



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

AGENDA
Thursday, October 20, 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.*

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 September 22, 2022 ITAC meeting

REGULAR AGENDA

6. Status of transportation projects, programs, studies and planning documents
 - a. Verbal updates from ITAC members
7. Measure D 5-Year Program of Projects Updates
 - a. Staff Report, Rachel Moriconi
8. Review of Draft Concepts for San Lorenzo Valley Schools Complex Circulation and Access Study
 - a. Staff Report, Brianna Goodman
9. Funding Program Opportunities and Updates
 - a. [Clean California-Cycle 2: Workshop](#) 11/3/22
 - b. Highways to Boulevards Program: Caltrans Workshop 11/14/22
 - c. [Caltrans Sustainable Transportation Planning Grants](#): Comments on draft guidelines due to Caltrans 11/4/22 or at workshops 11/9 & 10; call for projects estimated December 2022, applications due February 2023
 - d. [ICARP Adaptation Planning Grant Program](#): Comments due to OPR October 28, 2022 on draft guidelines.
 - e. [Strengthening Mobility and Revolutionizing Transportation \(SMART\)](#) federal grants program: Applications due November 18, 2022. Available for wide range of [projects such as](#): automated traffic signal performance measures and signal priority for emergency and transit vehicles, lane keeping for public fleet vehicles, state-of-good-repair and safety coordinated automation, connected vehicles, sensors, systems integration, smart grid, data and mapping efforts.
 - f. [Advanced Transportation Technology and Innovation \(ATTAIN\) Program](#): Applications due November 18, 2022. Promotes advanced technologies to improve safety and reduce travel times for drivers and transit riders and that can serve as national examples; eligible projects will be evaluated on how they consider climate change and environmental justice impacts.
 - g. [SGC Affordable Housing & Sustainable Communities \(SHSC\)](#): Comments on Cycle 7 [draft guidelines](#) due October 31. Applications due March 2023.
 - h. [Culvert Aquatic Organism Passage \(AOP\) Program](#): FHWA program for replacement, removal, and repair of culverts or weirs that meaningfully restore or improve passage for anadromous fish. Applications due

February 6, 2023

- i. [REAP 2.0](#): Applications due to AMBAG summer 2023
- j. [SB 1 Cycle 3 LPP-competitive](#): Applications due November 29, 2022
- k. [Transit and Intercity Rail Capital Program \(TIRCP\)](#): Comments on Cycle 6 guidelines due November 7, 2022
- l. [Active Transportation Program \(ATP\)](#): CTC staff recommendations by 10/21/22, CTC adoption December 2022.
- m. [Highway Safety Improvement Program \(HSIP\) Cycle 11](#): Caltrans received \$526M in requests, only \$210 million available. Significantly higher cost/benefit than in years past. Awards December 2022.
- n. [SB1 Accountability and Transparency Guidelines](#): Updates coming for ATP and other CTC competitive programs, CTC [workshops](#) in October and November
- o. [Local Transportation Infrastructure Climate Adaption Program \(LTICAP\)](#): New state and federal (PROTECT)-funded CTC program to improve resilience of existing transportation infrastructure. \$300-\$400 million available; Guidelines workshops October/November. Applications likely due April 2023; require adopted climate adaption plan.
- p. Additional U.S. DOT Grants: <https://www.transportation.gov/bipartisan-infrastructure-law/key-notices-funding-opportunity>

10. Next Meeting – The next ITAC meeting is scheduled for 1:30pm on **November 17, 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

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 / website: 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

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

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

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

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.sccrtc.org. A complaint may also be filed directly with the Federal Transit Administration to the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.

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

DRAFT MINUTES

Thursday, September 22, 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

Capitola Community Development & Public Works Proxy	Kailash Mozumder
Santa Cruz Public Planning Proxy	Claire Gallogly
Santa Cruz Public Works	Josh Spangrud
Scotts Valley Public Works	Chris Lamm
Watsonville Public Works	Murray Fontes
Watsonville Community Development	Justin Meek
County of Santa Cruz Public Works	Steve Wiesner
Association of Monterey Bay Area Governments	Paul Hierling
California Department of Transportation (Caltrans)	Paul Guirguis
Ecology Action- Transportation Program	Piet Canin
Santa Cruz Metropolitan Transit District	John Urgo
Santa Cruz Metropolitan Transit District	Pete Rasmussen
University of California at Santa Cruz (UCSC)	Oxo Slayer

RTC Staff Present

Sarah Christensen, Krista Corwin, Rachel Moriconi, Guy Preston, Tommy Travers

Others Present

Caltrans District 5: Malinda Gallaher, Garin Schneider, Scott Kirkish

AMBAG: Chris Duymich, Miranda Taylor

Public: Jill Hough, Brian People, Michael Pisano, Joni Steele

- 1. Call to Order:** Chair Kailash Mozumder called the meeting to order at 1:32 p.m.
- 2. Introductions:** Introductions were made. All attendees participated by teleconference.
- 3. Oral Communications:**

Rachel Moriconi reported that she will send out the California Transportation Commission's (CTC) Active Transportation Program project list to recipients to review and update.

Brian Peoples highlighted \$25 million grant obtained by Monterey County for investment in buses; provided comments on the costs of Segment 7 Phase B; urged the committee to align with the California Coastal Commission.

Josh Spangrud informed the chair that he may have to leave the meeting early.

- 4. Additions, deletions, or changes to consent and regular agendas:**
Item 6 was moved to the end of the regular agenda. Handouts, including presentation slides for Items 6, 9, 10, and 12, are posted on the ITAC meeting agenda webpage: <https://sccrtc.org/meetings/inter-agency/agendas/>

CONSENT AGENDA

- 5. Approved Minutes of the June 16, 2022, ITAC meeting**
6. ~~Central Coast Zero Emission Vehicle Strategy (CCZEVS) Update~~
Moved to end of regular agenda
7. Received Legislative Updates
8. Received Federal Funding Updates

Committee members present approved a motion (Fontes/Lamm) approving the consent agenda, with Mozumder, Gallogly, Lamm, Wiesner, Fontes, Meek, Hierling, Urgo, Rasmussen, Slayer and Canin voting "yes" by roll call vote. Members Guirgus and Spangrud abstained.

REGULAR AGENDA

- 9. Caltrans Asset Management and State Highway Operation and Protection Program (SHOPP)**

The ITAC received a presentation from Scott Kirkish, Asset Manager for Caltrans District 5, on state highway asset management and the Biannual State Highway Operation and Protection Program (SHOPP) Package. Claire Gallogly requested that Caltrans integrate City of Santa Cruz comments into the scope of the Highway 1/Mission Street Capital Maintenance project (PPNO 2725). Guy Preston requested information about what additional projects will be funded given that the SHOPP is being backfilled with Infrastructure and Jobs Investment Act funds. Scott responded that there might be a few very large SHOPP projects in other parts of the state using the funds.

Garin Schneider presented the project queue map; the three-year PID oversight projects work plan; offered advice that the type of operational, capacity-building projects are unlikely to receive funding; and requested that local agencies contact Paul Guirguis with any project questions, especially any related to Complete Streets on state highways. He

encouraged agencies to look at the Caltrans webviewer. He noted that active transportation program applications require a PID or PID equivalent. Sarah Christensen provided feedback on oversight of the County's Pajaro River Levee project. Murray Fontes noted that Watsonville is hoping to have the Freedom Blvd/152-Main St operational improvements/roundabout on the list for future analysis in combination with other Caltrans projects in the area.

10. Caltrans Strategic Investment Strategy (CSIS)

Rachel Moriconi presented information about the new Caltrans Strategic Investment Strategy. She noted that the effort is focused on implementation of the state's Climate Action Plan for Transportation Infrastructure (CAPTI) and Caltrans is using more evaluation criteria to screen projects and determine priorities for numerous funding programs. She noted that the RTC will also be updating its evaluation criteria and soliciting input from ITAC before its next call for projects for RTC-discretionary funds.

Brian Peoples, Trail Now, stated that sea-level rising requirements of the Coastal Commission should be incorporated into project scoring criteria and requested staff to invite Coastal Commission staff to participate in ITAC meetings. Claire Gallogy stated that the CSIS criteria are very similar to criteria regularly used to evaluate projects.

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

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

Scotts Valley – Chris Lamm reported on a new road striping contract award; city council and staff attended the Think Bike workshop.

Watsonville – Murray Fontes reported on the Think Bike event last week; Freedom Blvd reconstruction project (Alta Vista to Green Valley Rd) is out to bid and will begin construction after a utility project is done, likely early next year; RTC-funded city-wide road maintenance is expected to start Spring 2023; the City Council approved a resolution to support a Caltrans project to do a road diet and build bike and pedestrian facilities on Main Street. Justin Meek appreciated collaboration between Caltrans, public works, and planning on the Main Street project. The Downtown Plan will come forth to City Council in October.

METRO – John Urgo reported that METRO is kicking off its Soquel Dr corridor planning project and appreciated Ecology Action's bike seminar.

County of Santa Cruz – Steve Wiesner reported that the County is wrapping up construction season, finishing Measure D resurfacing and striping

projects; County became a Vision Zero agency and submitted a grant application for the Safe Streets for All (SS4A) federal program for a Vision Zero action plan in partnership with Watsonville, Scotts Valley and others; County received a \$5 million Clean California grant to reconstruct the multi-use path along Green Valley Road, with construction set for next summer; the Soquel Dr SB1-Congested Corridors project will be going to bid this fall, with construction scheduled for early next year; the Highway 152/Holohan intersection project is expected to be ready to list (RTL) in early 2023 and go to construction in summer 2023; the County is going to utilize job order contracts (JOC); and continuing work on 2017 storm damage repair projects.

City of Santa Cruz – Claire Gallogly reported on staffing changes; Rail Trail Segment 7-phase 2 construction; and the regional bike share contract is expected to be presented to boards and commissions soon. Josh Spangrud reported on recruitment for open positions; the Segments 8 and 9 Draft Environmental Impact Report (DEIR) will be released for public review 9/23; the Highway 1/9 project is expected to be completed by the end of October/early November; the Chestnut Street project experienced delays partially due to materials procurement, but should be completed this fall; reconstruction of a portion of West Cliff path from 2017 storm damage is also nearing completion; and Murray Street bridge project is expected to be ready to going out to bid at the end of this year, with construction scheduled to start in spring 2023.

Capitola – Kailash Mozumder reported the Measure D 2022 resurfacing projects are completed; Clares Street project construction is expected to start in October; city is soliciting public input on the Kennedy Road sidewalk project; 2023 road rehabilitation is in design; collecting final data for the regional bike share program; and the 41st Ave adaptive signal program should be fully operational by the end of October.

AMBAG – saved their updates and comments for item 13 and 14.

Ecology Action – Piet Canin appreciated everybody for coming to the ThinkBike workshop; he encouraged agencies to participate in Biketober and the online Bike Challenge; he also encouraged agencies to look at partnering on Clean Mobility funding options to advance clean shared mobility projects.

UCSC – Oxo Slayer reported on a campus-wide Transportation Demand Management (TDM) plan to mitigate vehicle miles traveled (VMT) and will develop an annual VMT monitoring program; UCSC is identifying bike share docking station locations on campus and near Delaware Ave; also developing a study for the historic area gateway at Coolidge, Bay and High Streets, as well as a study for the westside research property that will take into consideration rail trail, bikeways, parking.

SCCRTC - Rachel Moriconi and Sarah Christensen reported:

- The RTC will consider amendments to the Regional Transportation Improvement Program (RTIP) and FY22/23 RTC Budget at its November meeting. She requested agencies submit requests for any changes to scope, schedule or other project information.
- RTC staff is preparing updates to the Measure D 5-Year Program of Projects for regional project categories, for consideration by RTC advisory committees in October and the RTC board in November.
- At its October 6, 2022 meeting, the RTC board will receive an update on Monterey Bay Sanctuary Scenic Trail Network/Coastal Rail Trail funding, potential grant opportunities, and preliminary recommendations regarding using Measure D –Trail funding for maintenance and to complete construction of the coastal rail trail.
- Hwy 1 41st Ave-Soquel Drive hybrid auxiliary lanes/bus-on-shoulder and Chanticleer Bike/Pedestrian bridge project: Caltrans awarded a contract for the project. Bids came in 13% over the engineer's estimate. Construction is scheduled to start in late 2022 and take approximately 2 years. Agencies should contact Sarah if interested in review bid results.
- Pajaro River Railroad Bridge Rehabilitation: May 2022 RTC rejected bids; staff has revised the scope and will bring these to the RTC at the Oct 6, 2022 meeting to adopt PS&E and advertise this fall. Construction is scheduled to begin in 2023.
- Highway 1 Bay/Porter-State Park auxiliary lanes project is scheduled to be advertised in early 2023.
- SB1-Cycle 3: RTC working with Caltrans, METRO & County to submit applications for Watsonville to Santa Cruz Multimodal Corridor: Freedom-SP Aux/BOS, Soquel Dr multimodal improvements, transit enhancements (in-lane boarding platforms, shelters, real-time displays, e-ticket vouchers), and Segment 12 of rail trail including 2 Hwy 1 bicycle/pedestrian overcrossings and two Soquel Drive bicycle/pedestrian overcrossings.
- San Lorenzo Valley (SLV)/ Highway 9: Caltrans recently finished a complete streets Project Initiation Document (PID) for the corridor; last week RTC submitted a Safe Streets for All grant application for a Boulder Creek Complete Streets project on SR9 and SR236. The project is also on Eshoo/House appropriations list – subject to federal budget approval. Stakeholder and community outreach is scheduled for the Hwy 9 SLV School Access and Circulation Study this fall.
- RTC will be conducting traffic volume counts at several locations throughout the county.

12. Caltrans Local Assistance Updates

Malinda Gallaher, Caltrans District 5 Local Assistance, presented information about:

- Build America Buy America (BABA) requirements

- New Infrastructure Investment and Jobs Act (IIJA) or Bipartisan Infrastructure Law (BIL) Programs – website updates with new links for the CRP and SS4A programs
- Risk Assessment Program for agencies
- Caltrans 2022 Standard Plans and Standard Specifications will be published on Oct 24, 2022; date for Local Agency to incorporate into projects is TBD.

13. Draft 2022 Coordinated Public Transit-Human Services Transportation Plan

Miranda Taylor, AMBAG, presented the draft Coordinated Public Transit-Human Services Transportation Plan and requested agencies provide input on lists of providers of transit services for seniors and people with disabilities, the project lists and any parts of the plan that should be updated for the final document.

Brian Peoples, Trail Now, delivered comments praising Santa Cruz Metro's paratransit program.

14. Regional Early Action Planning Grants 2.0 Program

Paul Hierling, AMBAG, provided an update on the Regional Early Action Program (REAP 2.0) highlighting the eligible uses. He requested that ITAC members provide input for the development of AMBAG's REAP 2.0 framework. Paul will send the presentation to ITAC members and members are encouraged to pursue this funding source that integrates transportation and land use.

6. Central Coast Zero-Emission Vehicle Strategy.

Rachel Moriconi, SCCRTC, encouraged ITAC members to go to the CCCZEV website and provide input on electric vehicle charging station locations.

15. Next meeting. The next meeting of the ITAC is scheduled for 1:30 p.m. on October 20, 2022. Meeting location (virtual or in-person) will be determined based on the latest health guidance and state law. ITAC meetings may be cancelled if there are no action items to be considered by the committee.

Chair Mozumder adjourned the meeting at 3:34 p.m.

Minutes prepared by Rachel Moriconi and Krista Corwin

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AGENDA: October 20, 2022

TO: Interagency Technical Advisory Committee (ITAC)
FROM: Rachel Moriconi, Senior Transportation Planner
RE: Measure D: Five-Year Programs of Projects for Regional Projects

RECOMMENDATIONS

Staff recommends that the Interagency Technical Advisory Committee (ITAC) provide input on proposed updates for the Measure D five-year programs of projects (5-Year Plans) for the following five regional investment categories and projects:

- San Lorenzo Valley-Highway 9 Corridor,
 - Highway Corridors,
 - Active Transportation,
 - Rail Corridor, and
 - Highway 17 Wildlife Crossing.
-

BACKGROUND

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

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

Each agency receiving Measure D revenues is required to annually develop, update, hold a public hearing on, and adopt a five-year program of projects. The five-year program of projects (5-Year Plan) identifies how each agency plans to use Measure D funds in the upcoming 5 years. The 5-Year Plans are adjusted annually to reflect updated revenue forecasts, prior expenditures,

updated project costs, expenditure rates, and schedules, and this year add anticipated expenses in FY26/27. Although Measure D provides significant funding to deliver investments identified in the Measure D Expenditure Plan, it is not intended or necessary to fully fund all investments. Consistent with the Measure D *Strategic Implementation Plan* (SIP), the RTC seeks to expeditiously deliver regional programs and projects and to competitively position projects to leverage other grants. The RTC strategically utilizes some Measure D revenues on pre-construction phases to get projects “shovel-ready” and sets aside some funds to serve as grant match. This approach positions projects to be more competitive for grants and other funding opportunities.

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

DISCUSSION

The RTC will consider recommendations on how to invest Measure D revenues over the next 5 years, following a public hearing at its November 3, 2022 meeting. **Staff recommends that the RTC’s advisory committees review and provide input on proposed updates to the previously approved 5-year plans, as summarized in Attachment 1.** Dollar amounts shown are preliminary estimates, and will be refined for the final recommendations taken to the RTC board at its November meeting. For all investment categories, the 5-Year plans are based on the latest available information; however, programmed funding amounts may be updated throughout the year as new information becomes available, including updated project cost estimates, and new grant and leveraging opportunities.

Recommendation

Staff recommends that the Interagency Technical Advisory Committee (ITAC) review and provide input on the proposed updates for the Measure D 5-year programs of projects for FY22/23-26/27 for regional and RTC-oversight projects and programs: Highway Corridor, Active Transportation/Trail Program, Rail Corridor, San Lorenzo Valley/Highway 9 Corridor, and the Highway17 Wildlife

Crossing (Attachment 1). The proposed uses of Measure D funds are consistent with the approved Measure D Expenditure Plan.

Next Steps

The RTC is scheduled to consider committee input and hold a public hearing on the updated 5-year program of projects at its November 3, 2022 meeting. As project cost estimates and schedules are refined, and if Measure D and other funding assumptions change, amendments to the 5-year plan may be proposed throughout the year. Modifications requiring approved funds to be shifted between fiscal years will be handled administratively. Staff will return to the RTC for consideration of amendments adding new projects or increasing Measure D funds for individual projects during a public meeting.

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

FISCAL IMPACT

On average, Measure D is expected to generate \$27-30 million per year over the next 5 years. The 5-year programs of projects show how the RTC anticipates investing funds for regional investment categories in the near term. The RTC budget is amended to reflect anticipated FY22/23 expenditures and carryover balances from prior years. As discussed in Spring 2022, total anticipated revenue needs for the Highway and Trail investment categories will exceed projected revenue if projects secure grants and remain on existing schedules. Staff is also analyzing options to expedite implementation and analysis of Rail Transit and complete streets projects in San Lorenzo Valley. To support the proposed funding plans, which include using Measure D to leverage grants, the RTC may need to consider financing, such as bonding starting in FY24/25.

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, and maintain other publicly owned transportation facilities. Measure D requires recipient agencies to annually prepare and update a program of projects, identifying how agencies plan to invest Measure D funds over the next 5 years, consistent with the voter-approved Expenditure Plan. Staff recommends that the RTC's advisory committees provide input on proposed updates to the five-year programs of projects for each of the regional transportation categories -- Highway Corridors, Active Transportation, and the Rail Corridor, as well as San Lorenzo Valley Highway 9 Corridor Improvements, the Highway 17 Wildlife Crossing. The 5-year Plans, programming anticipated Measure D revenues for FY22/23-26/27, focus on continued implementation of previously approved and/or prioritized projects. While staff recommends updating funding amounts for several projects previously included in the 5-year plans, the only proposed new project is \$2.4 million for Highway 9/SLV Corridor Complete Streets Projects grant match.

Attachments:

1. Summary of Proposed Updates to the Measure D: Five-Year Programs of Projects for Regional Projects
2. San Lorenzo Valley Highway 9 Corridor Program

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**Summary of Proposed Updates to the
Measure D: Five-Year Programs of Projects for Regional Projects**

October 2022

The following is a summary of preliminary recommendations for the FY22/23-FY26/27 Measure D five-year programs of projects (5-Year Plans) updates for regional investment categories and projects. Santa Cruz County Regional Transportation Commission (RTC) advisory committees are providing input on these proposed updates at their October 2022 meetings, with the RTC scheduled to consider the updates following a public hearing at its November 3, 2022 meeting. Dollar amounts shown are preliminary estimates, and will be refined for the final recommendations taken to the RTC board at its November meeting. For all investment categories, the 5-Year plans are based on the latest available information; however, RTC may consider updates to the 5-Year plans, throughout the year as new information becomes available, including updated project cost estimates, and new grant and leveraging opportunities.

San Lorenzo Valley/Highway 9 Corridor (\$10 million over 30 years)

- **New: Grant Match for Complete Streets Projects - Program \$2.4 million** (~25% of available funds) for preconstruction and matching funds for grant applications to fund complete streets improvements in Boulder Creek, or any one of the remaining 4 unfunded complete streets segments within the Hwy9/SLV Complete Streets Corridor Program as funding opportunities arise. Includes complete streets and safety infrastructure such as new sidewalks, crosswalks, bike lanes, improved access to transit, and measures to reduce speeding, improve sight lines, and reduce conflicts for users. Projects within the program include the Boulder Creek Complete Streets project on Highway 9 and Highway 236 (*as discussed at the RTC's September 2022 meeting*);
- Continue implementation of previously approved projects (*no change in funding amounts*):
 - SLV Schools Complex Access & Circulation Study
 - Complete Streets PID (*completed in September 2022*)
 - Technical assistance, oversight, and community outreach

Highway Corridors (25% of revenues)

Continue implementation of previously approved projects. Includes funding and financing plans approved by the RTC in Spring 2022 to leverage federal, state, and other grants and amendments approved at the 9/1/22 RTC meeting. The proposed Highway Corridors 5-Year Plan updates include:

- Highway 1 - 41st Ave to Soquel Ave Auxiliary Lanes & Bus on Shoulder and Chanticleer Bike/Pedestrian Overcrossing: **No new funds.** Update

prior year estimated actuals and shift previously approved funds between fiscal years based on the current project schedule. *In September 2022, the RTC programmed an additional \$1.8 million Measure D based on construction bid amount.* Total Measure D: \$5 million

- Highway 1 - State Park Dr to Bay/Porter St Auxiliary Lanes & Bus on Shoulder, reconstruction of Capitola Avenue Overcrossing and Bicycle/Pedestrian Overcrossing at Mar Vista Drive: **No new funds.** Update prior year estimated actuals and shift previously approved funds between years based on the current project schedule. Total Measure D: \$18 million
- Highway 1 - Freedom to State Park/Coastal Rail Trail Segment 12 Project: **Add \$34 million** in Measure D based on updated right-of-way and construction cost estimates over amount programmed by RTC in May 2022. Measure D is being used for preconstruction and to serve as the local match for competitive grant applications for the Auxiliary Lanes & Bus on Shoulders, widening of the bridge over Aptos Creek/Spreckles Drive, 2 new Hwy 1 bicycle and pedestrian overcrossings, 2 new Soquel Drive bicycle and pedestrian overcrossings as part of Segment 12 of the Coastal Rail Trail (*also partially funded by Measure D-Active Transportation/Trail*). As discussed at the May 2022 RTC meeting, if grant funds are secured and the Highway 1 Freedom-State Park and Trail Segment 12 project starts construction in 2025, financing will be needed to fully meet all obligations. Total Measure D: \$123 million
- Ongoing traveler information/transportation demand management programs: No additional funds. Update FY21/22 to reflect unaudited estimated actuals. The RTC previously programmed funds for FY26/27 for ongoing Cruz511 (\$243,101), Freeway Service Patrol (\$222,588), and Safe on 17 (\$50,000) programs.
- Highway 17 Wildlife Crossing Inter-program Loan: The 5-year plan carries forward a previously approved inter-program loan to the Highway 17 Wildlife Crossing, to be repaid starting in FY23/24. The inter-program loan (estimated \$3 million) is expected to be slightly lower than previously approved, based on the latest project expenditure rate. The project is under construction and expenditures in FY21/22 were paid by the Land Trust of Santa Cruz County contributions to the project.

Active Transportation/MBSST-Coastal Rail Trail (17% of revenues)

- Electric Rail Transit & Trail Project: Add funds (*exact amount to be determined following negotiation on the cost proposal with the top qualified consultant*) to partially fund preconstruction phases of Coastal Rail Trail Segments 13-20 and portions of Segment 11, as part of the Electric Rail Transit & Trail Project, for professional services, project management, and community outreach. This funding will also serve as

the local match to leverage state and federal grants. *(Work on passenger rail transit will be funded by Measure D-Rail category funding)*

- Trail Maintenance: Reduce previously programmed trail maintenance funding for the City of Santa Cruz and City of Watsonville. Reflects updated trail maintenance annual cost estimates developed by RTC, in coordination with City of Santa Cruz, County of Santa Cruz and City of Watsonville staff and actual trail maintenance expenses for Segments 7- Phase 1 and Segment 18 Phase 1 which opened in 2020 and 2021, respectively. Increase North Coast Rail Trail maintenance funding based on updated estimates and anticipated costs for to maintain farm road crossings of the trail, parking areas and bathrooms. Also updates trail maintenance needs based on current schedule for completing construction and opening additional segments for public use. The RTC received a presentation on trail maintenance and capital costs to complete the Coastal Rail Trail at its October 6, 2022 meeting.
- Segment 5: Increase funding for final design and right of way services. Total Measure D for Segment 5 preconstruction, oversight, maintenance and grant match: \$8 million.
- Segment 18: Shift construction funding for remainder of Segment 18 to FY 26/27. Segment 18- Phases 2 and 3 will be developed as part of the Electric Rail Transit Project and environmental clearance. The schedule for the Electric Rail Transit Project is still under development.
- Corridor Maintenance: Add \$550,000 over 5 years for ongoing rail trail corridor maintenance and encroachments, including ongoing vegetation and erosion control, trash and graffiti removal, environmental permitting, bio monitoring, inspections, and boundary surveys.
- Reduce funds for ongoing oversight and technical assistance based on recent actual expenditures.
- Carry forward previously committed funds for development and/or construction of over 17 miles of the rail trail from Davenport to Aptos and in Watsonville. Includes funding and financing plans approved by the RTC in Spring 2022 to leverage federal, state, and other grants. California Transportation Commission (CTC) staff recommendations for Active Transportation Program (ATP) grants are scheduled to be released in October 2022. If grants are not secured for Segments 8-11 the RTC may consider programming additional Measure D funds for trail development at a future meeting.
- In the future, staff may recommend additional updates for the Trail program of projects based on updated cost estimates, maintenance agreements being negotiated with state and local jurisdictions, grant awards and new leveraging opportunities.

Rail (8% of Measure D revenues)

- Electric Rail Transit & Trail Project: Add funds (*estimated \$3 to 6 million, exact amount to be determined following negotiation on the cost proposal with the top qualified consultant*) through FY27 to partially fund preconstruction phases of the Electric Rail Transit & Trail Project for professional services, project management, and community outreach. This funding will also serve as the local match for future competitive grant opportunities to fully fund the project through completion of the environmental phase. (*also partially funded by Measure D-Active Transportation/Trail for trail components*)
- Rail Infrastructure Preservation: Reduce total by \$2.5 million (\$10.2 million total FY16/17-26/27)
 - Reduce programming for bridge inspections. Ongoing bridge analysis will be performed.
 - Remove programming for preconstruction of Rehabilitation of Rail Bridges, including the Capitola Trestle which exceeds the capacity of the Measure D-Rail category preservation funding. It is assumed some bridges, including the Capitola Trestle, will be replaced as part of the Electric Rail Transit & Trail Project.
 - Reduce programming for future phases of repairs, including drainage culvert replacement and slope stabilization at the coastal bluff near Manresa State Beach. It is assumed that the long-term repairs needed will be addressed as part of the Electric Rail Transit & Trail Project.

Highway 17 Wildlife Crossing (\$5 million/30 years)

This project is currently under construction and there are no changes to the total programmed amount and financing plan. The RTC previously approved an inter-program loan from the Highway Corridor category in order to expedite construction of the Highway 17 Wildlife Crossing. The Highway Corridor category inter-program loan timing is adjusted based on the timing of expenditures. Upon completion of the project, the Highway 17 Wildlife Crossing's annual Measure D allocations (\$166,667 per year until 2047) will be used to pay back, with interest, the \$3 million loan from the Highway Corridors investment category. Right-of-way and construction are partially funded by the Land Trust of Santa Cruz County. Pre-construction and Caltrans support costs are funded by the State Highway Operation and Protection Program (SHOPP).

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Highway 9/San Lorenzo Valley Complete Streets Corridor Program

Background

The RTC worked with residents, businesses, schools, Caltrans, County of Santa Cruz, METRO, and other stakeholders to prepare the Highway 9 San Lorenzo Valley Complete Streets Corridor Plan (SLV Plan). The SLV Plan identified and prioritized the implementation of the most critical and cost-effective options for Complete Streets on Highway 9 and adjacent county roads. The plan recognized that Highway 9 functions as the “Main Street” for each of the mountain communities, as well as a thoroughfare between Silicon Valley and Santa Cruz. The transportation complete streets and safety improvements include new sidewalks, crosswalks, bike lanes, improved access to transit, and measures to reduce speeding, improve sight lines, and reduce conflicts for motorists.

Staff has been collaborating with Caltrans and other stakeholders to develop projects within the program and seek funding opportunities to leverage the \$10 million in voter-approved Measure D funds dedicated to the SLV/Highway 9 corridor by securing grants to fully fund projects.

Hwy 9/SLV Complete Streets Corridor Program of Projects

RTC and Caltrans collaborated to develop the preliminary scope of work and cost estimates for 6 complete streets projects along the corridor as part of the preparation of the Complete Streets Project Initiation Document (SLV CS PID). The projects are listed below, from south to north:

1. Felton: Henry Cowell State Park Boundary to Graham Hill Road
2. Schools: Graham Hill Rd to Glen Arbor Road (southern intersection)
3. Ben Lomond: Highland Park to Jacobson Lane
4. Brookdale: Western Drive to Irwin Way
5. Boulder Creek: River Street to Bear Creek Road
6. North of Boulder Creek: Pleasant Way to Pool Drive

The delivery strategy for this Highway 9 Complete Streets program includes leveraging Measure D and other discretionary funds as the local match for state and federal competitive grants.

Highway 9/SLV Projects Under Development

Several projects are currently under development in the Highway 9 corridor. A map showing project areas is included as Exhibit A.

Boulder Creek Complete Streets Project (Segment 5)

The Boulder Creek Complete Streets Improvements that were identified by

the SLV Plan in the town of Boulder Creek (identified as Segment 5) are along an approximately 1 mile stretch of SR9 between Bear Creek Road and River Street, and 3 blocks on Highway 236/Big Basin Highway between the Highway 9 intersection and Laurel Street. This area is used by pedestrians and bicyclists to access Boulder Creek businesses, Boulder Creek Elementary School, medical offices, residences, and other destinations. The proposed Boulder Creek project includes:

- Updating/repairing four blocks of existing sidewalks
- Extending sidewalk network on Highway 9 to Bear Creek Road in the north, and Mountain Street in the south, as well as to Laurel Street on Highway 236
- Curb extensions/"bulb-outs" for five existing crosswalks, to shorten crossing distances, increase visibility of pedestrians, and reduce speeding
- New crosswalks on the north leg of the Hwy9/Hwy 236 intersection, the south leg of the Hwy 9/Lomond St intersection, as well as analyzing new crosswalks at Bear Creek Road on Hwy 9 and Oak St on Hwy 236
- Bike lanes/paved defined shoulders on Hwy 9 from Bear Creek Rd to River St, and on Hwy 236 to Laurel St
- Center median islands and other traffic calming measures
- Transit stop improvements such as shelters, benches, and bike racks

An overview map for the proposed Boulder Creek project is included as Exhibit A. The estimated cost of these improvements to be \$11.8 million, which includes environmental, design, right of way, and construction components of the project. The RTC authorized staff to submit applications for competitive federal funding opportunities for the Boulder Creek project at its September 2022 meeting. If awarded grants, \$2.4 million in Measure D funds would serve as the local match.

Caltrans Safety - Graham Hill Road to SLV Schools Bike/Ped Facilities, Felton
Caltrans is currently developing a project which will provide separated pedestrian and bicycle facilities between the SLV Schools Complex (SLV elementary, middle, and high schools) on Highway 9 and Graham Hill Road. This project will partially complete the Segment 2 project. The project is being developed by Caltrans and is currently in the final design phase. The project is funded by Caltrans State Highway Operation and Protection Program (SHOPP) with construction is scheduled to begin in 2024.

Caltrans SR9 Capital Maintenance (CAPM) – SR 1 to El Solyo Heights, Felton
Caltrans is developing a SHOPP funded Capital Maintenance (CAPM) repaving project along Highway 9 in Felton which will include many complete streets elements identified in the SLV CS PID as Segment 1 project and portions of Segment 2. The project is located along Highway 9 between Highway 1 and

El Solyo Heights Drive. Improvements include sidewalks, crosswalk enhancements, bike lanes, a center turn lane, center median islands, and multimodal improvements at the Graham Hill Road/Highway 9 intersection. The project is in the environmental phase and construction is scheduled to begin in 2027.

SLV Schools Complex Access Study

Utilizing a combination of Measure D, RSTPX and school district funds, RTC is collaborating with the San Lorenzo Valley Unified School District (SLVUSD), the County of Santa Cruz, Santa Cruz METRO, and Caltrans to evaluate solutions for congestion and multimodal access to the SLV Schools Complex (a portion of Segment 2). A study is underway to develop short and long-term solutions to improve access and circulation along Highway 9 and the SLV school campus. The project team will circulate draft concepts to the RTC Advisory Committees in October 2022, and then to SLV community stakeholders.

Next Steps

The Measure D Highway 9/SLV Corridors category provides \$10 million over the 30-year life of Measure D. Staff recommends the RTC designate \$2.4 million of Measure D funds to serve as match to leverage grant opportunities. If awarded competitive federal grants, this Measure D funding would be used on the Highway 9 Boulder Creek Complete Streets Project. If the Boulder Creek Complete Streets Project is not awarded funding this cycle, staff will pursue subsequent cycles, while also seeking additional funding opportunities to fund all remaining segments.

Exhibits:

- A. Hwy 9/SLV Complete Streets Corridor Program progress map
- B. Boulder Creek Complete Streets proposed improvements

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Exhibit A: Highway 9/SLV Complete Streets Corridor Program Progress

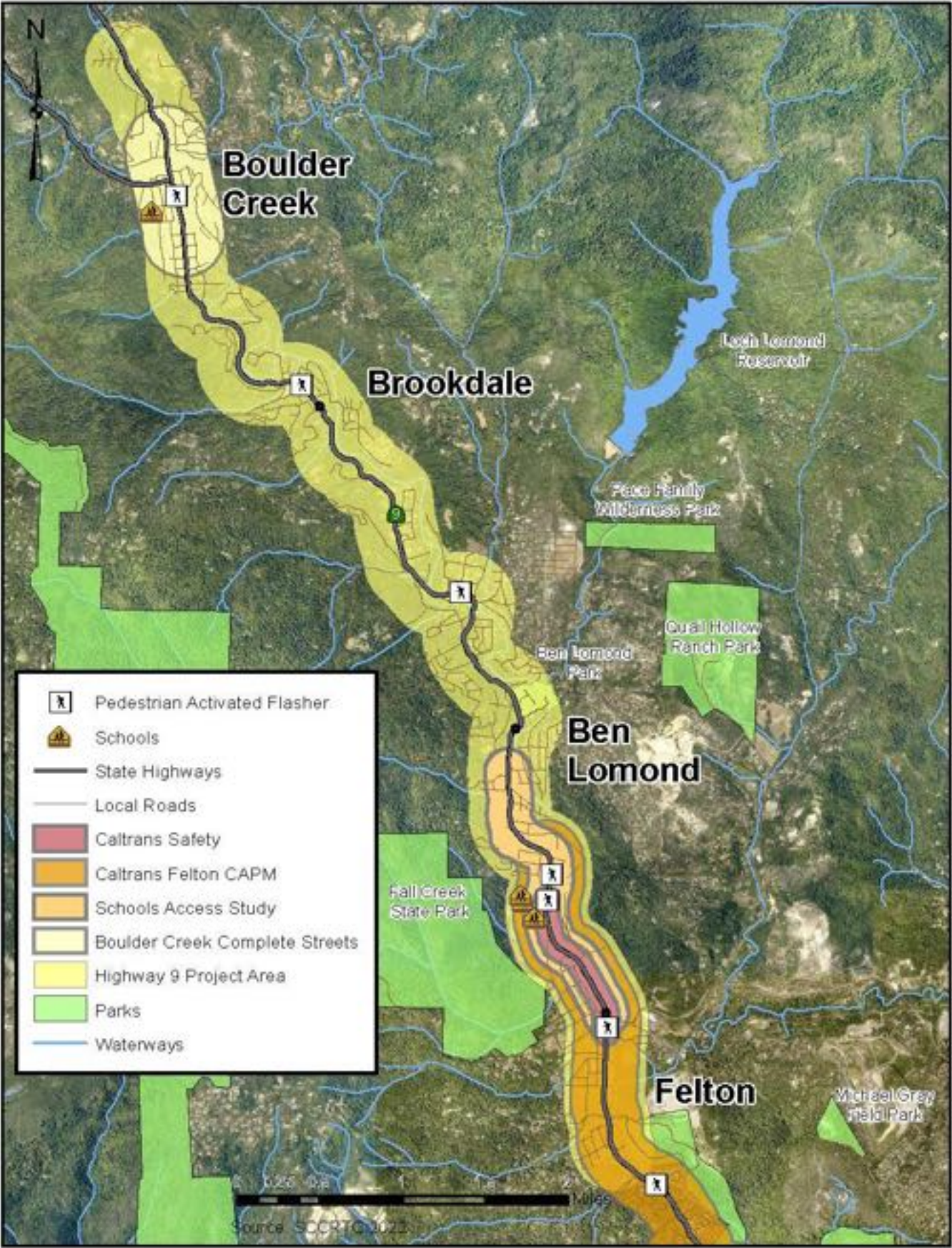
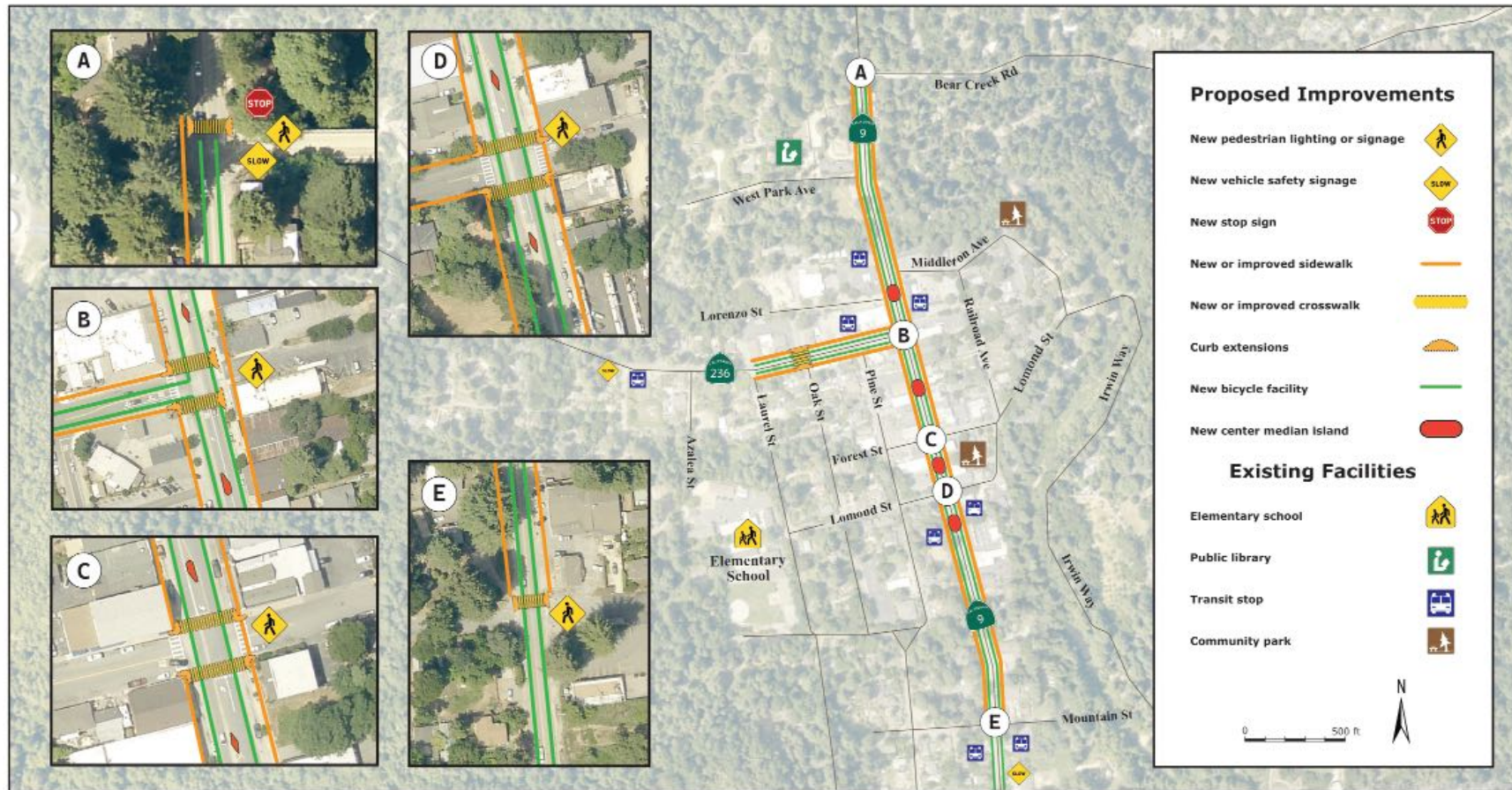


Exhibit B: Proposed Boulder Creek Complete Streets Improvement Project

Highway 9/San Lorenzo Valley Complete Streets Corridor Plan

Downtown Boulder Creek Improvements



Location A: Highway 9 @ Boulder Creek Rd
Improvements: New crosswalk, new stop sign, new sidewalk, new vehicle safety signage, and new bike lanes.

Location B: Highway 9 @ State Hwy 236
Improvements: New and improved crosswalks, improved sidewalks, new bike lanes, and new center islands.

Location C: Highway 9 @ Forest St
Improvements: Improved crosswalks, improved sidewalks, new bike lanes, and new center islands.

Location D: Highway 9 @ Lomond St
Improvements: New and improved crosswalks, new and improved sidewalks, new bike lanes, and new center islands.

Location E: Highway 9 @ Mountain St
Improvements: Improved crosswalks, new sidewalks, new vehicle safety signage, and new bike lanes.

Note: Information shown on maps and graphics is for planning purposes only and reflects general locations of potential new facilities or modifications to existing facilities. These are not engineering-level, exact locations.

AGENDA: October 20, 2022

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

FROM: Brianna Goodman, Transportation Planner

RE: Review of Draft Concepts for San Lorenzo Valley Schools Complex Circulation and Access Study

RECOMMENDATIONS

Staff recommends that the Bicycle Advisory Committee, Elderly and Disabled Transportation Advisory Committee (E&D TAC), and Interagency Technical Advisory Committee (ITAC) review and provide input on the draft engineering concepts ([Attachment 1](#)) for the SLV Schools Complex Circulation and Access Study.

BACKGROUND

In 2019 the RTC, in partnership with Caltrans, the County of Santa Cruz, and METRO, completed the Highway 9/San Lorenzo Valley Complete Streets Corridor Plan (SLV Plan) to help coordinate and prioritize transportation investments for this important corridor. The plan identified the Highway 9 corridor adjacent to and the circulation within the San Lorenzo Valley Unified School District (SLVUSD) elementary, middle, and high schools combined campus (SLV Schools) as a top priority in need of dedicated active transportation facilities, improved access to transit, and optimized vehicle throughput. Projects 9, 10, 11, and 12 of the SLV Plan defined the SLV Schools Complex Circulation and Access Project.

In January 2022, RTC entered into a Memorandum of Understanding with SLVUSD, Caltrans, METRO, and the County of Santa Cruz to coordinate delivery of the SLV Schools Circulation and Access Project. RTC staff in conjunction with Caltrans and the SLVUSD identified the need to carry out more thorough analysis for this project as the next step toward implementing the Project.

The SLV Schools Circulation and Access Study began in March of 2022 and includes public input, needs assessment, traffic analysis, preliminary engineering, and feasible recommendations for the SLV Schools Complex and along Highway 9 between Graham Hill Road and the southerly

intersection of Glen Arbor Road. Concurrently, Caltrans is implementing pedestrian safety improvements along Highway 9 south of the school campus (Attachment 2).

DISCUSSION

In March 2022, the SLV Schools Circulation and Access Study (Study) was initiated through coordination with key stakeholders - the California Department of Transportation (Caltrans), Santa Cruz County Regional Transportation Commission (SCCRTC), County of Santa Cruz Department of Public Works (DPW), San Lorenzo Valley Unified School District (SLVUSD), Santa Cruz Metro Transit District (METRO), with technical support from professional consultants Mark Thomas & Company, Inc. (MT), and subconsultant Fehr & Peers (F&P). This stakeholder group is jointly referred to as the Circulation Project Management Team (CPMT). The CPMT meets monthly to review existing conditions, data analyses, and discuss potential infrastructure and non-infrastructure solutions.

Four engagement activities were hosted between May 17 and June 30, 2022, with input from elementary, middle, and high school students, school faculty and staff, and the public. A total of 440 individuals provided input during the recent engagement activities. Key findings include the following:

- In response to an open-ended question regarding challenges experienced on Highway 9 near the school campuses, the most common responses included:
 - Access between Highway 9 and SLV school campuses.
 - Lack of walking and bicycling facilities.
 - Congestion during student pick-up and drop-off.
- In response to which solutions from the SLV Plan were most favored or supported, the top selections included:
 - Sidewalks on Highway 9 from the South (Felton).
 - Right-turn pockets on Highway 9 into school entrances.
 - Shoulder improvements for bicycling on Highway 9 from the South (Felton).
- Key themes identified in the engagement activity include:
 - SLV parents support additional bus service and enhancing bus stop amenities.
 - Students are interested in walking and bicycling near campus.
 - Staff is interested in separation between buses and passenger vehicles.
 - Dedicated space for walking and bicycling is highly favored.

Based on findings during public engagement and CPMT monthly meetings, circulation improvements have been categorized in the following areas:

1. Highway 9 between Graham Hill Road and Glen Arbor Road
2. SLV High School Entrance and Parking Areas
3. SLV Middle School Entrance and Parking Areas including access from Hacienda Way, and El Solyo Heights Drive
4. SLV Elementary School Parking Lot and Access Ramp

Concept plans for the circulation and access improvements are included as Attachment 1. **Staff recommends the RTC's Bicycle Advisory Committee, the Elderly & Disabled Transportation Advisory Committee, and Interagency Technical Advisory Committee (ITAC) review and provide input on draft engineering concepts for the SLV Schools Complex Circulation and Access Study.**

Draft recommendations include the following:

1. Pedestrian Improvements - Paved and soft-surface paths, sidewalks, ADA curb ramps, pedestrian fencing, and high visibility crosswalks.
2. Bicycle improvements - Improved on-street bike lanes and shoulders, and bike lane enhancements at intersections.
3. Transit improvements - Formalized curb side pull-out stops, enhanced sidewalk connections to transit stops, potential Bus Only lanes, bus-exclusive loading/unloading areas.
4. Operational improvements - Formalized parking, new parking lot, new left- and right-turn pockets, additional turning lanes onto Highway 9, increased student pick-up/drop-off areas, potential new and modified traffic signals.

NEXT STEPS

The CPMT will continue to refine the draft recommendations based on committee and community input, consideration of constraints and opportunities, and availability of funding. A Schedule and delivery plan will be developed to include a well-defined set of implementation recommendations identified for near term, medium term, or long-term improvements. Next Steps for the Study include the following:

1. Advance Engineering Concepts
2. Refine Concepts with Project Partners
3. Continue Stakeholder Presentations
4. Solicit Input from School/Community Stakeholders
5. Prepare Schedule and delivery plan

6. Finalize Summary Report

Currently, funding for subsequent phases of improvements including environmental, final design, right of way, or construction has not been identified. Staff will continue to work in partnership with SLVUSD, Caltrans, Metro, and County DPW to identify and seek funding opportunities upon completion of the SLV Schools Circulation and Access Study.

FISCAL IMPACT

There are no new fiscal impacts associated with RTC committees reviewing and providing input on draft engineering concepts for the SLV Schools Complex Circulation and Access Study.

SUMMARY

The SLV Schools Circulation and Access Study was initiated in collaboration with agency stakeholders as a first step in advancing priority projects from the Highway 9/San Lorenzo Valley Complete Streets Corridor Plan to address deficiencies at the SLV Schools campus. Staff recommends the RTC Committees provide input on the draft engineering concepts.

Attachments:

1. Draft engineering concepts for the SLV Schools Circulation and Access Study:
 - a. High School Entrance Initial Design Concept
 - b. Middle School Entrance Initial Design Concept
 - c. Elementary School Entrance Initial Design Concept
2. Caltrans 05-1M400 Safety Project Improvements – Graham Hill Road to SLV High School Entrance



SCALE: 1" = 30'

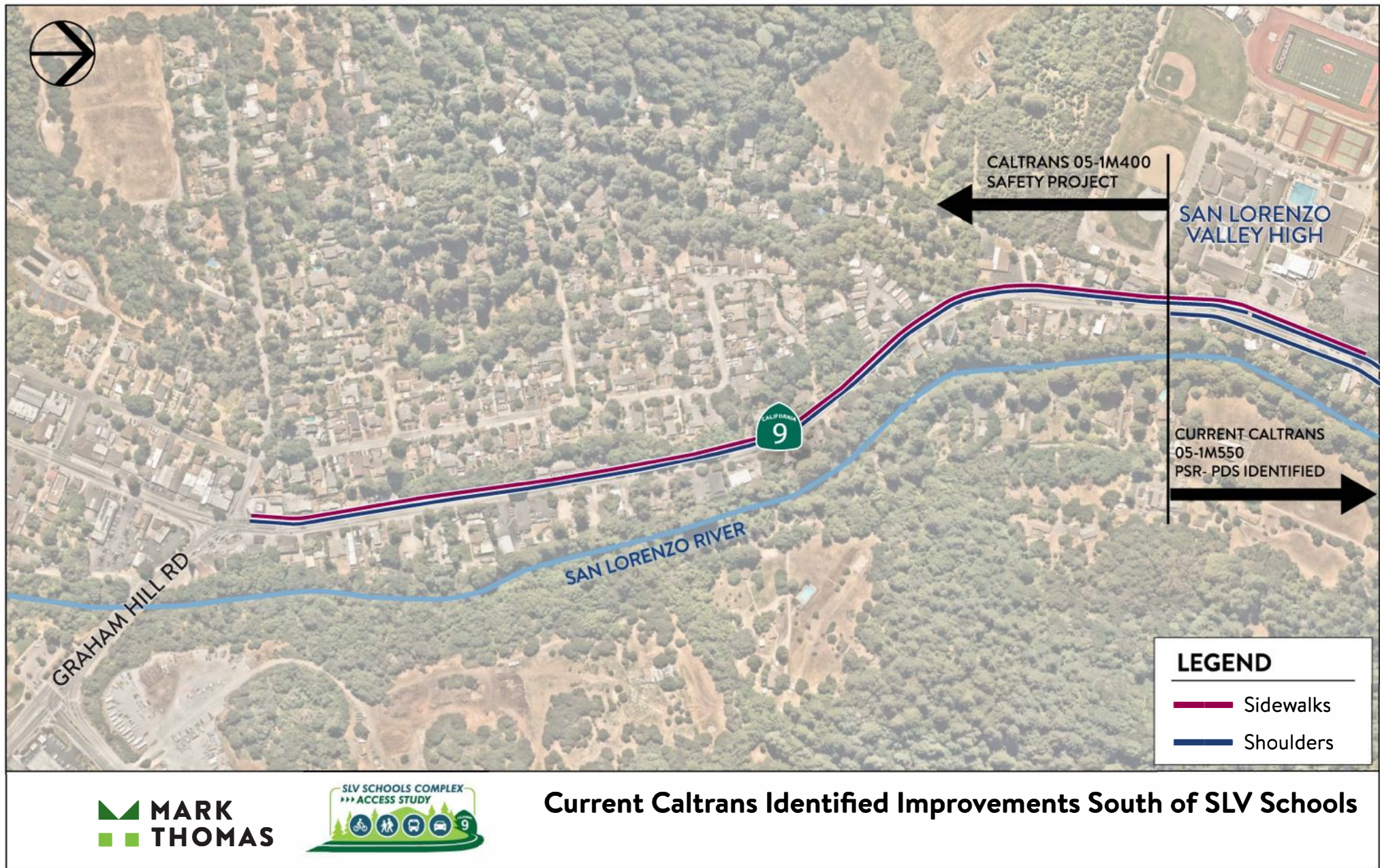
DRAFT-FOR DISCUSSION PURPOSES ONLY

**SLV SCHOOLS CIRCULATION AND ACCESS STUDY
HIGH SCHOOL CONCEPT 1C**











CLEAN CALIFORNIA

LOCAL GRANT PROGRAM

FIRST WORKSHOP ON CYCLE 2

WORKSHOP #1
NOVEMBER 3, 2022
1:00 PM - 2:30 PM

[REGISTER HERE](#)

Stakeholders are invited to participate in an online workshop about Cycle 2 of the Clean California Local Grant Program and proposed updates to the guidelines.

The Clean California Local Grant Program will be offering a second cycle of funding! The program will continue to provide communities with funding to beautify and improve streets and roads, tribal lands, parks, pathways and transit centers to restore pride in public spaces.

For more information on this program, click [HERE](#).

Join our mailing list [HERE](#)

Questions? CleanCA.LocalGrant@dot.ca.gov

State Climate Adaptation Planning Grant Programs

Fact Sheet

The California Department of Transportation (Caltrans) and the Governor's Office of Planning and Research (OPR) are both happy to announce several grant programs. The intent of this factsheet is to help guide applicants towards the more applicable and relevant grant program to increase chances of award/funds allocation. Please review the grant programs below and follow the related links for more information on each program.

OPR FY 2022-23 Grant Programs:

Regional Resilience Planning and Implementation Grant Program: The [Regional Resilience Planning and Implementation Grant Program](#) will invest \$250 million over three funding cycles available to local, regional, and tribal governments. The program will support the development of regional projects and plans that improve climate resilience and reduce risks from climate impacts.

Adaptation Planning Grant Program: The [Adaptation Planning Grant Program](#) will invest \$25 million over three funding cycles to help fill local, regional, and tribal climate adaptation planning needs. The program will focus on cross-sectoral, integrated climate adaptation planning activities that support communities in identifying climate resilience priorities and developing a pipeline of climate resilient infrastructure projects across the state.

Caltrans FY 2023-24 Sustainable Transportation Planning Grant (STPG) Program:

STPG Climate Adaptation Transportation Planning:

Minimum award amount: \$100,000

Maximum award amount: \$1.5 million (single organization); \$1.5-\$3 million to be considered for partnership applications

The [STPG Climate Adaptation Planning](#) grant will allocate \$50 million through a one-time funding cycle in FY 2022-23. This will be available to local, regional, and tribal governments. The program will support identification of transportation-related climate vulnerabilities through the development climate adaptation plans as well as project-level adaptation planning to identify adaptation projects and strategies for transportation infrastructure.

Examples of potential Climate Adaptation grant projects include:

- Funding local and regional identification of transportation-related climate vulnerabilities through the development of climate vulnerability assessments and adaptation plans
- Project-level climate adaptation planning to identify adaptation projects and strategies for transportation infrastructure
- Planning for extreme weather events including evacuation planning
- Transportation Infrastructure Adaptation and Resilience Improvement Plans
- Technical feasibility studies required to advance project level adaptation planning
- Developing educational resources, trainings and workshops for local jurisdictions and transportation service providers on any of the above listed adaptation planning activities.