this segment of the trail is constructed next to the railroad tracks (ultimate trail alignment). The balance of Segment 12 costs are anticipated to come from a combination of Measure D-Highway funds and state and/or federal grants. Segment 12 is currently part of a proposed multimodal project that includes Highway 1 Freedom Blvd-State Park Drive Auxiliary Lanes and Bus-on-Shoulder, Segment 12 Coastal Rail Trail, and Soquel Drive transit, bike, pedestrian, and roadway improvements. Measure D-Highway category funding can be used for Segment 12's bike and pedestrian crossings of Highway 1. Staff also plans to recommend that the RTC consider an updated 5-Year Plan for the Highway Corridors category in May 2022 that includes possible financing to leverage SB1-Cycle 3 and federal grants.

- **Maintenance and Oversight:** RTC also uses Measure D-Active Transportation category funds for corridor maintenance, encroachments, planning and oversight. In FY20/21 these expenditures totaled about \$1 million, but with annual escalation, significant drainage and maintenance of sections of trail anticipated to be constructed through FY26/27, staff estimates an extra **\$3.6 million** over previously programmed amounts is needed FY21/22-FY26/27. *(Beyond FY26/27, additional funding will be needed for continued anticipated corridor expenses, described below under "Other Considerations".)*

### **Constraints on Measure Active Transportation and Highway Categories**

Forecasted revenues through FY26/27 are insufficient to fund all of the projects listed above on a "pay-as-you-go" basis, based on their current development schedules and implementation of the ultimate trail alignments (see [Attachment 3](#)). The Measure D-Active Transportation and Highway Corridors categories currently generate about \$4.4 million and \$6.5 million annually, respectively. The RTC may consider strategies to expedite delivery of Regional projects when Measure revenues are insufficient to meet project schedules on a "pay-as-you-go" basis. The RTC has been monitoring Measure D – Cash Flow since voter approval of the measure and expanded the Cash Flow Model (CFM) with adoption of the 2020 Measure D-SIP. RTC receives sales tax revenue monthly and will realize the full capacity of the ordinance gradually, over the 30-year life of the program. RTC and its partners have been developing priority projects and may be advancing projects at a faster pace than Measure D pay-as-you-go revenue will permit. Previously the RTC approved an interprogram loan from the Highway Corridors category to expedite construction of the Highway 17 Wildlife Crossing project.

Based on the revenue projections and the above programming requests/estimates, the Active Transportation category would be oversubscribed and have a deficit starting in FY24/25. However, the programming commitment that is expected to be needed to serve as match and maximize the competitiveness for grants of the County's Segments 10 & 11 project and RTC's multimodal Highway 1/Segment 12 project could be made if the RTC were to agree to financing, such as issuing revenue bonds against future measure revenues. The RTC has been receiving presentations about financing options, including municipal bonding, to consider to advance trail and Highway 1 projects.

### **Other Considerations for the Active Transportation Category**

As to not oversubscribe the Active Transportation category long term, RTC should also consider potential future programming needs, including potential cost increases, funds needed to implement additional trail segments, future

corridor maintenance, future grant leveraging opportunities, and debt service on any financing.

Future Trail Segments: While over 18 miles of Coastal Rail Trail are currently under development and 1.5 miles completed, pre-construction work has not yet been advanced on 12.5 miles of Coastal Rail Trail (Attachment 4). The RTC should consider reserving funding to ensure enough funding is available to complete the 32-mile rail trail program. Staff has planning level estimates for the remaining trail sections and more advanced engineering is recommended to determine the estimated cost to finish the 32-mile coastal rail trail. An understanding of whether other local funding can be used for pre-construction work or as part of the local match for grants help relieve pressure on Measure D. As part of the Strategic Implementation Plan (SIP) update, staff will return to the committee for input on future priorities and programming methodology.

Ongoing Corridor Property Management and Preventative Maintenance: As noted above, Measure D-Active Transportation funds are used for ongoing corridor property management and preventative maintenance, including oversight, encroachments, drainage, vegetation control and other corridor needs. These costs vary from year to year, but often exceeds \$1 million per year and are in addition to the anticipated cost to maintain completed sections of the rail trail. These corridor property management and preventative maintenance costs are expected to continue and to be funded by the Active Transportation category, even after the trail is completed.

Trail Maintenance Cost: RTC previously programmed some Measure D-Active Transportation category funds to maintain trail segment once they are completed and open for public use. Funding for maintenance of constructed trail sections (including filling potholes and periodic trail restriping and resurfacing) is not currently committed beyond FY25/26. The RTC is working with local jurisdictions, State Parks, and other agencies to update long-term maintenance costs estimates for the Coastal Rail Trail. A high-level estimate for maintenance of the 18 miles of trail currently under development or recently completed is about \$1 million per year (2022\$). The RTC will need to consider future Coastal Rail Trail maintenance cost when programming additional Measure D-Active Transportation category funds.

### **Options**

Since there is not sufficient “pay-as-you go” revenue capacity to cover the short-term funding for all of the trail adjacent to the railroad tracks (ultimate trail) projects currently under development within the next five years, and there is uncertainty in cost of on-going projects and the needs of future projects and corridor maintenance, **staff recommends that the ITAC provide input on Measure D-Active Transportation funding requests**

(described above and summarized in Attachment 1), **as well as options described below.** Some of the options the RTC could consider include:

1. Authorize debt financing, such as bonding or short term loans, against future Measure D funds to accelerate delivery of Segments 8-12 and approve requested funds. Annual principal and interest payments (debt service) would be required to be repaid from future Active Transportation Category revenue. *(Financing would also be needed from the Highway category with debt service repaid from the Highway category.)*
2. Program less than the Measure D funds described above and shown in Attachment 1. Project sponsors might have to postpone projects, use more local or other funds, or request higher grant amounts.
3. Consider design modifications to reduce the cost of the projects, including potentially pursuing the optional interim trail until such time that funding for a rail transit project is secured.
4. Keep some Measure D funds in reserve to cover potential cost increases and maintenance of sections of trail once built.

Attachment 1 shows a potential MBSST 5-year Program of Projects (5-Year Plan) for FY22/23-26/27, based on a strategy to use Measure funds to leverage other grants to fully fund the trail adjacent to the railroad track (ultimate trail) alignment for the segments currently under development. To fund this plan, RTC would need to adopt a strategy and policy to utilize financing to cover anticipated revenue shortfalls. In addition to adding funds for projects and ongoing costs discussed above, Attachment 1 also reflects updated revenue estimates and project schedules for previously approved projects.

### **Changing Circumstances**

Staff may reevaluate Measure D funding recommendations under some circumstances.

- Final costs may end up higher than current estimates.
- Grant Awards
  - 2022 ATP grant applications are due June 15, 2022, with awards anticipated to be announced December 2022.
    - Segments 8-9 is using previously programmed Measure D and local funds as match.
    - Segments 10-11 is submitting two applications: one for pre-construction and one to fully fund the project.
  - SB 1 Cycle 3: Applications due in December 2022, with CTC approvals anticipated by June 2023 (Highway 1/Segment 12).
  - If any of these applications are not approved, the RTC and project sponsors would need to work together to reevaluate funding and implementation plans.

- If other funding and grant opportunities arise and funds are secured, this could reduce Measure D (and financing) needed for some projects.
- Maintenance of trail sections after they are constructed. The RTC is working with cities and the County to discuss cost sharing options for continued maintenance of the trail once it is built. Using funds other than Measure D for trail maintenance would make more funding available for construction of future new segments.
- Lower cost designs are implemented.

### Next Steps

The RTC's Bicycle Advisory Committee, the Elderly & Disabled Transportation Advisory Committee, and Interagency Technical Advisory Committee (ITAC) Committees are reviewing the 5-year plan for the Active Transportation category in April. After considering committee input, staff will present recommendations for trail project funding to the RTC at its May 2022. Committees are scheduled to review other 5-Year plans later this year.

### **SUMMARY**

In 2016 a super-majority of Santa Cruz County voters approved Measure D, a 30-year ½-cent sales tax which provides critical funding to improve local highways, construct new bicycle and pedestrian facilities, repair local roads, maintain and expand transit and paratransit services for seniors and people with disabilities, maintain and plan for the Santa Cruz Branch rail corridor, and maintain other publicly owned transportation facilities. The measure requires recipient agencies to annually prepare and update a program of projects, identifying how agencies plan to invest Measure revenues over the next 5 years. Staff recommends that the RTC's advisory committees review and provide input or recommendations on options for programming Measure-Active Transportation category funds.

### Attachments:

1. Potential Active Transportation (MBSST/Coastal Rail Trail) 5-year Programs of Projects (FY22/23-26/27)
2. Map
3. Trail Alignment Scenarios
4. Remaining Trail Segments

Measure D: 5-Year Program of Projects (FY22/23-26/27)

**PROPOSED SPRING 2022 UPDATES**

Previously updated 6/6/19, 12/5/19, 5/7/20, 6/29/20, 9/3/20, 5/6/21, 6/3/21, 8/5/21, 10/7/21.

**Attachment 1**

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

	Rail Trail Project/Program	Description	Schedule	Prior Years Spent*	Planned <sup>1</sup>						Total Measure D through FY26/27	Future	2022 Proposed Updates	10/21 Totals
					FY21/22*	FY22/23	FY23/24	FY24/25	FY25/26	FY26/27				
1	North Coast Segment 5	EIR & design consultants, legal, Environmental Health Services & ROW; RTC project mgmt, oversight, outreach and technical assistance	Duration of project delivery	\$2,413,821	\$438,600	\$280,000	\$50,000	\$0	\$0	\$0	\$3,182,421	\$0	Add funds in FY22/23 and FY23/24 for anticipated staff oversight, technical assistance. Previously \$3,057,400.	\$3,179,358
2	North Coast Segment 5: trail maintenance and operations	Ongoing maintenance of sections of trail once constructed. Includes restriping, sweeping, vegetation management, mitigations, and periodic repaving.	Start after trail open in FY23/24.	\$0	\$0	\$0	\$125,000	\$200,000	\$200,000	\$200,000	\$725,000	\$200k/yr	Move all funds out to later years based on updated schedule. Previously \$600k.	\$600,000
3	North Coast Seg 5: Trail construction and reserve to match grants	Funds to serve as match to grant application(s). Includes \$125k for Davenport Crosswalk.	Pending other funds- construction ready spring 2022	\$0	\$0	\$2,075,000	\$875,000	\$875,000	\$0	\$0	\$3,825,000	\$0	Shift funds out one year based on updated schedule	\$3,825,000
4	Segment 7: Natural Bridges to Bay/California (Phase I), Bay/Californiat to Wharf (Phase II), City of Santa Cruz (SC) lead	Allocation to City of Santa Cruz for Segment 7 rail trail	Phase I: 2020; Phase II: start 2022	\$1,100,000	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$2,100,000	\$0	No change to total. Shift \$1M from FY21/22 to FY22/23 based on updated schedule for Phase 2.	\$2,100,000
5	Segment 7: Oversight and technical assistance	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	Duration of project delivery	\$248,381	\$40,000	\$35,000	\$35,000	\$0	\$0	\$0	\$358,381	\$0	Previously \$292k. Funds added based on updated costs and schedule.	\$292,144
6	Seg 8: San Lorenzo River trestle widening, City of Santa Cruz	Allocation to City of SC for widening of existing walkway on the existing railroad bridge over San Lorenzo River near Boardwalk	Completed June 2019	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000	\$0	No change. Project completed.	\$500,000
7	Segment 8: Oversight and technical assistance	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	done	\$7,149	\$0	\$0	\$0	\$0	\$0	\$0	\$7,149	\$0	No change. Project completed.	\$7,150
8	Seg 8/9: SC Wharf to 17th Ave., City of SC lead (partnership with County)	Allocation to City of SC: \$2M set aside to serve as match for construction grants. Joint project with County.	Est. 2023	\$0	\$0	\$370,000	\$2,000,000	\$0	\$0	\$0	\$2,370,000	\$0	Add \$370,000 for interim trail analysis and additional public outreach. Shift construction funds out to FY23/24	\$2,000,000
9	Segment 8/9: Oversight and technical assistance	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	Duration of project delivery	\$29,937	\$48,685	\$40,000	\$40,000	\$40,000	\$0	\$0	\$198,621	\$0	Increase FY24/25 to \$40k (includes some FY20/21 not spent). Previously \$185,481 total.	\$185,481
10	Trail maintenance and operations in Santa Cruz	Ongoing maintenance. Includes restriping, sweeping, vegetation management, mitigations, and periodic repaving.	ongoing	\$0	\$45,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000	\$345,000	TBD	Add funds in FY26/27. Previously \$285k	\$285,000
11	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 and construction. County led project.	PA/ED started 2020	\$254,773	\$1,800,000	\$2,182,145	\$436,814	\$1,717,570	\$6,121,456	\$1,530,364	\$14,043,122	TBD-maint.	County requesting \$9.8M to serve as match for ATP grant for ultimate trail configuration and additional \$235k for additional analysis of alignments. Previously \$4M	\$4,000,000
12	Segment 10-11 Oversight and technical assistance	RTC project mgmt, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	Duration of project delivery	\$57,041	\$55,000	\$55,000	\$55,000	\$55,000	\$40,000	\$30,000	\$347,041	\$0	Add funds in FY26/27.	\$312,083

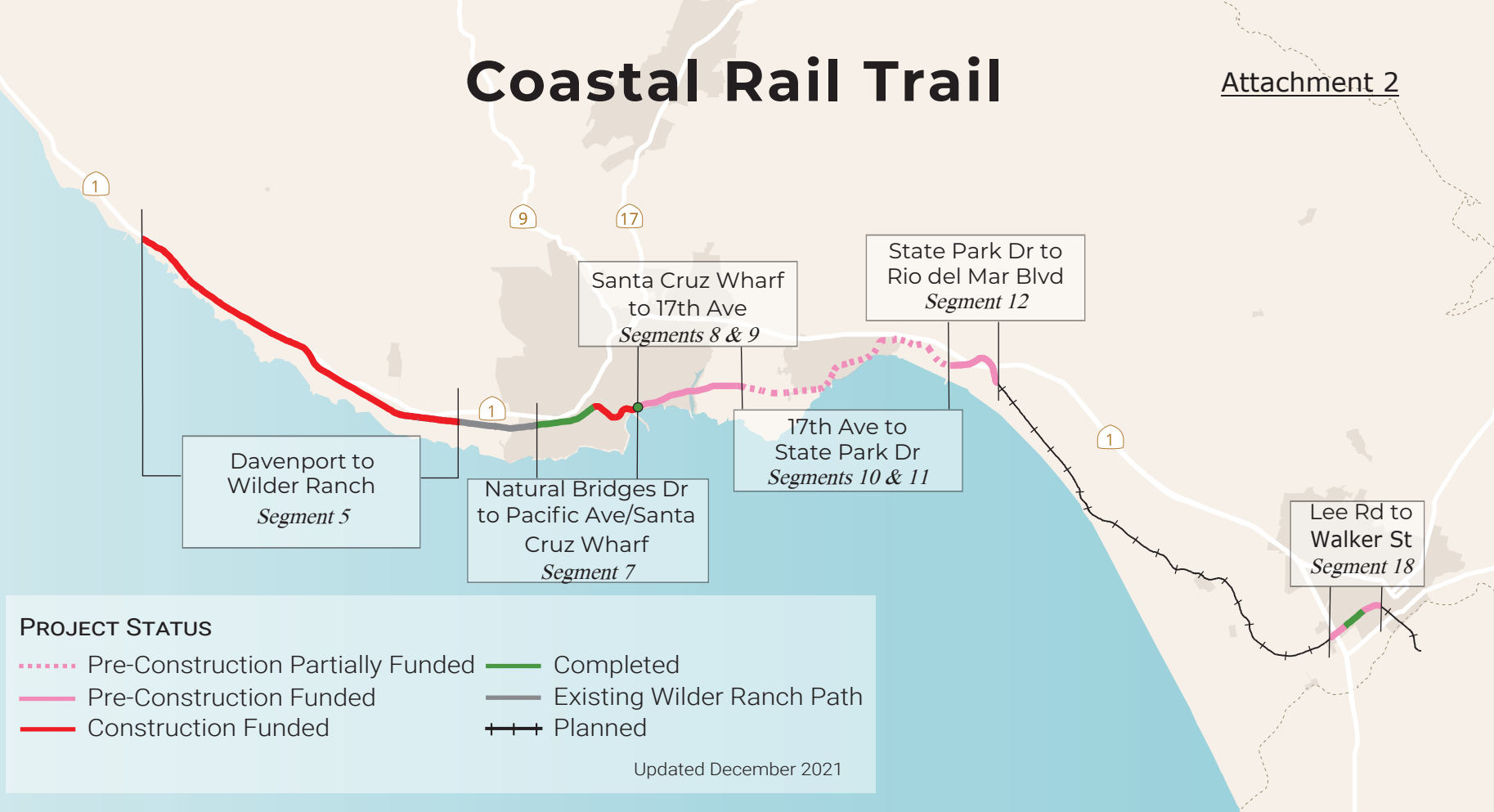
	Rail Trail Project/Program	Description	Schedule	Prior Years Spent*	FY21/22*	FY22/23	FY23/24	FY24/25	FY25/26	FY26/27	Total Measure D through FY26/27	Future	2022 Proposed Updates	10/21 Totals
13	Capitola Trestle Railroad Bridge Interim Trail analysis	Analysis of feasibility for building a trail on the bridge through Capitola Village and over Soquel Creek.	FY21/22	\$0	\$50,000						\$50,000	\$0	No change	\$50,000
14	Segment 12: State Park Drive to Rio Del Mar Boulevard	<u>Design, right-of-way, and matching funds for construction grants for ultimate trail alignment. Assumes work associated with bridges over Highway 1 to be implemented with the Hwy 1 Freedom-State Park project and paid out of Measure- Highway Corridors funds.</u>	<u>Start construction FY24/25; dependent on grant funding</u>	\$0	\$0	\$128,160	\$512,640	\$7,293,600	\$1,353,833	\$1,466,000	\$10,754,233	\$1,818,167	<u>Add \$10.75M. Partially funded by Measure D-Highway Corridors. Construction timing dependent on grants and Hwy &amp; Trail category financing.</u>	\$0
NA	Segment 12 Oversight and technical assistance	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	Duration of project delivery	\$0		\$0	\$0	\$0	\$0	\$0	\$0			
NA	Trail maintenance and operations	Ongoing maintenance. Includes restriping, sweeping, vegetation management, mitigations, and periodic repaving.	ongoing	\$0		\$0	\$0	\$0	\$0	\$0	\$0			
15	Segment 18: Ohlone to slough trail (Phase I), Remainder Lee to Walker (Phase II), City of Watsonville lead	Allocation to City of Watsonville for trail construction.	Ph. 1 completed 2021; Phase 2 FY22/23 dependent on ROW	\$0	\$150,000	\$933,333	\$933,333	\$933,333	\$0	\$0	\$2,950,000	\$0	No change. May shift funds out a year. Phase 1 \$150k invoiced for in FY21/22.	\$2,950,000
16	Segment 18: Oversight and technical assistance	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	Duration of project delivery	\$102,547	\$20,000	\$29,000	\$10,425	\$10,000	\$5,000	\$0	\$176,972	\$0	Add \$15k in FY22/23 to assist with right-of-way and add funds in FY25/26.	\$158,885
17	Trail maintenance and operations in Watsonville	Ongoing maintenance. Includes restriping, sweeping, vegetation management, mitigations, and periodic repaving.	ongoing	\$0	\$10,000	\$11,000	\$11,000	\$11,000	\$11,000	\$11,000	\$65,000	TBD	Add funds in FY26/27.	\$54,000
18	Capitola Trail: City Hall to Monterey Ave	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	Construction timing TBD	\$1,870	\$13,207	\$1,000	\$1,000	\$0	\$0	\$0	\$17,077	\$0	Add funds in FY22/23-23/24. Previously \$15k.	\$15,000
19	Santa Cruz County Regional Conservation Investment Strategy - Grant match	Match to Wildlife Conservation Board grant for early mitigation planning for transportation projects.	FY19/20- FY21/22	\$11,382	\$5,958	\$0	\$0	\$0	\$0	\$0	\$17,340	\$0	No change.	\$17,340
20	Ongoing oversight, coordination, and assistance, including on development of future trail sections	Includes RTC staff and consultants work related to overall trail planning, surveys, soil investigations, Environmental Health (EHS), legal, stakeholder coordination, response to public comments, and development of future projects/grant applications	ongoing	\$910,294	\$245,000	\$220,000	\$220,000	\$220,000	\$220,000	\$231,000	\$2,266,294	Estimated \$1.1M/year + escalation	Update to reflect updated cost estimates and add funds in FY26/27. Previously \$2.026M.	\$2,026,053
21	Corridor encroachments & maintenance	Ongoing corridor maintenance, including vegetation, tree removal, trash, graffiti, drainage, encroachments, storm damage repairs outside of what is required for railroad operations. Includes RTC staff time and contracts.	ongoing	\$1,194,479	\$1,346,900	\$1,557,350	\$1,148,028	\$1,020,409	\$1,058,218	\$1,106,785	\$8,432,169	Estimated \$1.1M/year + escalation	Update to reflect updated cost estimates. Includes significant drainage work in FY21/22-22/23, add funds in FY26/27. Previously \$5.4M.	\$5,392,641
Estimated 5-Year Measure D Expenditures				\$6,831,673	\$4,268,350	\$8,976,988	\$6,513,240	\$12,435,912	\$9,069,508	\$4,635,149	\$52,730,821			\$27,950,135

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

\*Prior and FY21/22 actuals and carryover to be adjusted based on audited actuals. Shown here are preliminary estimates.

# Coastal Rail Trail

Attachment 2



**Trail Alignment Scenarios**

In February 2022, the RTC received updates about three Coastal Rail Trail projects currently under development between the Pacific Avenue/Wharf Roundabout in City of Santa Cruz to State Park Drive in Aptos (Segments 8/9; Segments 10/11, and Segment 12). In addition to environmental and design review of construction of the trail adjacent to the existing railroad tracks, as envisioned in the Monterey Bay Sanctuary Scenic Trail Network (MBSST) Master Plan, the lead agencies for each of these projects are also evaluating a potential interim trail, where the trail would be constructed on the existing railroad track alignment. Railbanking would be required to implement the interim alignment and the railroad right-of-way must be preserved and not preclude the future re-activation of freight rail service. Under the interim trail scenario, if rail service is reactivated, the rail tracks would need to be later restored and trail moved to what is described as the ultimate location. RTC staff and its partners have developed three sets of cost estimates for the three trail projects currently under environmental review, which are summarized below in Table 1 below:

**Table 1**

<b>Description of Work</b>	<b>Trail Segments &amp; Cost (2022\$ in Millions)</b>			<b>Total Cost</b>
	<b>8 &amp; 9</b>	<b>10 &amp; 11</b>	<b>12</b>	
Trail Adjacent to Railroad tracks (Ultimate Trail alignment)	\$33.1	\$70.2	\$47.9	\$151.2
Optional Interim Trail Phase (on existing rail alignment)	\$18.1	\$33.4	\$24.6	\$76.1
Interim Trail + Demolition & Rebuild for Rail & Ultimate Trail	\$57.4	\$114.6	\$78.8	\$250.8

*Notes: The Interim Trail (trail on railroad alignment) cost estimate for Segment 11 includes funding to rehabilitate and repurpose the Capitola Trestle. The Capitola Trestle will need to be replaced to build a trail across Soquel Creek and the Village of Capitola. This replacement work is not included in the above cost estimates or the environmental review for the project under development.*

RTC is delivering the Segment 12 coastal rail trail project as part of the Highway 1-Freedom to State Park project. The Highway project cost also differs under the interim or ultimate trail approach as shown in Table 2 below:

**Table 2**

<b>Description of Work</b>	<b>Total Cost</b>
1. Highway 1 Work without new Rail Bridges over Highway 1 (Interim Trail)	\$101.4
2. Highway Project with new Rail Bridges over Highway 1 (Ultimate Trial)	\$125.9

**Remaining Coastal Rail Trail Segments**  
*(not yet under development)*

<b>Segment #</b>	<b>Location &amp; Distance</b>
Segment 6*	Wilder Ranch to Schaffer Rd (1.49 miles)
Segment 7- Phase 3	Natural Bridges Drive to Schaffer Rd (.28 miles)
Segment 13	Rio Del Mar to Hidden Beach (.85 miles)
Segment 14	Seascape (along Sumner Rd) (1.17 miles)
Segment 15	Seascape Park to Manresa State Beach (1.37 miles)
Segment 16	Manresa State Beach to Ellicott Slough (2.66 miles)
Segment 17A	Harkins Slough -Buena Vista Avenue to Lee Rd (4.00 miles)
Segment 17B	San Andreas & Beach Street from Buena Vista to Lee Street
Segment 18- Phase 3	Lee Rd to Segment 18- Phase 1 (.5 miles)
Segment 19	Walker Street (.47 Miles)
Segment 20	Pajaro River (.74 miles)
<b>TOTAL</b>	

SCAN ME



To get started, you must sign up with our online platform, **Cruz511**, which offers trip logging, carpool matching, transit options, and bike and walk routing.

## HERE'S HOW IT WORKS:

- Scan the QR code above or sign up at **gosantacruzcounty.org**.
- Log your alternative trips to earn points.
- Accumulate and redeem your points for \$5, \$10 or \$25 electronic gift cards.



Before you can receive program benefits, the **GO Santa Cruz County** team will verify that you have signed up for Cruz511 and that you live or work in Santa Cruz County.

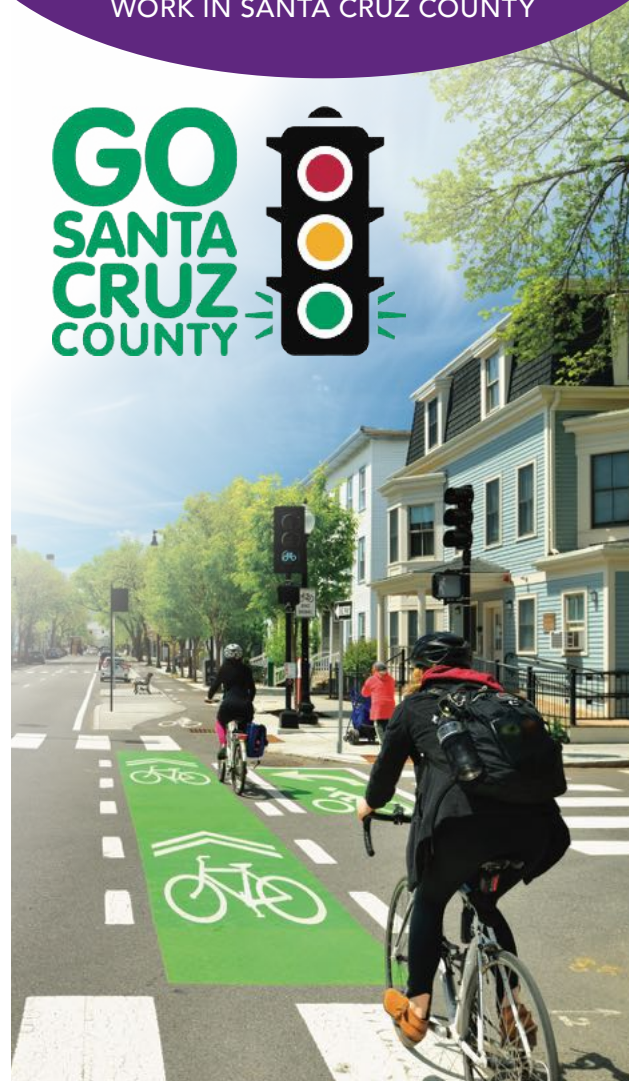
## Powered By:



Visit [www.gosantacruzcounty.org](http://www.gosantacruzcounty.org) to learn more about the program.

## TRANSPORTATION OPTIONS

FOR THOSE WHO LIVE AND WORK IN SANTA CRUZ COUNTY



## Want to Rethink Your Commute?

The **GO Santa Cruz** program offers incentives to help employees throughout the county to choose options other than driving to get to work. These include:

- **Green transportation and bike safety trainings**
- **Carpool incentives**
- **Vanpool and bikepool ride matching and commute information**
- **Electronic gift card rewards for logging trips**
- **Free tickets to ride transit**



## Helping the Planet

Go Santa Cruz County is a key part of the Santa Cruz County Regional Transportation Commission's ongoing effort to reduce greenhouse gas emissions and play an active role in addressing climate change.

The program is partially funded by voter-approved Measure D, which provides a balanced vision to improve, operate and maintain Santa Cruz County's transportation network.



## Free Workshops

Join us for free educational workshops on green transportation. The informative sessions will be offered online and in-person (once safe to do so) and will focus on various topics including urban cycling, eBikes, bike commuting basics and more.



## The GO Santa Cruz County program rewards you for taking alternative transportation!

If you bike, walk, bus or carpool, we'll give you great prizes just for rethinking your commute and logging your trips!

**We'll also create special challenges to encourage you to try something new!**



## Did you know?

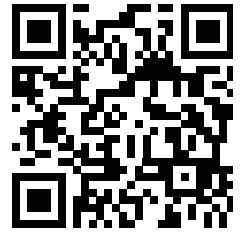
Santa Cruz County has 871 miles of local roads, 218 miles of bike lanes and paths, and 398 miles of bus routes serving 931 bus stops!



## Emergency Ride Home

If you take an alternative mode of transportation to work and have an emergency come up, you are eligible to receive a ride home – no matter where you live.





# Rethink Your Commute and Earn Rewards!

SIGN UP NOW AT [GOSANTACRUZCOUNTY.ORG](https://GOSANTACRUZCOUNTY.ORG)



YOUR COMPANY  
LOGO HERE

ESCANÉEME



Para comenzar, debe registrarse en nuestra plataforma en línea, **Cruz511**, que ofrece registro de viajes, búsqueda de viajes compartidos, opciones de tránsito y rutas para caminar y andar en bicicleta.

## ASÍ ES COMO FUNCIONA

- Escanee el código QR de arriba o regístrese en [my.cruz511.org/#translateES](https://my.cruz511.org/#translateES)
- Registre sus viajes alternativos para ganar puntos.
- Acumule y canjee sus puntos por tarjetas electrónicas de regalo de \$ 5, \$ 10 o \$ 25.



Antes de que pueda recibir los beneficios del programa, el equipo de **GO Santa Cruz County** verificará que se haya inscrito en Cruz511 y que viva o trabaje en el condado de Santa Cruz.

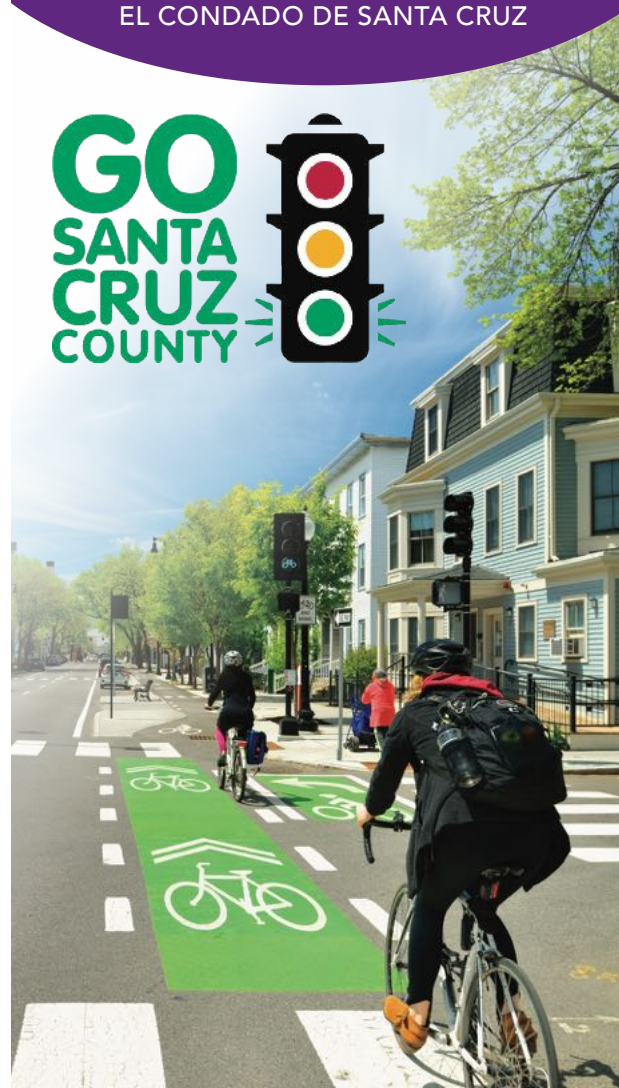
## Energizado por:



Visite [www.gosantacruzcounty.org/es](http://www.gosantacruzcounty.org/es) para obtener más información sobre el programa.

## OPCIONES DE TRANSPORTE

PARA QUIENES VIVEN Y TRABAJAN EN EL CONDADO DE SANTA CRUZ



## ¿Quiere repensar su viaje diario al trabajo?

El programa **GO Santa Cruz County** ofrece incentivos para ayudar a los empleados de todo el condado a elegir opciones además de conducir para ir al trabajo. Éstas incluyen:

- Entrenamientos sobre transporte ecológico y seguridad en Bicicleta
- Incentivos de viaje compartido
- Información sobre viajes y viajes compartidos en camionetas y bicicletas
- Recompensas de tarjetas electrónicas de regalo por viajes de registro
- Boletos gratis para viajar en tránsito



## Ayudando al Planeta

Go Santa Cruz County es una parte clave del esfuerzo continuo de la Comisión de Transporte Regional del Condado de Santa Cruz para reducir las emisiones de gases de efecto invernadero y desempeñar un papel activo en el tratamiento del cambio climático. El programa está parcialmente financiado por la Medida D aprobada por los votantes, que brinda una visión equilibrada para mejorar, operar y mantener la red de transporte del condado de Santa Cruz.



## Talleres gratuitos

Únase a nosotros para participar en talleres educativos gratuitos sobre transporte ecológico. Las sesiones informativas se ofrecerán en línea y en persona (una vez que sea seguro hacerlo) y se centrarán en varios temas, incluido el ciclismo urbano, las bicicletas eléctricas, los conceptos básicos de transporte en bicicleta y más.



## ¡El programa GO Santa Cruz County lo recompensa por tomar un transporte alternativo!

Si vas en bicicleta, a pie, en autobús o en auto compartido, ¡te daremos excelentes premios solo por repensar tu viaje y registrar tus viajes!

¡También crearemos desafíos especiales para animarte a probar algo nuevo!



## ¿Sabía?

El condado de Santa Cruz tiene 871 millas de carreteras locales, 218 millas de carriles y senderos para bicicletas y 398 millas de rutas de autobús que sirven 931 paradas de autobús.



## Viaje de emergencia a casa

Si toma un medio de transporte alternativo para ir al trabajo y surge una emergencia, es elegible para que lo lleven a casa, sin importar dónde viva.





# ¡Reconsidere su viaje diario y gane recompensas!



ESCANEE EL CÓDIGO QR O  
REGÍSTRESE AHORA EN  
**MY.CRZ511.ORG/#TRANSLATEES**

Si va en bicicleta, a pie, en autobús o en auto compartido, ¡le daremos excelentes premios solo por repensar tu viaje y registrar sus viajes!



YOUR COMPANY  
LOGO HERE