



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

AGENDA
Thursday, February 16, 2023
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 October 20, 2022 ITAC meeting

REGULAR AGENDA

6. Caltrans's Middle-Mile Broadband Initiative (MMBI)
 - a. Presentation from Genaro Diaz and Devin Garza, Caltrans
 - b. Fact Sheets
7. Status of transportation projects, programs, studies and planning documents
 - a. Verbal updates from ITAC members on projects
 - b. Preliminary damage list and verbal updates on storm damage
 - c. Caltrans capital project updates
8. Transportation Goals, Evaluation Criteria, and Strategic Priorities
 - a. Staff report, Amy Naranjo
9. Safety and health related transportation resources, programs and grants
 - a. Presentation from County Health Service Agency (HSA) staff, Arnold Shir and Theresia Rogerson
10. Coastal Rail Trail Segment 12 (State Park Drive to Rio del Mar Boulevard) design
 - a. Staff report, Sarah Christensen
11. Funding Program Opportunities and Updates
 - a. [Caltrans Planning Grants](#) -Due March 9
 - b. [Clean CA](#) – Call for projects est. February 14, 2023; due late April
 - c. [Affordable Housing and Sustainable Communities Program](#) (AHSC) – applications due April 4, 2023
 - d. [Local Transportation Climate Adaptation Program \(LTCAP\)](#) - CTC Draft Guidelines Discussion Workshop February 22 at 1:00pm.
 - e. Other grants:
 - USDOT: 2023 NOFO schedule and [website](#)
 - i. Follow up from local December 2022 Grants Workshop
 - f. [Caltrans Local Assistance Trainings](#) –
 - Local Assistance Training Days: March 8 and June 7
 - Program Funding Opportunities Webinar – [February 24](#)
12. Next Meeting – The next ITAC meeting is scheduled for 1:30pm on **March**

16, 2023. 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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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

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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.

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<https://blog.zoom.us/video-communications-best-practice-guide/>

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

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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.

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

DRAFT MINUTES

Thursday, October 20, 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 Planning Proxy	Claire Gallogly
Santa Cruz Public Works	Nathan Nguyen
Scotts Valley Public Works	Chris Lamm
Watsonville Public Works	Murray Fontes
Watsonville Community Development	Justin Meek
Association of Monterey Bay Area Governments	Paul Hierling
California Department of Transportation (Caltrans)	Paul Guirguis
Santa Cruz Metropolitan Transit District	John Urgo
Santa Cruz Metropolitan Transit District	Pete Rasmussen
University of California at Santa Cruz (UCSC)	Oxo Slayer

Absent: County of Santa Cruz and Ecology Action-Transportation Program

RTC Staff Present: Grace Blakeslee, Sarah Christensen, Brianna Goodman, Rachel Moriconi, Amy Naranjo, Tracy New, Guy Preston

Others Present:

Jessica Kahn, Capitola Public Works
Kelly McClendon, Caltrans District 5
Paul Martin and Jake Weir, Mark Thomas consultants
Public: Brian Peoples, Michael Pisano, Jacquii Rice, Joni Steele

- 1. Call to Order:** Vice Chair Chris Lamm called the meeting to order at 1:34 p.m. Kailash Mozumder took over as chair at 1:40pm.
- 2. Introductions:** Introductions were made. All attendees participated by teleconference. Jessica Kahn noted that she is the new Capitola Public Works Director.
- 3. Oral Communications:**

Rachel Moriconi shared that the California Transportation Commission (CTC) staff recommendations for the Active Transportation Program (ATP) Cycle 6 grant program have been released and while only 22% of applications

statewide were recommended, all the proposed projects in Santa Cruz County are recommended for nearly \$116 million. The CTC is scheduled to consider the staff recommendations at its December 7/8, 2022 meeting.

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

Item 7 on the Measure D 5-year plans was moved up to be the first item on the regular agenda (before item 6).

CONSENT AGENDA

5. Approved Minutes of the September 22, 2022, ITAC meeting

Committee members unanimously approved a motion (Fontes/Lamm) approving the consent agenda, with Mozumder, Gallogly, Nguyen, Lamm, Fontes, Meek, Guirguis, Slayer, Hierling, Urgo, and Rasmussen, voting "yes" by roll call vote.

REGULAR AGENDA

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

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

City of Santa Cruz – Nathan Nguyen reported that the Highway 1/9 intersection and Chestnut St. paving projects are expected to be completed in November; they plan to put the Ocean St paving project out to bid by January. Claire Gallogly announced that the City hired Mark Starkey as the new Transportation Manager.

Watsonville – Murray Fontes reported Watsonville opened bids for the Freedom Blvd Reconstruction project, which came in high, but they are working to award a contract on November 15, with construction of the multimodal paving project expected to start in spring 2023, upon completion of a utilities project. City Council approved a road diet concept for Highway 152/Main Street. This is a Caltrans long-lead project, with construction scheduled for 2031. He also announced that Maria Esther Rodriguez is retiring.

Justin Meek reported on the public hearing on the Downtown Watsonville Specific Plan and CEQA Initial Study. He noted that the update includes details on land use and mobility elements, including the road diet concept, with an EIR and final plan anticipated to be considered by council next year.

Scotts Valley – Chris Lamm reported that Scotts Valley will be updating its Pavement Management Program.

Capitola – Kailash Mozumder reported that the Clares Street project is starting construction (40th to Wharf Rd), including curb ramps and a CAR effort scheduled for the end of November, pending weather. The 41st Ave. Adaptive Signal project is underway, with intersections from Jade St. to Clares completed and work continuing to deploy the three Caltrans signals. The fully adaptative system on 41st Avenue expected to go live by the end of the year. The Kennedy Ave sidewalk project is in design, with public outreach coming next. Initial data has been collected for the 41st Ave/Capitola Road intersection project, including deflection testing and looking at options for any potential changes to signal timing and overall design.

AMBAG – Paul Hierling reported that AMBAG board approved the 6th Cycle RHNA plan, with the plan now at HCD for final review and approval. He requested agencies to inform him of any housing element meetings. The REAP2.0 grant program final framework expected to be approved in November, with guidelines for suballocation being developed January – June 2023.

METRO – John Urgo reported that September ridership numbers were 91% of pre-COVID levels (2019); UCSC ridership up 1-4%; 87% non-UCSC ridership, free-fare; Highway 17 ridership is 57% of pre-covid levels. He thanked regional partners for attending the board retreat, where the board set goals to double ridership, fleet conversion, and construct more housing at transit centers. They also kicked off the Soquel Ave/Dr-Main St speed and delay survey. METRO also has an RFP out for a bus network redesign, looking at routes and services countywide to identify improvements for next fall.

Caltrans – Kelly McClendon announced that he will be leaving District 5 to work at Caltrans Headquarters on Freight Planning. He appreciated working with everyone. Paul Guirguis reported that Jenna will be working on planning grants and requested agencies reach out to him with any questions or coordination. He reported that draft grant guidelines for Sustainable Communities and Adaptation planning grants are available for comment, with the call for applications anticipated to be released in December or January. He noted there are some partial lane closures on Highway 17 and significant closures planned on State Route 9. He suggested looking at the Caltrans QuickMap and signing up to receive news releases for construction updates. Rachel Moriconi expressed appreciation for Kelly McClendon's outstanding work on projects in Santa Cruz County.

SCCRTC - Rachel Moriconi reported:

- Open Streets: The October 16 RTC-funded Bike Santa Cruz County Open Streets event was well attended with over 10,000 people estimated to have attended throughout the day. The RTC solicited input

on transportation planning on the North Coast of Santa Cruz County and provided information about the Go Santa Cruz County commuter rewards program and distributed information on transit, bike and pedestrian resources.

- The RTC will be developing a new "Access for All" grant program, soliciting proposals from entities to provide on-demand wheelchair accessible vehicle transportation services in SCR.
- Scotts Creek Coastal Resiliency Project: The Caltrans project initiation document (PID) is almost finalized, with a Legislative/Executive site visit with Senator John Laird and resource agencies planned for October 27; the multi-agency project team is looking for funds to start the PA/ED phase.
- Hybrid/In-person meetings - SB361 & AB2449 updates: The RTC and committee meetings will be modified to follow AB2449 and Brown Act requirements starting in March 2023, which may result in hybrid in-person and virtual meetings, with some limits on committee members attending meetings remotely.

Sarah Christensen reported:

- The RTC's Pajaro River Bridge Rehabilitation project is currently out to bid, with bids scheduled to be opened November 9 and with construction anticipated in 2023.
- Proposals for the Electric Passenger Rail consultant are being evaluated, with a contract expected to be awarded before the end of the year.
- The Highway 1 41st Ave to Soquel Drive project is scheduled to start construction in November/December.
- Design of the Highway 1 Bay/Porter-State Park project is almost completed, with construction funding allocations expected at the January 2023 California Transportation Commission (CTC) meeting.
- The environmental document for the Highway 1 Freedom-State Park Drive and Trail Segment 12 project may be ready for public review as soon as December 2022.
- RTC is working with Caltrans, METRO and the County of Santa Cruz to prepare applications for SB1-Solutions for Congested Corridors Program (SCCP), Trade Corridor, and Local Partnership Program (LPP) competitive grants for the combined Watsonville-Santa Cruz Multimodal Corridor Highway 1 Freedom-State Park and Trail, and Soquel Dr multimodal improvements, and transit enhancements based on several of the Unified Corridor Study recommendations.

Public comments:

- Michael Pisano suggested making shared UberShare and LyftLine available to lower costs in Santa Cruz County, possibly as part of the Access for All program.
- Brian Peoples congratulated METRO on positive ridership numbers. He stated that Manu Koenig and Matt Machado were successful at diverting funding from METRO buses to County road projects and suggested that

was good since METRO was successful at securing other grants for buses. He stated that the Caltrans planning grant guidelines should require agencies to meet code requirements. Paul Guirguis responded that comments on the Sustainable Communities grant guidelines should be submitted to headquarters. Rachel Moriconi noted that the Caltrans planning grants are used on the planning stage of projects. She also responded that METRO, like most agencies, still has significant outstanding bus replacement and other system preservation funding needs.

UCSC- Oxo Slayer reported that UCSC will be running new campus shuttles to its Westside Santa Cruz Coastal Science facilities.

7. Measure D 5-Year Program of Projects Updates

Rachel Moriconi provided a summary of proposed updates to the Measure D 5-year programs of projects for regional investment categories: Highway Corridors, Active Transportation/Trail, Rail, Highway 9 and Highway 17. She recommended that the ITAC provide input on the proposed updates.

Committee comments: Claire Gallogly, expressed support for the proposed 5-year plan updates and the importance of having Measure D revenues to leverage grants.

Public comments: Brian Peoples expressed opposition to spending funds on rail planning and infrastructure.

8. Review of Draft Concepts for San Lorenzo Valley Schools Complex Circulation and Access Study

Brianna Goodman provided an overview of planned complete projects in the Highway 9 corridor through San Lorenzo Valley (SLV). Paul Martin and Jake Weir, consultants from Mark Thomas, presented and solicited input on draft proof-of-concept designs for potential multimodal improvements at the SLV Schools Complex in Felton, including along Highway 9, El Solvo Heights and other access points to the school. The draft designs integrate input received from students, school staff, and the public at large on traffic circulation, driveways, bicycle, pedestrian, and bus stop elements.

Oxo Slayer asked if any new signals might be proposed at the Elementary School. Paul replied that they are analyzing if a new signal would be warranted and if a new signal were added, any new signals would be synchronized. Brianna Goodman requested members submit any additional ideas or questions on the project to slvprogram@sccrtc.org.

Committee members Gallogly, Nguyen, and Urgo left the meeting.

9. Funding Updates

The Committee received information on numerous state and federal funding programs listed in the agenda.

Rachel Moriconi reported that RTC staff plan to submit [Caltrans Sustainable Transportation Planning Grant](#) applications for a North Coast/Davenport TDM/Traffic Circulation/Complete Streets Plan and infrastructure resiliency and environmental enhancements for Waddell Creek at Highway 1 and San Vicente Creek.

Justin Meek noted that [REAP 2.0](#) could be a transformative program to fund housing and transportation improvements, with partnership opportunities including possible transit oriented development and revitalization options.

[SB1 Accountability and Transparency Guidelines](#): Amy Naranjo noted that additional forecasting and reporting on project benefits may be required for Active Transportation Program (ATP) and other CTC competitive programs.

Capitola and Scotts Valley staff noted their agencies have limited staff time to monitor grant opportunities and prepare applications. Committee members expressed interest in setting up a sub-group of agencies to review guidelines, identify priority projects that would be good candidates for each grant, and identify opportunities to partner on applications. Oxo Slayer noted the need to do some preliminary work to get projects ready to compete.

Public Comments: Brian Peoples suggested that agencies only look at projects that are cost effective and timely.

10. Next meeting. The next meeting of the ITAC is scheduled for 1:30 p.m. on December 15, 2022 (*the November 17 meeting was canceled*).

Rachel Moriconi noted that District 5 Local Assistance may host a special meeting in November with project managers and others at local agencies to share information about and discuss various new state and federal requirements and programs.

Chair Mozumder adjourned the meeting at 3:20 p.m.

Minutes prepared by Rachel Moriconi

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AGENDA: February 16, 2023

TO: Interagency Technical Advisory Committee

FROM: Rachel Moriconi, Senior Transportation Planner

RE: Caltrans's Middle-Mile Broadband Initiative (MMBI)

RECOMMENDATIONS

Staff recommends that the Interagency Technical Advisory Committee (ITAC) receive information on Caltrans's Middle-Mile Broadband Initiative.

BACKGROUND

The 2021-22 State Budget provided \$7 billion over three years to expand broadband infrastructure, increase affordability, and enhance access to broadband. The goal is to provide equitable access to unserved and underserved populations, anchor institutions (hospitals, universities, government entities, community non-profits,) tribal entities, and agricultural regions.

DISCUSSION

Caltrans's Middle-Mile Broadband Initiative (MMBI) team is making significant progress in meeting the challenge of delivering projects to install ten- thousand miles of broadband infrastructure. Caltrans District 5 staff will share information on Caltrans's going broadband efforts at this meeting.

SUMMARY

Caltrans staff will provide an update on broadband infrastructure efforts.

Attachment:

1. Middle-Mile Broadband Initiative Fact Sheet
2. Map of Highway 17 Broadband

Middle Mile Broadband Network Program

BACKGROUND

Universal, accessible, and affordable access to high-speed internet is critical to the State's economy, education, and essential health and well-being. The 2021-22 State Budget provides a \$7 billion investment over three years as part of a plan to expand broadband infrastructure, increase affordability, and enhance access to broadband for all Californians. The goal is to provide equitable access to unserved and underserved populations, anchor institutions (hospitals, universities, government entities, community non-profits,) tribal entities, and agricultural regions.

What is "Middle Mile Broadband Network (MMBN)"?

- MMBN is an open access, state-owned high-capacity fiber lines that carry large amounts of data at higher speeds over longer distances between local networks. While it doesn't provide direct broadband access itself, it will connect to a last-mile broadband infrastructure to connect with homes and businesses.
- The statewide open-access middle-mile network will be a foundational investment to ensure every Californian has access to broadband that meets the connectivity needs of today, and well into the future.
- Last-mile infrastructure relies on middle-mile to provide service to residents, large and small-businesses, schools, government offices, public safety agencies, and libraries.

California Department of Technology (CDT) will oversee the acquisition and management of contracts for the development, construction, maintenance and operation of the network, retain a third-party administrator to construct and establish the network, and create a nine-member Middle-Mile Advisory Committee.

The map and project locations are dynamic. Caltrans is working at the direction of CDT and will work with third-party administrators to manage construction of the middle-mile infrastructure along state highways and rights of way. In District 5 an estimated 665 miles of broadband middle mile network will be installed in Monterey, Santa Cruz, San Benito, San Luis Obispo, and Santa Barbara Counties.



California
DEPARTMENT OF TECHNOLOGY
STRATEGY INNOVATION DELIVERY

SANTA CRUZ HIGHWAY 17 MIDDLE MILE BROADBAND NETWORK



Subject to Change



California
DEPARTMENT OF TECHNOLOGY
STRATEGY INNOVATION DELIVERY

DESCRIPTION

The project will support the build out of a critical statewide “middle-mile” network in Santa Cruz County by installing broadband and conduits on State Route 17 from the Highway 1 interchange to the Santa Clara County line. A small segment on Highway 1 between Mission Street and River Street will also be included.

PURPOSE

To expand broadband infrastructure, increase affordability, and enhance access to broadband.

ESTIMATED CONSTRUCTION TIMELINE

Summer/Fall 2023

ESTIMATED CONSTRUCTION COST

\$4.72m

Contact: Project Manager Genaro Diaz - genaro.diaz@dot.ca.gov

PRELIMINARY Summary of Transportation Storm Damage - Winter 22/23
NOTE- All figures are PRELIMINARY estimates

The following is a preliminary list of damage to roads, walkways, bridges, and other transportation facilities. Most agencies are still investigating damage. Cost estimates and damage could increase significantly, especially if there is additional erosion, slides, or flooding. Agencies have until 2/6/23 to submit an Emergency Relief (ER) - Initial Damage Estimate (IDE) to Caltrans Local Assistance for late December/early January storm. Note, in addition to damage to transportation facilities, many homes, businesses, parks, and other public infrastructure were also damaged, but are not included in the information below.

SCCRTC- Branch Rail Line: \$1.5 to \$3 million (updated 2/6/23)

- New Brighton Bridge – damaged by fallen tree
- Fallen trees – various locations throughout the length of the rail line
- Slides - various locations, including significant slides near Rio Del Mar Boulevard and sloughs
- Debris – various locations throughout the length of the rail line including at drainage ditches, which will require clearing and re-grading
- Slope embankment washouts – two locations: south of New Brighton State Beach (SB) (Milepost 14.7) and south of Manresa SB (Milepost 8.5)

Capitola: \$2.6 Million (reported 1/12/23)

- Municipal Wharf
 - Severe damage sustained – section of deck dislodged, pile damage, interior building damage
 - Repair Estimate \$1 million
- Riverview Pathway
 - Severe damage sustained – headwall dislodged at Noble Gulch outlet; erosion in immediate vicinity to headwall; loss of walkway material; loss of park amenities; damaged bulkhead; Pump House foundation damaged
 - Repair Estimate \$175,000
- Cliff Drive: Approx 500 ft of cliff erosion creating unstable condition
 - Closed parking spaces to limit access
 - Repair Estimate \$400,000
- Capitola Jetty
 - Loss of rock material creating unstable walkway
 - Repair Estimate \$100,000
- Stockton Ave. Bridge over Soquel Creek
 - Damage to spalling and piers
 - Repair Estimate \$100,000
- Depot Hill Path
 - Cliff erosion, lost approximately 100 ft of City fence
 - Repair Estimate \$10,000 (to move fence)
- Hoopers Ramp
 - Ramp deteriorated/unusable
 - Repair Estimate \$250,000
- Hoopers Stairway

- Bottom portion of stairway detached
 - Repair Estimate \$40,000
- Seawall Outfalls (3)
 - Lids and wingwalls to concrete outfall structures damaged
 - Repair Estimate \$80,000
- Parking Pay Stations
 - Significant damage
 - Repair Estimate \$20,000
- Debris removal/protective measures
 - Estimate cost: \$450,000

Santa Cruz: \$5-12 Million *(updated 1/20/23)*

- West Cliff Drive
 - Severe damage to path and roadway
 - Reconstruction of the culvert at Bethany Curve
 - Repair Estimate \$5-10 million
- San Lorenzo River Levee Path
 - Repair Estimate \$TBD
- Rail Trail (Seg 7, Ph 2) construction area
 - Some landslides, downed trees, loss of existing survey, damage to fencing.
 - Estimated damage cost: \$1.65 million

Watsonville: \$18 million *(reported 1/12/23)*

Road/Damage	Federal Aid Route?	Preliminary Estimated Cost
East Lake Ave, cross street Bridge St	Yes	\$295,000
Almond Dr Road Repair	No	\$221,000
Argos Circle Road Repair	No	\$689,000
Atri Court Pump Station Flood Cleanup and Repairs	No	\$200,000
Atri Ct Road Repair	No	\$73,000
Baron Ct Road Repair	No	\$37,000
Beck St Road Repair	Yes	\$65,000
Blackburn Ct Road Repair	No	\$22,000
Blackburn St Road Repair	Yes	\$38,000
Bridge St Road Repair	Yes	\$4,349,000
Bridge St Road Repair	No	\$3,229,000
Bridge Street (East Lake to Blackburn)	Yes	\$300,000
Bridge Street Area Storm Pump Station Repairs	No	\$100,000
Bridge Street Drainage Canal	No	\$200,000
Bronte Ave Road Repair	No	\$324,000
Cloudview Dr Road Repair	No	\$87,000
Cynthia Dr Road Repair	No	\$79,000
Delta Wy Road Repair	No	\$370,000
Grizzly Flats Access Road Washout Repair	No	\$400,000

Road/Damage	Federal Aid Route?	Preliminary Estimated Cost
Heather Ct Road Repair	No	\$69,000
Hushbeck Ave Road Repair	Yes	\$47,000
Joyce Dr Road Repair	No	\$19,000
Kings Way Road Repair	No	\$40,000
Loughead, Lincoln, Coolidge, Marchant Storm PS Damage	No	\$2,000,000
Pajaro Vista Ct Road Repair	No	\$21,000
Pear Tree Dr Road Repair	No	\$66,000
Pippin Ln Road Repair	No	\$31,000
Rogge St Road Repair	No	\$80,000
Slide in Drainage Canal at East Lake and Bridge St	Yes	\$1,000,000
Spruce Ct Road Repair	No	\$105,000
Storm and Sewer System Flood Sediment Cleanup	No	\$300,000
Suncrest Wy Road Repair	No	\$89,000
Tuttle (East Lake to Bronte)	No	\$150,000
Tuttle Ave Road Repair	Yes	\$163,000
Village Wy Road Repair	No	\$71,000
Village/Almond Drainage Basin Damage	No	\$200,000
Vivienne Dr Road Repair	No	\$161,000

County of Santa Cruz: \$22.5 million (reported 1/9/23)

Damaged Road	Federal-aid Roadway	Location (Post Mile)	Preliminary Estimated Cost (emergency opening & permanent repair)
Beach Drive	No	Rio Del Mar to ECM	\$TBD
Bean Creek	No	1.87	\$TBD
Bonny Doon Road	Yes	0.66	\$TBD
Bridge St	Yes	East Lake to Blackburn	\$300,000
Browns Valley Rd	Yes	PM 3.17	\$618,680
China Grade Road	Yes	0.62	\$1,335,325
Coward Road	No	Address 261	\$30,000
Cox Road	No	1.76 (Address ~450)	\$1,658,243
Eureka Canyon Road	Yes	0.35	\$947,890
Eureka Canyon Road	Yes	7.85	\$534,620
Eureka Canyon Road	Yes	4.51 (Address 1400)	\$692,100
Felton Empire	Yes	0.58	\$953,545
Felton Empire	Yes	1.3	\$472,400
Felton Empire	Yes	1.14	\$50,000

Damaged Road	Federal-aid Roadway	Location (Post Mile)	Preliminary Estimated Cost (emergency opening & permanent repair)
Glen Haven Road	Yes	0.7	\$1,600,900
Glenwood Drive	Yes	2.58	\$TBD
Glenwood Drive	Yes	2.9	\$TBD
Glenwood Drive	Yes	2.91	\$3,000,000
Granite Creek Road	Yes	1.26	\$102,000
Green Valley Rd	No	2.31	\$590,350
Highland Way	Yes	0.7	\$205,000
Highland Way	Yes	1.18	\$293,280
Highland Way	Yes	2.3	\$841,273
Highland Way	Yes	4.55	\$829,410
Irwin Way	No	0.78	\$75,725
Lockhart Gulch Rd	No	0.20 (200' from Nelson Rd)	\$981,455
Lompico Road	Yes	1.35	\$15,000
Nelson Road	No	0.06	\$881,166
Nelson Road	No	0.12	\$TBD
Pajaro Levee	No	521+31	\$TBD
Redwood Drive	No	at Oak Dr	\$886,255
Redwood Road	No	0.40	\$250,000
Redwood Road	Yes	1.08	\$335,320
Rider Road	No	0.22	\$TBD
Rider Road	No	0.35	\$749,600
Smith Grade Road	Yes	2.69	\$653,730
Smith Grade Road	Yes	2.66	\$589,100
Smith Grade Road	Yes	2.00	\$849,800
Smith Grade Road	Yes	3.95	\$583,800
Soquel San Jose Road	Yes	6.59	\$985,600
Upper East Zayante	Yes	0.51	\$TBD
Valencia Rd	Yes	0.25	\$TBD
White Road	Yes	0.56	\$TBD
Cat A - debris removal, various locations	Some		\$TBD

Caltrans-State Highways: Cost \$TBD (reported 1/19/23)

- Highway 9
 - Glen Arbor: Slide between upper and lower Glen Arbor, closed between [PM 8.1 to 9.4](#).
 - Crews are working to repair the slide.
 - Estimated opening: couple of weeks, progress weather dependent
 - Potential structure damage
 - [1.8 miles north of SR236](#)
 - Tension crack in shoulder, possible wall solution
 - One-way reversing traffic control in place
- Highway 35
 - Slip out at [PM3](#), 3 miles north of Jct with Highway 17
 - Possible construction repair with no ETO. One way reversing traffic control.
- Highway 236
 - Settlement of a lane at PM 7.0
 - Road closed between Little Basin Rd and State Park Entrance, [PM 6.5 to 7.2](#)
 - Assessments ongoing, construction repair with no ETO
 - [Near Highway 9](#), erosion of the embankment and pavement settlement on the outside edge of the lane
 - Road closed between Via Raton and Highway 9, PM 16.0 to 17.72
 - Construction repair pending. One way reversing traffic control.



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The projects below are listed in order of State Route, then by beginning post mile, with all projects covering multiple State Routes listed first. There are two tables of projects displayed: 1. "Projects in Construction" (Milestone range: Contract Approval to Contract Acceptance) and 2. "Projects in Development".

Projects in CONSTRUCTION								
	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Timeline	Project Cost & Fund Source - Category	Project Manager	Contractor	Comments
C1	Santa Cruz & San Benito Rumble Strip & Striping Safety Project 1M330	State Route: Various: 1, 9, 17, 129 PM: Various	Install centerline and edge line rumble strips; Restripe some locations with enhanced wet night thermoplastic striping material	- July 2024	\$4.7 million 010 Safety Funds	Terry Thompson	Central Striping Service, Inc.	Construction has begun on the project.
C2	Soquel Creek Scour Protection 1H480	State Route: 1 PM: 13.31 At Soquel Creek Bridge No 36 0013 btwn Bay Ave & 41st Ave	Bridge Preventative Maintenance - Place Scour Protection	- October 2023	\$6.6 million SHOPP- Bridge	Terry Thompson	Granite Construction Company	Contract awarded to Granite Construction Company. Contractor is not mobilizing until 6/1/2023. Schedule has been adjusted to reflect the delay.
C3	Davenport Culvert Replacement 0J200	State Route: 1 PM: 31.9 to 35.7 At various spot locations btwn the listed postmiles	Culvert replacement near Davenport and south Waddell Creek	- March 2024	\$13 million SHOPP- Drainage	Heidi Borders	Serafix Engineering	Construction has begun.



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Projects in CONSTRUCTION							
Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Timeline	Project Cost & Fund Source - Category	Project Manager	Contractor	Comments
C4 Viaducts 1K120	State Route: 9 PM: 1 & 4 At 0.5 miles north of Vernon St & at 0.75 miles south of Glengarry Rd	Construct side-hill viaduct, restore roadway and facilities, place Water Pollution Control BMPs, erosion control	- September 2025	\$20 million SHOPP- Major Damage	Doug Hessing	Gordon N. Ball, Inc.	Contract Approved 12/23/2022 to Gordon N Ball Inc.
C5 Extend Side Hill Viaduct 1K060	State Route: 9 PM: 10.8 Near Brookdale, 0.3 miles south of Western Ave	Construct viaduct wall extension, restore roadway and facilities, place Water Pollution Control BMPs	- Feb 2023	\$6.9 million SHOPP- Major Damage	Doug Hessing	Gordon N. Ball, Inc.	Construction complete 12/28/2022
C6 Hairpin Tieback 1K130	State Route: 9 PM: 19.97 Near Boulder Creek, about 1.1 miles south of SR 236/9 Junction	Construct a Soldier Pile Tieback Retaining Wall	- July 2024	\$7.6 million SHOPP- Major Damage	Doug Hessing	Gordon N. Ball, Inc.	The construction contract was awarded to GORDON N. BALL, INC. One-way traffic control in place.



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Projects in CONSTRUCTION							
Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Timeline	Project Cost & Fund Source - Category	Project Manager	Contractor	Comments
C7 Jarvis Slide Rock Fence 1K070	State Route: 17 PM: 8.2 Near Scotts Valley, 0.5 miles south of Sugarloaf Rd	Construct rock fence/barrier at Jarvis Slide to stabilize the slope	- September 2023	\$7.4million SHOPP- Major Damage	Nic Heisdorf	Gordon N. Ball, INC	Project "Approved" December 2, 2022. Construction start anticipated in February 2023.
C8 Wildlife Habitat Crossing 1G260	State Route: 17 PM: 9.4 to 9.6 From 0.6 miles south of Laurel Rd to 0.25 miles north of Laurel Rd	Construct wildlife undercrossing	- January 2024	\$5.1 million SHOPP- Advance Mitigation / Mitigation Local Contributions / Coordination	Michael Lew	Granite Rock Construction	Construction is on hold for temperatures to rise in order to pave the friction surface treatment and final striping.
C9 Corralitos Creek ADA 1F620	State Route: 152 PM: 1.9 to R2 Near Watsonville, east of Beverly Dr to Holohan / College Rd	Construct Accessible Pathway	- January 2024	\$7.5 million SHOPP- Mobility	Nic Heisdorf	Bridgeway Civil Constructors, INC	Project "Approved" December 22, 2022. Construction start anticipated in February/March 2023.



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Projects in DEVELOPMENT							
Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Target (Contract Award to Contract Acceptance)	Estimated Project Cost & Fund Source - Category	Project Manager	Phase (PID, PA&ED, PS&E, RW, Construction)	Comments
D1 Drainage Improvements 1K640	State Route: 1 PM: MON SR-1 PM 101.53 to SCR County Line / SCR PM 0 to R7.7 From 0.5 miles south of the Santa Cruz / Monterey County Line to 0.2 miles north of Larkin Valley Rd	Culvert repairs, improved lighting, new traffic monitoring systems, and constructing maintenance vehicle pullouts.	October 2024 – September 2025	\$13 million SHOPP-Drainage	Luis Duazo	PA&ED	The project is in the Project Approval & Environmental Documents (PAED) phase. The next project milestone of M200: "PAED" is delayed until February 2023 . Plans, Specifications, & Estimates (PS&E) phase will begin shortly after.
D2 Roadside Safety 1J960	State Route: 1 PM: 8.20 to 26 From 0.5 miles north of Larkin Valley Rd to Laguna Rd (North)	Drainage System Restoration; Paving at 40 ramps; Install lighting at interchanges and Install count stations	January 2025 – January 2026	\$22 million SHOPP-Drainage	Terry Thompson	PA&ED	Final Project Report in circulation.



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Projects in DEVELOPMENT

	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Target (Contract Award to Contract Acceptance)	Estimated Project Cost & Fund Source - Category	Project Manager	Phase (PID, PA&ED, PS&E, RW, Construction)	Comments
D3	Santa Cruz CAPM 1M110	State Route: 1 PM: 17.5 to 20.2 In & near the City of Santa Cruz from 0.06 miles south of SR-1/9 Junction to 0.09 miles north of the Mission St intersection	Grinding/ paving 2.7 miles of pavement, upgrading up to 89 curb ramps, guard rail upgrade, sign panel upgrade, loop detector replacement.	March 2026 – April 2027	\$15.8 million SHOPP-Pavement	Luis Duazo	PA&ED	Environmental Clearance is expected in September 2023.
D4	SR-9 South CAPM 1K890	State Route: 9 PM: 0.046 to 7.5 From 0.5 miles south of Irwin Way to 150 feet south of El Solyd Heights Dr	Pavement Preservation, Drainage, TMS, ADA, Sign Panel replacement and Stormwater Mitigation elements in Santa Cruz County on Route 9.	May 2027 – July 2029	\$25 million SHOPP-Pavement Local Contributions / Coordination	Doug Hessing	PA&ED	Long lead project on schedule.



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Projects in DEVELOPMENT

	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Target (Contract Award to Contract Acceptance)	Estimated Project Cost & Fund Source - Category	Project Manager	Phase (PID, PA&ED, PS&E, RW, Construction)	Comments
D5	Felton Safety Improvements 1M400	State Route: 9 PM: 6.3 to 7.2 From Kirby St To the San Lorenzo Valley High School signaled intersection	Construct Accessible Pedestrian Path	April 2025 – August 2027	\$17.6 million 010 Safety Funds	Doug Hessing	PS&E & RW	PA&ED phase completed in December 2022. The project is moved to the design and right of way phase (PS&E).
D6	Upper Drainage & Erosion Control Improvements 1G950	State Route: 9 PM: 8.5 to 25.5 In Boulder Creek from Holiday Ln, just south of Ben Lomond, to 4.7 miles north of the SR 236/9 Junction	Upgrade drainage and erosion control	November 2023 – June 2026	\$14.5 million SHOPP-Sustainability / Climate Change	Nic Heisdorf	PS&E	The project is in the Design and Right of Way phase. The next project milestone is M315: "95% Complete Plan Review", which is scheduled to be reached in February 2023 .



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	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Target (Contract Award to Contract Acceptance)	Estimated Project Cost & Fund Source - Category	Project Manager	Phase (PID, PA&ED, PS&E, RW, Construction)	Comments
D7	San Lorenzo River Bridge & Kings Creek Bridge Replacement 1H470	State Route: 9 PM: 13.6 & 15.5 Near Boulder Creek, at the San Lorenzo River Bridge and at Kings Creek Bridge	Replace bridges	May 2024 – May 2027	\$25.9 million SHOPP- Bridge	Doug Hessing	PS&E and RW	The project is in the Right of Way phase. Work includes utility relocation coordination and associated easement requirements.
D8	SR-9 North CAPM 1K900	State Route: 9 PM: 18.89 to 27.09 From 0.4 miles south of Saratoga Toll Rd to the Santa Cruz/San Mateo County Line	Pavement preservation strategies including but not limited to dig-outs, profile grinding, overlay, placing shoulder backing and dike. Reconstruct guardrail, rehabilitate or replace 6 culvert and replace 67 sign panels	June 2026 – July 2028	\$13.1 million SHOPP- Pavement	Doug Hessing	PA&ED	Project programmed in the 2022 SHOPP. PA&ED phase is ongoing.



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Projects in DEVELOPMENT

	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Target (Contract Award to Contract Acceptance)	Estimated Project Cost & Fund Source - Category	Project Manager	Phase (PID, PA&ED, PS&E, RW, Construction)	Comments
D9	SR-17 High Friction Surface Treatment (HFST) 1M730	State Route: 17 PM: 3.2 to 11.27 At various locations from 0.2 miles south of Scotts Valley overcrossing to 1.6 miles south of the Summit Rd separation	Safety Construction includes HFST between the left/right edges of the travel way and cold plane removal of Open Grade Asphalt Concrete (OGAC) and replacement with Hot Mix Asphalt	June 2023 – January 2024	\$8.6 million 010 Safety Fund	Terry Thompson	PS&E	PS&E Package submitted to Office Engineer (OE).
D10	SR-129 CAPM 1J830	State Route: 129 PM: 0.0 to 0.56 In and near Watsonville from the SR 1/129 junction to Salsipuedes Creek Bridge	Pavement Preservation, Lighting, Sign Panel Replacement and TMS Elements improvements	December 2024 – November 2025	\$16.9 million SHOPP-Pavement	Luis Duazo	PS&E	Design is 60% complete.



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Projects in DEVELOPMENT

	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Target (Contract Award to Contract Acceptance)	Estimated Project Cost & Fund Source - Category	Project Manager	Phase (PID, PA&ED, PS&E, RW, Construction)	Comments
D11	SR-152 Rehabilitation Project 1P110	State Route: 152 PM: T0.31 to 4.14 In and near Watsonville, from the SR-1/152 junction to 0.5 miles east of Carlton Rd	Preserve pavement, rehabilitate or replace Salsipuedes Creek Bridge, replace culverts, rehabilitate traffic signals, upgrade curb ramps, reconstruct guardrail, replace sign panels, and complete streets elements including road diet, bike lanes, and curb extensions in various locations	Long-lead: 2031 – 2032	\$61.7 million SHOPP-Complete Streets	Doug Hessing	PID	This project is anticipated to include complete streets elements and be transformative, so a long lead-time is being utilized. The Project Initiation Documents are anticipated to be completed in Spring 2023.
D12	Downtown Watsonville Pedestrian Safety Project 1Q150	State Route: 152 PM: T2.45 to T2.929 In Watsonville, between Freedom Blvd & Beck St	Construct curb extensions & high visibility crosswalks to enhance pedestrian safety	November 2026 – May 2027	\$6.4 million 010 Safety Fund	Doug Hessing	PID	Anticipate completion of the Project Initiation Report (PIR) prior to July 2023 and then amending the project into the 2022 SHOPP cycle.



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Projects in DEVELOPMENT

	Project Name / EA ID	State Route / Post Mile (PM)	Description	Construction Target (Contract Award to Contract Acceptance)	Estimated Project Cost & Fund Source - Category	Project Manager	Phase (PID, PA&ED, PS&E, RW, Construction)	Comments
D13	Heartwood Hill Embankment Restoration 1M450	State Route: 236 PM: 5.4	Restore Embankment with a Retaining Wall	January 2023 – December 2024	\$4.9 million SHOPP- Major Damage	Doug Hessing	PS&E, "Construction" Phase upon Contract Approval	Contract awarded to GORDON N. BALL, INC. Pending Contract Approval.

ACRONYMS USED IN THIS REPORT:

ADA	Americans with Disabilities Act
CCA	Construction Contract Acceptance
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation Air Quality
CMIA	Corridor Mobility Improvement Account
CTC	California Transportation Commission
ED	Environmental Document
EIR	Environmental Impact Report
HFST	High Friction Surface Treatment
PM	Post Mile
RTL	Ready to List
SB1	Senate Bill 1, the Road Repair and Accountability Act of 2017

SCL	Santa Clara (County)
SCR	Santa Cruz (City or County)
SHOPP	State Highway Operation and Protection Program
SR	State Route
STIP	State Transportation Improvement Program
TMS	Traffic Management System

Project Phases

PID	Project Initiation Document
PA&ED	Project Approval and Environmental Document
PS&E	Plans, Specifications, and Estimates
RW	Right of Way
Construction	Construction... as a phase title



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-Resources-

For General Caltrans' Questions:

Kevin Drabinski, Public Information Officer
Kevin.Drabinski@dot.ca.gov

For Region Specific Questions:

Paul Guirguis, Regional Planning Liaison – Santa Cruz County
Paul.Guirguis@dot.ca.gov

For Project Specific Questions:

Please reach out to the Project Manager listed or, to the Regional Planner above.

Requests:

To notify Caltrans of specific concerns regarding current roadway or facility conditions, please submit a customer service request through the following online portal: <https://csr.dot.ca.gov/>

Examples of Customer Service Requests:

Any of the following on the State's highway system:

- Streetlight issues
- Plant over-growth
- Damaged roadway
- Fallen trees on the roadway
- Other maintenance issues

For less specific concerns, please reach out to the Public Information Officer to be directed to the appropriate respondent



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Online Resources:

Caltrans CCTV Camera Map: <https://cwwp2.dot.ca.gov/vm/iframeemap.htm>

- Allows the public to see current conditions along the State Highway System

Caltrans Active Transportation Plans & Webmaps: <https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/active-transportation-and-complete-streets/caltrans-active-transportation-plans/>

- We are District 5
- Shows existing conditions of bicycle and pedestrian facilities along the State Highway System
- Includes prioritized segments and locations of bicycle and pedestrian needs

Mobile App: "Caltrans QuickMap"

- Available for free in the Apple App Store and Google Play Store
- Provides realtime conditions for the State Highway System
- Desktop Format: <https://quickmap.dot.ca.gov/>

The Caltrans District 5 Office of Local Assistance: <https://dot.ca.gov/programs/local-assistance/>

- Includes links to many Federal and State funding opportunities
- Can help guide interested folks through the above-mentioned program requirements

The Official Caltrans District 5 Webpage: <https://dot.ca.gov/caltrans-near-me/district-5>

AGENDA: February 2023

TO: RTC Advisory Committees

FROM: Amy Naranjo, Transportation Planner

RE: Transportation Goals, Evaluation Criteria, and Strategic Priorities

RECOMMENDATIONS

Staff recommends that the Bicycle Committee, Elderly and Disabled Transportation Advisory Committee (E&D TAC), and Interagency Technical Advisory Committee (ITAC):

1. Review and provide input on potential criteria and measure to be used to evaluate projects, programs, plans, and how public funds are used ([Attachment 1](#)); and
 2. Discuss projects that are the most critical to implement over the next five years to advance transportation goals.
-

BACKGROUND

There are many important transportation projects in our region, but existing revenues are insufficient to fund most of them. With RTC-discretionary funds making up less than 10% of all available transportation funding in the county and funds from other resources also insufficient to meet those needs, it is important to periodically revisit the *Regional Transportation Plan* (RTP) [goals and targets](#) and evaluation criteria used to evaluate projects, programs, services, and planning efforts.

While the long-range Regional Transportation Plan (RTP) identifies general priorities and targets (Attachment 2) for the transportation system, the RTP does not prioritize specific projects. Evaluation criteria and a list of priority projects will help ensure that limited funds are focused on the most beneficial projects for the region. Building upon the RTP, RTC staff have also been working on a Strategic Plan for the agency, which includes goals and objectives related to collaborative engagement, fiscal sustainability, environmental stewardship, organizational excellence, and addressing the diverse transportation needs our community.

DISCUSSION

Evaluation Considerations

Evaluation measures can be used to guide project sponsors and committees in making recommendations and providing comments related to transportation funding, planning, and legislation. For example, evaluation measures can be used to:

- prioritize constrained and unconstrained projects in the [Regional Transportation Plan \(RTP\)](#);
- determine the projects to apply for grant funding and create the necessary grant applications;
- prioritize specific projects receiving [Measure D](#) funds;
- determine priorities for the RTC [Budget and Work Program](#);
- guide strategic planning;
- review and offer feedback on planning and related documents created by other entities, such as general plans, active transportation plans, local road safety plans, state guidelines, and administrative actions;
- identify projects and services to receive [RTC discretionary and formula funds](#), including State Transportation Improvement Program (STIP), Regional Surface Transportation Program Exchange (RSTPX), Transportation Development Act (TDA), State Transit Assistance (STA), and other funds.

Through the RTC's [Regional Transportation Improvement Program \(RTIP\)](#), projects are evaluated to ensure they meet the objectives and policies outlined in the *Regional Transportation Plan*, including meeting state and federal guidelines, legislative requirements, and executive orders. **Staff is recommending the RTC update evaluation criteria used by the RTC and local agencies and requests that RTC Advisory Committees provide input on which evaluation criteria are most critical to advance local, regional, state, and federal goals in the next two to five years.** Proposed project evaluation criteria should also align with the ten guiding principles included in the state's [Climate Action Plan for Transportation Infrastructure \(CAPTI\)](#) and the eight goals identified in this plan and the [California Transportation Plan 2050](#): safety, climate, equity, quality of life, accessibility, economy, environment, and infrastructure.

Some of the criteria frequently used by RTC and other transportation agencies are listed below and in more detail in [Attachment 1](#).

- Equity/Benefits to Disadvantaged Communities
- Potential for Mode Shift
- Emission Reductions
- Collisions and Safety
- Congestion, Reliability, and Traffic Flow
- Infrastructure Condition/System Preservation
- Public Participation and Community Support
- Public Health
- Access to Employment Opportunities, Education, and Training
- Leveraging Non-RTC Discretionary Funds
- Project Readiness
- Project Location

Project Screening

Staff recommends for consideration two (2) screening criteria be met for any projects funded and/or implemented by the RTC:

1. **Climate Change:** Fund projects that will not increase greenhouse gas (GHG) emissions or vehicle miles traveled (VMT) per capita.
2. **Equity:** Fund projects that will not negatively impact disadvantaged communities, and prioritize funding for projects that address historic inequities and benefit disadvantaged communities. Later this year, RTC staff will be working with committees and other stakeholders to refine the regional definition of disadvantaged communities, including consideration of past regional, state and federal definitions, such as [areas of persistent poverty \(AoPP\)](#) and, [historically disadvantaged communities](#).

Staff recommends that the committee discuss and provide input on potential evaluation criteria and indicate which are the most critical for the RTC to consider in its planning, budgeting, and programming activities (Attachment 1).

Preliminary List of Priority Projects

There are several ways that the RTC and local agencies identify projects and decide which ones to pursue grants or budget funding for, including through the Regional Transportation Plan (RTP), which includes a list of over [500 transportation projects](#) identified by local agencies, committees, and the public; the RTC's annual [Transit Unmet Needs](#) process, which identifies transit needs that are not currently being

met; the [5-year plans](#) prepared by recipient agencies identify near-term priorities for Measure D funds; asset management plans; active transportation and complete streets plans; General Plans and other documents. While these and other efforts have identified long lists of projects and/or needs, staff recommends that the RTC and project sponsors work with the community and advisory committees to develop a more strategic investment plan for transportation funds.

Staff requests that the committee start developing a list of the highest priority projects, programs and services that address different evaluation criteria for consideration at the April committee meeting. For example, what projects or types of projects will do the most to: reduce collisions, reduce vehicle miles traveled (VMT), increase equity, reduce emissions, reduce congestion, and/or maintain facilities or services? What highway, transit, local road, bike or pedestrian projects would advance each of the goals? What types of system preservation, safety, etc. projects have the greatest benefit compared to cost? This list is intended to represent near-term priorities for a variety of potential transportation funding sources. Committee members should consider past and current planning efforts, including plans related to active transportation, system preservation, collisions/vision zero, general plans, and specific geographic areas.

Next Steps

Staff will summarize public comment and committee feedback and prepare recommendations for the RTC to consider at its May or June meeting.

SUMMARY

With existing transportation funding insufficient to address all the multimodal transportation needs in the region, staff recommends that the committee and the public provide input on evaluation criteria that could be used when determining which transportation projects and services are the most critical to pursue, construct, maintain, or otherwise implement in the next five to ten years.

ATTACHMENTS

1. [Draft Evaluation Criteria](#)
2. [Regional Transportation Plan \(RTP\) Goals, Policies, and Targets](#)

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Potential Evaluation Criteria

Evaluation Criteria

State and federal regulations require state departments of transportation (Caltrans), regions (RTC and AMBAG), and transit agencies to establish and advance projects that meet performance targets. A performance-based approach to transportation planning and programming aims to ensure the most efficient investment of transportation funds, support improved decision-making and increase accountability and transparency. These include measures identified in the Regional Transportation Plan (RTP), Metropolitan Transportation Plan (MTP), California Transportation Asset Management Plan (TAMP), Infrastructure Investment and Jobs Act (IIJA), State Transportation Improvement Program (STIP) Guidelines, Climate Action Plan for Transportation Infrastructure (CAPTI), Caltrans Strategic Investment Strategy (CSIS), and other state and local plans.

The following summarizes federal, state, and regional performance measures, goals, and/or targets typically used to evaluate and prioritize transportation projects. It also includes examples of the types of information that could be included to demonstrate how a project is addressing each. Some projects may address only one or two of these and are not required to address all of them.

Safety and Collisions

Reduce transportation related fatalities and serious injuries and maximize safety for all transportation users (reduce collisions; eliminate hazards)

- History of collisions in area and description of how proposed safety measure will reduce collisions or address hazards
- Demonstrated countermeasure to reduce collisions, especially fatalities and serious injuries
- Reduce speeding; reduce the potential for conflict between bicyclists, pedestrians and vehicles; improve safety especially for more vulnerable users (low income, seniors, people living with disabilities, people of color, youth)
- Reduce major mechanical failures for transit vehicles
- Address perceived safety or security issues to encourage increased transit ridership, biking, or walking (e.g. add lighting at bus stops)
- Fill gaps in bicycle or pedestrian network in an area

- Eliminate hazards, such as trees in roadways, dips in roads; improve drainage
- Improve access to/for emergency services and emergency evacuation routes

System Preservation/Infrastructure Condition

Maintain and improve the condition of transportation assets such as pavement, culverts, bridges, and public transit assets to maintain a state of good repair.

- Increase percentage of facilities in good condition
- Reduce percentage of facilities in poor condition
- Reduce percentage of transit vehicles that have met or exceeded their useful life benchmark
- Extend useful life of a transportation facility or program
- Maintain facilities in a state of good repair
- Sustainable pavement practices

System Performance

Improve the efficiency of the surface transportation system; improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, support regional economic development; reduce congestion; enhance the performance of the transportation system while protecting and enhancing the natural environment.

- Reduce emissions, air pollution, greenhouse gas emissions, and/or fuel consumption
- Reduce number of miles driven (vehicle miles traveled): Reduce number or distance of trips; reduce percent of single-occupancy vehicle travel; shift automobile travel to alternative modes and increase the percentage of trips made via bicycling, walking, transit or carpool; increase telecommuting; coordinate land-use, housing, and transportation policies to reduce need for travel
- Improve reliability and efficiency of the multimodal transportation system: reduce variability in travel times, especially during peak travel periods day-to-day and for transit
- Reduce delay, especially during peak-hours; reduce annual hours of excessive delay per capita
- Reduce transit travel times
- Link multiple jurisdictions – e.g., arterials linking cities and unincorporated towns/population centers

- Improve freight and goods movement efficiency: Increase freight throughput on existing facilities or services

Access for All

Expand affordable multi-modal travel options and choices, especially to and within key destinations for all users.

- Address transportation needs of people with limited mobility
- Increase walking (add new sidewalks, crosswalks, minimize obstacles)
- Increase bicycling (add bicycle lanes/paths, fill gaps in network, add bicycle box at intersection)
- Increase public transit access or quality of transit rider experience
- Fill gap in complete streets network and increase network connectivity by closing gaps in the bike, sidewalk, and transit networks. Indicate if there are no alternate routes.
- Expand bicycle and pedestrian network across physical barriers such as creeks, freeways, and private property
- Provide education and encouragement

Health and Equity

Enhance healthy, safe access to key destinations for transportation-disadvantaged populations and avoid new negative impacts to historically disadvantaged communities.

- Improve public health: Target health issues such as obesity, physical inactivity, asthma or other health issues
- Reduce disparities in safety and access for people who are transportation disadvantaged due to age, income, disability, language or race/ethnicity.
- Information showing project, program or expenditures serve transportation disadvantaged populations and avoids substantial burdens on a disadvantaged community: project location, destinations served, demographic information showing project serves low income.

Additional Considerations in Project Evaluation

RTP Consistency

If projects are included in the Regional Transportation Plan (RTP) Project List, which implements the SB375-mandated Sustainable Communities Strategy (SCS).

- RTP project number

Consistency with Complete Streets

Consistency with Complete Streets guidelines and policies, including the [Monterey Bay Area Completes Streets Guidebook](#), the California Complete Streets Act (AB1358-2008), and state, city or county Complete Streets policies.

- Consideration of possible complete streets components appropriate for different street types
- Integration of complete streets elements into road projects

Consistency With Other Plans

- Active Transportation Plans, Complete Streets Plans, Safe Routes to Schools Plans
- Transit asset management, Public Transportation Agency Safety Plan (PTASP) and other transit plans
- General Plans
- Capital Improvement Programs
- Unmet Transit Needs
- Vision Zero/zero traffic fatalities, local roadway safety plans
- Unified Corridor Investment Study (UCS)
- Local Roadway Safety Plans

Public Engagement

Provide early and ongoing opportunities for meaningful public participation for all users.

- Information on how the project was identified as a priority
- Outreach that has already occurred
- Participation from diverse and historically underrepresented members of the public in project planning
- Planned outreach that will occur during project planning and/or implementation (e.g., outreach to stakeholder groups, advisory committees, other jurisdictions/agencies, transit, environmental groups, seniors, etc.; surveys, open houses)

Scale of Benefits

Number of people benefiting from project. Number of anticipated users of a facility, service or program (e.g., number of cars, transit riders, bicyclists and/or pedestrians). Data to support these estimates may include:

- Current use of facilities/services (e.g., traffic volumes, transit ridership, bicycle and pedestrian counts if available, etc.)
- Work plan for a program and targeted number of people to use program
- Destinations served by a project (e.g., employment center, transit center, retail/commercial area, visitor destination, school)
- Modeling information for future use, if available

Potential Risks

- Minimize risk to project implementation.

Funding

- Demonstrate project would be fully funded and identify other funding that has been secured
- Identify funding available if there are unanticipated cost increases
- Are there financing options to advance?

Schedule

- How quickly can a project be implemented and provide benefits to the community?
- What are the potential risks to the project schedule?

Deliverability

- Ability of agency to complete project
- Performance on past grants
- Timing of other projects (ability to consolidate/piggy back, even if one project might otherwise be constructed several years later) - Ex. Timed utility upgrades, new development, etc.

Environmental Risks

Describe risks associated with current and future environmental conditions such as climate change, extreme weather, and seismic activity

Other Risks

Possible financial, operational/asset, strategic/organizational compliance, political, other risks

2045 Santa Cruz County Regional Transportation Plan Goals, Targets and Policies

RTC approved February 2020

Goal #1

Establish livable communities that improve people's access to jobs, schools, recreation, healthy lifestyles and other regular needs in ways that improve health, reduce pollution and retain money in the local economy.

There is a strong relationship between meeting targets and achieving access, health, economic benefit, climate and energy goals. In many cases actions to achieve one goal or target will assist in achieving other goals and targets. For example, providing more carpool, transit and bicycle trips reduces fuel consumption, retains money in the local Santa Cruz County economy and reduces congestion.

Targets

1.A Improve people's ability to meet most of their daily needs without having to drive. Improve access and proximity to employment centers.

- 1.A.1 Increase the length of urban bikeway miles relative to total urban arterial and collector roadway miles to 85 percent by 2030 and to 100 percent by 2045¹.
- 1.A.2 Increase the transit vehicle revenue miles by 8 percent by 2030 and 20 percent by 2045 (compared to 2020).

1.B Re-invest in the local economy by reducing transportation expenses from vehicle ownership, operation and fuel consumption. Reduce smog-forming pollutants and greenhouse gas emissions.

- 1.B.1 Reduce per capita vehicle miles traveled by 4 percent by 2030 and by 10 percent by 2045 (compared to 2005).
- 1.B.2 Reduce per capita greenhouse gas emissions by 50 percent by 2030 and by 78 percent by 2045 and total greenhouse gas emissions from transportation by 40 percent by 2030 and 70 percent by 2045² (compared to 2005) through electric vehicle use, clean fuels, and other emerging technologies, reduction in vehicle miles traveled and improved speed consistency.
- 1.B.3 Re-invest in the local economy \$8.5 million/year by 2030 and \$14 million/year by 2045 (compared to 2005) from savings resulting from lower fuel consumption due to a reduction in vehicle miles traveled.³

¹ The 2018 percentage of urban bikeway miles to urban arterials and collectors is 70 percent.

² This target is based on the California Executive Order B-16-12 - reduce greenhouse gas emissions from transportation by 80 percent below 1990 levels by 2050, and California Executive Order B-30-15 - reduce greenhouse gas emissions by 40 percent below 1990 levels by 2030.

³ 10 million per year equates to \$100 per household per year. Assumes \$4 per gallon.

1.C Improve the convenience and quality of trips, especially for walk, bicycle, transit, freight and carpool/vanpool trips.

- 1.C.1 Improve percentage of reliable⁴ person miles traveled by 3 percent by 2030 and by 8 percent by 2045 (compared to 2020).
- 1.C.2 Improve multimodal network quality for walk and bicycle trips to and within key destinations by increasing the percentage of buffered/separated bicycle and multiuse facilities to 42 percent of bikeway miles by 2030 and to 64 percent by 2045⁵.

1.D Improve health and reduce greenhouse gas emissions by increasing the percentage of trips made using active transportation options, including bicycling, walking and transit.

- 1.D.1 Decrease single occupancy commute trip mode share by 6.5 percent by 2030 and by 10 percent by 2045 (compared to 2020).
- 1.D.2 Increase the number of active commute trips to 16 percent of total commute trips by 2030 and to 24 percent of total commute trips by 2045.⁶

Policies

- 1.1 **Transportation Demand Management (TDM):** Expand demand management programs that decrease the number of vehicle miles traveled and result in mode shift.
- 1.2 **Transportation System Management:** Implement Transportation System Management programs and projects on major roadways across Santa Cruz County that increases the efficiency of the existing transportation system.
- 1.3 **Transportation Infrastructure:** Improve multimodal access to and within key destinations⁷ for all ages and abilities.
- 1.4 **Transportation Infrastructure:** Ensure network connectivity by closing gaps in the bicycle, pedestrian and transit networks.
- 1.5 **Transportation Infrastructure:** Develop dedicated transit facilities that will improve transit access and travel time and promote smart growth and transit oriented development.
- 1.6 **Land Use:** Support land use decisions that locate new facilities close to existing services, particularly those that serve transportation disadvantaged populations.

⁴ Travel time reliability measures the consistency or dependability in travel times, as measured from day-to-day.

⁵ 2018 buffered/separated bike lanes is 21 percent of the total bikeway length.

⁶ The active transportation commute trip mode share for Santa Cruz County estimated from the 2013-2017 American Community Survey is 11% (4.5% walk, 3.7% bike and 2.8% transit). The targets are to increase the total active transportation mode share to 16% by 2030 (6.3% Walk, 5.7% bike and 3.9% transit) and increase the active transportation mode share to 24% by 2045 (9.5% Walk, 8.7% bike and 5.9% transit).

⁷ Key destinations for Santa Cruz County residents may include employment and commercial centers, schools, healthcare, coastal access, and parks.

- 1.7 **Goods Movement:** Enhance local economic activity through improving freight mobility, reliability, efficiency, and competitiveness.

Goal #2

Reduce transportation related fatalities and injuries for all transportation modes.

Safety is a fundamental outcome from transportation system investments and operations. Across the United States, pedestrians and bicyclists (vulnerable users) are killed and injured at a significantly higher rate than the percentage of trips they take.

Targets

2.A Improve transportation safety, especially for the most vulnerable users.

- 2.A.1 Vision Zero: Eliminate traffic fatalities and serious injuries by 2045 for all modes. By 2030, reduce fatal and serious injuries by 50 percent (compared to 2020).

Policies

- 2.1 **Safety:** Prioritize funding for safety projects and programs that will reduce fatal or injury collisions.
- 2.2 **Safety:** Encourage projects that improve safety for youth, vulnerable users, and transportation disadvantaged.
- 2.3 **Emergency Services:** Support projects that provide access to emergency services.
- 2.4 **System Design:** Reduce the potential for conflict between bicyclists, pedestrians, and vehicles.
- 2.5 **Security:** Incorporate transportation system security and emergency preparedness into transportation planning and project/program implementation.

Goal #3

Deliver access and safety improvements cost effectively, within available revenues, equitably and responsive to the needs of all users of the transportation system, and beneficially for the natural environment.

The manner in which access and safety outcomes referenced in Goal #1 and Goal #2 are delivered can impact cost-effectiveness, distribution of benefits amongst population groups, and ecological function.

Targets

3.A Maintain the existing system and improve the condition of transportation facilities.

- 3.A.1 Increase the percentage of pavement in good condition to 50 percent by 2030 and 80 percent by 2045.
- 3.A.2 Reduce the number of transit vehicles in “distressed” condition to 20 percent by 2030 and to 10 percent by 2045.

3.B Enhance healthy, safe access to key destinations for transportation-disadvantaged populations.

- 3.B.1 Improve travel options for people who are transportation disadvantaged due to income, age, race, disability or limited English proficiency by increasing transit vehicle revenue miles (see Target 1.A.2.) and reducing transit travel times by 15 percent by 2030 and by 30 percent by 2045 (compared to 2020).
- 3.B.2 Ensure that transportation benefits are equitably distributed and that transportation burdens do not disproportionately affect transportation-disadvantaged populations.

3.C Solicit broad public input.

- 3.C.1 Maximize participation from diverse members of the public in RTC planning and project implementation activities.

3.D Increase transportation revenues.

- 3.D.1 Increase the amount of transportation funding by 20 percent by 2030 (compared to 2020) from a combination of local, state and federal funds.

Policies

- 3.1 **Cost Effectiveness & System Maintenance:** Maintain and operate the existing transportation system cost-effectively and in a manner that adapts the current transportation system to maximize existing investments.
- 3.2 **Coordination:** Improve coordination between agencies in a manner that improves efficiencies and reduces duplication (e.g., paratransit and transit; road repairs; signal synchronization; TDM programs).
- 3.3 **System Financing:** Support new or increased taxes and fees that reflect the cost to operate and maintain the transportation system.
- 3.4 **Equity:** Demonstrate that planned investments will reduce disparities in safety and access for transportation disadvantaged populations.
- 3.5 **Ecological Function:** Deliver transportation investments in a way that increases tree canopy, where appropriate, improves habitat and water quality, and enhances sensitive areas.
- 3.6 **Climate Resiliency:** Adapt the transportation system to reduce impacts from climate change.
- 3.7 **Public Engagement:** Solicit broad public input on all aspects of regional and local transportation plans, projects and funding actions.

AGENDA: February 16, 2023

TO: Interagency Technical Advisory Committee

FROM: Sarah Christensen, Senior Transportation Engineer

RE: Coastal Rail Trail Segment 12 (State Park Drive to Rio del Mar Boulevard) design

RECOMMENDATIONS

Staff recommends that the Committee receive a presentation and provide input on the Coastal Rail Trail Segment 12 (State Park Drive to Rio Del Mar Boulevard) Project design.

BACKGROUND

The Monterey Bay Sanctuary Scenic Trail Network (MBSST) is the RTC's proposed 50-mile bicycle and pedestrian trail network. The spine of the trail network is the 32-mile Coastal Rail Trail from Davenport to Watsonville/Pajaro, to be built within the Santa Cruz Branch Rail Line (SCBRL) RTC-owned rail right-of-way. The remaining miles will be connecting paths, sidewalks, bike lanes, other roadway improvements or unpaved coastal spur trails. The MBSST Master Plan organized the trail alignment into 20 Segments with logical beginning and end points.

Segment 12 of the Coastal Rail Trail is currently under development, as part of the Highway 1 Auxiliary Lanes and Bus-On-Shoulder State Park Drive to Freedom Boulevard Project. Due to the two grade-separated crossings of Highway 1, the highway and trail improvements are proposed as one project. The project fact sheet is included as [Attachment 1](#). The project team, led by the RTC, wishes to gain valuable input from the Bicycle Advisory Committee to refine the preliminary design.

DISCUSSION

Coastal Rail Trail Segment 12 will run approximately 1.25 miles between State Park Drive and Rio del Mar Boulevard along the SCBRL. It is planned to be a paved, fully accessible shared use bicycle and pedestrian Class I trail with a typical width of 16 feet including traveled way and paved shoulders.

In Spring 2022, concept plans were presented for input, along with a description of [concept plans](#) for the "ultimate trail configuration" (trail next to tracks) and an "optional interim phase" (trail in place of tracks).

The RTC is currently soliciting additional input on the designs for the Coastal Rail Trail Segment 12 portion of the project. **RTC staff recommend that the committee provide input on the following elements (from north to south):**

- **Connection to Coastal Rail Trail Segment 11 at State Park Drive**
- **The trail overcrossings of Highway 1**
- **Connections to Aptos Wharf Road and Aptos Village County Park**
- **Trail crossings Aptos Creek Road, Parade Street, and Trout Gulch Road**
- **Trail terminus connecting to Sumner Avenue just south of Rio Del Mar Boulevard**

The Notice of Preparation of an EIR for the Highway 1 Auxiliary Lanes and Bus on Shoulder Project between the State Park Drive and Freedom Boulevard Interchanges, which includes Segment 12 of the Coastal Rail Trail, was released in 2020. The Draft EIR is expected to be released in the coming months, with a public open house planned to take place in the spring.

SUMMARY

The Coastal Rail Trail Segment 12 is currently under development. The RTC is soliciting additional input to refine the design.

Attachment:

1. Project Fact Sheet



PROJECT FACT SHEET

Updated January 2023

Highway Corridors: Highway 1 Aux Lanes and BOS - State Park Drive to Freedom Boulevard & Coastal Rail Trail Segment 12

Project Description

The project will construct multimodal improvements to enhance transit frequency and on-time performance, and safety and mobility for vehicles, transit, bicycles, and pedestrians. The project includes northbound and southbound auxiliary lanes and bus-on-shoulder improvements between the State Park Drive and Freedom Boulevard interchanges, replaces the two existing railroad bridges between the State Park Drive and Rio del Mar interchanges, and widens the Aptos Creek bridge. This section of Highway 1 provides access to Aptos Village, Rio del Mar, Aptos High School, and Aptos Hills/Corralitos. The auxiliary lanes will connect the on-ramps with the next off-ramp, thereby extending the weaving and merging distance between the ramps, improving traffic operations, and reducing cut-through traffic diverting to local streets and neighborhoods.

The existing railroad bridges will be replaced with longer span bridges to accommodate the addition of auxiliary lanes on Highway 1. The Highway 1 bridge over Aptos Creek and Spreckles Drive will be widened as part of the project. The new bridges, soundwalls, and retaining walls will incorporate aesthetic treatments consistent with the visual character of the corridor and the adjacent community.

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



Project Highlights

- ▶ Improves traffic and safety operations on Highway 1
- ▶ Adds infrastructure for buses to travel in the auxiliary lanes between interchanges and on the outside shoulder through interchanges
- ▶ Reduces cut-through traffic diverting to local streets and neighborhoods by adding auxiliary lanes between State Park Drive and Freedom Boulevard
- ▶ Provides a dedicated bicycle and pedestrian trail, improving safety and connectivity to schools, commercial centers, and transit facilities
- ▶ Improves active transportation connectivity by constructing 4 dedicated bicycle/pedestrian overcrossings

Project Delivery Strategy

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



PROJECT FACT SHEET

Updated January 2023

Highway Corridors: Highway 1 Aux Lanes and BOS - State Park Drive to Freedom Boulevard & Coastal Rail Trail Segment 12

Project Funding

Estimated Total Cost	\$	180M
Funding Sources		
Measure D	\$	70.3M
Other Secured	\$	26.7M
Needed	\$	83.0M



Project Status/Schedule

The environmental phase of this project is scheduled to be completed in 2023. The project is scheduled to be construction-ready in 2025, pending availability of funds for construction.



2023 USDOT Discretionary Fund Program Timelines

Programs	Lead	Funding*	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
Port & Freight Infra Prog	Freight	\$1.2B	Apps due 1/13											
◆ National Culverts	Asset Mgmt	\$200M	Apps due 2/6/23									NOFO anticipated in October/Fall 2023		
RAISE	OSIP	\$1.5B	NOFO 11/30, Apps due 2/28/23											
◆ FRA Fed-State Partnership	DRMT	\$2.2B	NOFO 12/7, Apps due 3/7/23											
State-Sponsored Non-SHOPP PIDs	MMSP	N/A	Call 1/16, Nom due 2/28	Scoring & Prioritization										
◆ Wildlife Xing	DEA	\$70M	NOFO anticipated in Winter 2022 to Spring 2023											
PIDP	Freight	\$450M			NOFO anticipated in March/Spring 2023									
INFRA-◆ Mega-◆ Rural (MPDG)	OSIP/Freight	\$2.9B			NOFO anticipated in March/Spring 2023									
◆ Charging & Fueling Infra	Sustainability	\$500M			NOFO anticipated in Spring 2023									
◆ PROTECT	AQ&CC	\$280M			NOFO anticipated in Spring 2023									
◆ Congestion Relief Prog	MMSP	\$63M			NOFO anticipated in Spring 2023									
State RC-H2B	Local Assist.	\$149M						Call for Projects anticipated in Summer 2023						
◆ Bridge Investment	Asset Mgmt	\$2.4B						NOFO anticipated in June/Summer 2023						
◆ Reconnect Communities	AT&CS	\$195M						NOFO anticipated in June/Summer 2023						
◆ RR Xing Elimination	DRMT	\$573M						NOFO anticipated in June/Summer 2023						
BRIC	AQ&CC	\$2.3B							NOFO anticipated August/Summer 2023					
ATP	AT&CS	\$650M									Caltrans begin Cycle 7 in Fall 2023			
SB 1 SCCP/TCEP	MMSP/Freight	~\$1.6B									Caltrans begin Cycle 4 in Fall 2023			
CRISI	DRMT	\$1B									NOFO anticipated September/Fall 2023			
◆ SMART (ITS)	Traffic Ops	\$100M									NOFO anticipated in September/Fall 2023			
ATTAIN	Traffic Ops	\$225M									NOFO anticipated in September/Fall 2023			
◆ AT Infra Investment	AT&CS	\$200M	NOFO TBD											
◆ Healthy Streets	TBD	\$100M	NOFO TBD											
Neighborhood Access	AT&CS	\$3B	NOFO TBD											