



**Santa Cruz County Regional  
Transportation Commission's  
BICYCLE ADVISORY COMMITTEE**

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**MEETING AGENDA**

**Monday, October 2, 2023**

**6:00 pm to 8:30 pm**

**In-Person Meeting**

**SCCRTC Office: 1101 Pacific Ave, Suite 250, Santa Cruz, CA**

Remote Participation

Remote participation for a) members of the public, b) nonvoting alternates, or c) voting Committee members unable to attend in person due to an emergency or for cause per AB 2449 (see p. 3 below for more information):

<https://us02web.zoom.us/j/84102816038?pwd=RHRFYnRoOWpUYTFTRUZQcjd2k1UT09>

Online meeting ID: 841 0281 6038

Password: 319676

Dial-in: +1 669 900 9128 or +1 669 444 9171

**COMMITTEE MEMBERSHIP**

Member

Scott Roseman  
Brad Kava  
Sally Arnold  
Anna Kammer  
Rick Hyman  
Paula Bradley  
Matt Farrell  
Richard Masoner  
Gina Cole  
Vacant  
Leo Jed

Alternate

Corrina McFarlane  
John Hunt  
Peter Scott  
Liz Hernandez  
Theresia Rogerson  
Vacant  
Grace Voss  
Vacant  
Drew Rogers  
Matt Miller  
Arnold Shir

Representing

District 1  
District 2  
District 3  
District 4  
District 5  
City of Capitola  
City of Santa Cruz  
City of Scotts Valley  
City of Watsonville  
Ecology Action/Bike To Work  
Comm. Traffic Safety Coalition

The majority of the Committee constitutes a quorum for the transaction of business.

1. Call to Order
2. Introductions
3. Consider any AB 2449 requests by voting members to participate remotely.
4. Announcements – RTC staff

## 5. Oral communications – members and public

*The Committee will receive oral communications during this time on items not on today's agenda. Presentations 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 presented, but may choose to follow up at a later time, either individually, or on a subsequent Committee agenda.*

## 6. Additions or deletions 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.*

## 7. Approve draft minutes of the May 8, 2023 Bicycle Advisory Committee meeting

## 8. Receive Summary of Hazard Reports

## 9. Approve MBSST Seg 10-11 Formal Crossing Letter of Support

## 10. Approve City of Santa Cruz Active Transportation Plan Letter of Support

### **REGULAR AGENDA**

## 11. Chair Elections

## 12. METRO Line 71/Rapid Corridors Project – review and provide input - John Urgo, Santa Cruz METRO

## 13. Climate Adaptation Vulnerability Assessment (CAVA) – review and provide input - Brianna Goodman, Transportation Planner

## 14. Measure D 5-Year Plans – review and provide input - Rachel Moriconi, Sr. Transportation Planner

## 15. ThinkBike Conference - receive presentation [[Conference Report](#)] – Matt Miller, Ecology Action

## 16. Updates related to Committee functions – Committee members (oral updates)

## 17. Adjourn

**NEXT MEETING:** The next Bicycle Committee meeting is scheduled for November 13, 2023 from 6:00pm to 8:30pm **IN PERSON at the RTC offices**. Members of the public and non-voting committee alternates may join remotely.

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

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

## **HOW TO REACH US**

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

## **AGENDAS ONLINE**

To receive email notification when the Bicycle Advisory Committee meeting agenda packets are posted on our website, visit <https://sccrtc.org/about/esubscriptions/> and choose “BAC Interest – Bicycle”

## **REMOTE PARTICIPATION –Committee Members (AB 2449)**

This meeting is being held in accordance with the California Brown Act. Under traditional Brown Act rules, members of the Committee may attend by teleconference if the location they are attending from is also open to the public to participate and the remote meeting location is listed on the agenda. Members of the Committee may also attend via Zoom up to two times per year due to an emergency or for cause according to requirements set forth in AB 2449, as long as a quorum of the committee is present in person at the RTC office. Committee alternates who are not voting are considered members of the public, not Committee members.

- AB 2449 defines “just cause” as:
  - Care of a child, parent, grandparent, grandchild, sibling, spouse, or domestic partner;
  - a contagious illness that prevents a member from attending in person;
  - a need related to a physical or mental disability as defined by statute; or
  - travel while on official business of the RTC or another state or local agency.
- AB 2449 defines “emergency circumstances” as a physical or family medical emergency that prevents a member from attending in person. The Committee member must provide a general description of the circumstances relating to your need to appear remotely at the given meeting (not exceeding 20 words). Medical condition does not need to be disclosed. The Committee must take action to approve the request to participate due to an emergency circumstance at the start of their regularly scheduled meeting.

## **REMOTE PARTICIPATION - Public**

The public may participate in the meetings of the Regional Transportation Commission (RTC) and its committees in person or remotely via the provided Zoom link. If technical difficulties result in the loss of communication for remote participants, the RTC will work to restore the communication; however, the meeting will continue while efforts are being made to restore communication to the remote participants. 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.

## **PARTICIPACIÓN REMOTA – El público**

El público puede participar en las juntas de la Commission Regional de Transporte (RTC) en persona o remotamente a través del enlace Zoom proporcionado. Si problemas técnicos resultan en la pérdida de comunicación con quienes participan remotamente, la RTC hará lo posible por restaurar la comunicación. Pero, la junta continuara mientras se hace lo posible por restaurar la comunicación con quienes participan remotamente.

## **ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES**

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

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



**Santa Cruz County Regional  
Transportation Commission**

**BICYCLE ADVISORY COMMITTEE**

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**MEETING**

**DRAFT MINUTES  
Monday, May 8, 2023  
6:00 pm to 8:30 pm**

This meeting was held in person at the RTC Offices, 1101 Pacific Ave, Suite 250, Santa Cruz.  
Remote participation was via Zoom and followed AB 2449 requirements.

1. Call to Order: Chair Amelia Conlen called the meeting to order at 6:02 pm.
2. Introductions

**Members Present, in Person:**

Scott Roseman, District 1  
John Hunt, District 2  
Sally Arnold, District 3  
Anna Kammer, District 4  
Theresia Rogerson, District 5 (Alt.)  
Matt Farrell, City of Santa Cruz  
Richard Masoner, City of Scotts Valley  
Gina Cole, City of Watsonville  
Amelia Conlen, Ecology Action, Chair  
Matt Miller, Ecology Action (Alt.)

**Staff:**

Tommy Travers, Transportation Planner  
Stephanie Britt, Transportation Planning  
Technician  
Amy Naranjo, Transportation Planner  
Amanda Marino, Transportation Planner

**Guests:**

Patrice Theriot, City of Watsonville  
Madilyn Jacobsen, Caltrans District 5  
Michael Pisano – E&D TAC member

**Members Remote Voting under Just  
Cause or Emergency:**

Arnold Shir, CTSC (Alt.) (Just cause)

**Members Remote, Not Voting:**

Brad Kava, District 2  
Peter Scott, District 3 (Alt.)  
Rick Hyman, District 5  
Paula Bradley, City of Capitola

**Unexcused Absences:**

**Excused Absences:**

Corrina McFarlane, District 1 (Alt.)  
Liz Hernandez, District 4 (Alt.)  
Grace Voss, City of Santa Cruz (Alt.)  
Drew Rodgers, City of Watsonville (Alt.)

**Vacancies:**

City of Capitola - Alternate  
City of Scotts Valley - Alternate

3. Consider any AB 2449 requests by voting members to participate remotely.
4. Staff announcements –
  - Staff announced that, as presented at the May RTC meeting, the North Coast Rail Trail is now fully funded. Construction could begin next year.
  - Partial funding for the environmental work for the rail and trail project to construct the remaining segments of the Coastal Rail Trail was awarded by the state.
  - May is bike month and there are a variety of activities planned.

5. Oral communications –
  - Richard Masoner will likely resign from the committee later this year, leaving no representative for Scotts Valley.
  - Matt Miller announced that bike month is off to a rainy start. There is a bike challenge available and there will be various activities. The website is [www.letsmodo.org/bike-month](http://www.letsmodo.org/bike-month)
6. Additions or deletions to consent and regular agendas – None

### **CONSENT AGENDA**

A motion (Masoner/Roseman) was made to approve the consent agenda, and the motion passed unanimously with members Roseman, Hunt, Arnold, Kammer, Rogerson, Farrell, Masoner, Cole, Conlen, and Shir voting in favor.

7. Approved draft minutes of the April 10, 2023, Bicycle Advisory Committee Meeting
8. Received summary of hazard reports

### **REGULAR AGENDA**

9. Received the Pajaro Valley High School Access Project – presented by Patrice Theriot, City of Watsonville and Madilyn Jacobsen, Caltrans District 5.
  - Patrice Theriot presented the Harkins Slough Rd proposal to widen the sidewalk and a separated bidirectional bike lane, or cycle track. This included the intersection of Green Valley Rd and Harkins Slough Rd. Protected intersection improvements will have partial bulb outs; however, portions will be limited to street grade roughened texture due to the need to address the turning radius for trucks. The driveway road into Pajaro Valley High School will receive speed bumps. The project will also include upgrades to crosswalks adjacent to the neighboring middle and elementary schools for ADA accessibility and improvements to ramps with bulb outs to shorten crosswalks.
  - Committee members asked whether the intersection of Green Valley Rd and Harkins Slough Rd will direct cyclists turning left. Ms. Theriot explained that cyclists will need to ride along the perimeter of the intersection along the “crossbikes.” Committee members expressed concern about the segment of the intersection that is within Caltrans right-of-way that will not be addressed with any improvements considering the level of traffic on that portion of the intersection, commented that this could be a potential roundabout opportunity, confirmed that there will be street sweeping on the cycle track, and asked that the cycle track and the future Lee Road trail connect to each other and into the high school.
10. Provided input for SCCRTC e-bike and bikeshare incentives – presented by – Amanda Marino and Amy Naranjo, Transportation Planners
  - Amy Naranjo presented a draft proposal for an SCCRTC E-bike incentive program which could: encourage bicycling, increase access to electric bikes, and help reduce greenhouse gas emissions. Current bike rebate programs available are through Go Santa Cruz Downtown and to City of Santa Cruz

employees. The RTC is currently working on possibly expanding the program county-wide. Additionally, there are other upcoming E-bike incentive programs managed by the California Air Resources Board and the Monterey Bay Air Resources District, and a proposed federal E-Bike Act of 2023.

- The proposal in its current form could fund an estimated 300-320 point of sale vouchers: \$200 vouchers for regular bikes, \$800 for electric bikes, and up to \$1,200 for an electric cargo or adaptive bike. The vouchers are proposed to exclude Class 3 e-bicycles due to the high speeds they can reach and safety concerns. The program would complement the regional bike share program and provide bikeshare incentives such as discount codes once the bike share program launches. Eligibility requirements include being at least age 18, income level, and a required safety course. Eligible retailers are limited to local brick and mortar shops. So far there are 9 retailers involved. This program will help address that 30% of people in the county don't own cars. Financing makes this much more attainable, and zero- or low-interest loans for the remaining purchase price may be available. The program will reach out to Spanish-speaking communities.

Several members of the committee expressed general support for the program. Members provided many questions and comments including the following:

- Not to limit the voucher to only one per household.
- A Class 3 exclusion may not work for south county residents that may need to travel farther to reach jobs.
- A Class 3 exclusion may help to improve safety especially for pedestrians on shared use paths.
- Consider an income tiered program, and/or increase the maximum income limit, to reach more people who are rent-burdened but may not earn less than the maximum.
- Consider more focus on regular bikes.
- Consider not including regular bikes in the program.
- Travel to UCSC is especially improved by access to ebikes.
- Concern that people living in apartments or other low-income neighborhoods may find secure storage of ebikes to be a problem. Consider a program to purchase ebikes with safe storage collectively shared by a group of residents.
- More places of employment and other locations need to be incentivized to allow secure indoor bike parking.
- Reach out to more people in south county to increase participation.

11. Received the construction safety for roadwork and encroachments affecting bikeways presented by – Committee members.

- Staff introduced the item and stated that an agenda item was created based on recent bike committee meeting comments. The staff report is based on the comments and considerations of the committee members and staff and may move forward with a subcommittee to create a shorter document with specific recommendations.

Committee members discussed and commented that:

- A key issue is that signage that blocks the bike lane and unnecessarily warns about construction for a significant distance away from the construction zone.
- The committee should develop a template of regulations for appropriate signage and guidelines that must be followed to protect cyclists around construction zones.
- We approach an unprecedented period of construction in the county and improvements are needed.
- The committee should meet with public works departments to see if current and proposed rules make sense and to talk about the construction companies that are hired to do the work. Frame the issue as “complete streets” where bicyclists and pedestrians are treated equal to drivers, connect with construction workers, and use the CTSC document as a good source to determine what is logical/safe.
- A subcommittee would be good for a research project to determine existing regulations and recommend improvements. Need to connect with ITAC and E&D TAC
- The Chair established an ad-hoc subcommittee to continue the topic: Roseman, Cole, Farrell, Masoner, Shir or maybe Jed.

12. Committee members provided updates related to Committee Functions

- Theresia Rogerson reminded the Committee that the Complete Streets comments for Caltrans DIB-94 are due May 10<sup>th</sup>, and she inquired when the subcommittee on the SLV schools circulation project will meet again.

13. Adjourn – 8:33pm

**NEXT MEETING:** The next Bicycle Committee meeting is scheduled for June 12, 2023, from 6:00pm to 8:30pm in hybrid format.

Minutes respectfully prepared and submitted by:  
Stephanie Britt, Transportation Planning Technician

# Bicycle Hazard Reports

## October 2, 2023

Date	First Name	Last Name	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response
09/03/23	Christy	Chin	Route 1	Shaffer Rd	Santa Cruz	Bike: Debris on shoulder or bikeway	There is a large collection of trash on the side of the trail. It appears to be an abandon homeless camp site. The site has been getting worse over the past week.	Katherine Osekowsky (Caltrans)	09/05/23	<b>9/5/23 Katie Osekowsky:</b> The Caltrans Illegal Encampment team is aware of the encampment at this location and is working towards having the location scheduled for removal & cleanup. I will reach out to the reporting party.
08/28/23	Leanard	Moore	666 Clubhouse Dr	Santa Marguaria Dr	Aptos	Bike: Debris on shoulder or bikeway	Bike lane is blocked by materials because of construction on site: no visible reason. As noted construction going on, not worth life of cyclist	DPW	09/05/23	<b>9/5/23 Ruby Zaragoza:</b> Hello, Thank you for reporting this. Can you clarify is this is private work being done by one of your neighbors or if it's a public works project? - <b>No response</b>
08/16/23	Carolyn	Eckman	7381 Soquel Dr	Wubdernere Ln	Aptos	Bike: Plant overgrowth or interference	Northbound on Soquel Drive at the corner of Windemere Lane, there is an overgrown patch of ground cover that spills into the bike lane from a residential property. This ground cover extremely narrows the bike lane on a very busy section of Soquel Drive causing a hazard.	DPW	08/18/23	<b>8/18/23 Jana Vargas:</b> Good afternoon, Thank you for your email. I will forward to our Road Maintenance Department for review and response. <b>8/24/23 DPW Road Dispatch:</b> SR 23-002970
08/14/23	Cindy	Pierce	E Cliff Dr	13th Ave	Twin Lakes	Bike: Debris on shoulder or bikeway	The median has been torn apart, and it would be a perfect time to NOT replace it, which would create more safety space between the car and bike lanes. The median squeezes cars and bikes together, and is always frightening to me when on my bike or when I'm in my car passing a bike	DPW	08/18/23	<b>8/18/23 Jana Vargas:</b> Good afternoon, Thank you for your email. I will forward to our Road Maintenance Department for review and response.
07/25/23	Christina	Armstrong	331 Mission St	Highway 1	Santa Cruz	Bike: Plant overgrowth or interference	N/A	Katherine Osekowsky (Caltrans) - forwarded to City of SC on 8/8/23	08/07/23	<b>8/7/23 Katie Osekowsky:</b> Hello, Customer Service Request# 972240 has been created for this and it will be assigned to Caltrans Maintenance for addressment. <b>8/8/23 Janice Bisgaard City of SC:</b> I have forwarded this on to both City Parks and Streets.
07/22/23	AJ	Testerman	429 High St	N/A	Santa Cruz	Bike: Plant overgrowth or interference, Debris on shoulder or bikeway	Section of the bike path around address pinned is very badly overgrown with plants, makes biking dangerous	Claire Gallogly, Dan Estranero	08/07/23	<b>Forwarded response from 7/19 report, same location</b>
07/19/23	Linda	Hunt	High St	Highland St	Santa Cruz	Bike: Plant overgrowth or interference, Debris on shoulder or bikeway	Overgrowth of foliage is encroaching on bike lane which is a safety issue for riders.	Claire Gallogly, Dan Estranero	07/19/23	<b>7/20/23 Dan Estranero:</b> We will take a look and send a letter if appropriate.
07/12/23	AJ	Testerman	High St	Laurent St	Santa Cruz	Bike: Plant overgrowth or interference	Overgrown plants into bike lane cause me to bike farther to the left in the road which makes cars dangerous. Recently I've had to either leave the bike lane or deal with getting smacked in the face by plants	Claire Gallogly, Dan Estranero	07/17/23	<b>follow up email sent 8/7/23</b>
07/07/23	Sabine	Dukes	2992 E Cliff Dr	Prospect St	Santa Cruz	Bike: Other	Resident built a stairwell down to East Cliff. Last stair ends on bike path. Extremely dangerous to have the stairwell on the path. There is a single orange cone marking it off, but resident should remove stairwell immediately	DPW	07/17/23	<b>7/17/23 Ruby Zaragoza:</b> Thank you for reporting this. Our Encroachment division has already contacted the residents.
07/06/23	Adam	Millard-Ball	520 High St	N/A	Santa Cruz	Bike: Plant overgrowth or interference	Overgrown vegetation is blocking the bike lane. This is hazardous, especially at night, as it forces bikes into the car lane.	Claire Gallogly, Dan Estranero	07/07/23	<b>7/11/23 Dan Estranero:</b> We will field check the area and send a letter if appropriate.

# Bicycle Hazard Reports

## October 2, 2023

Date	First Name	Last Name	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response
07/04/23	Trician	Comings	59 S Branciforte Ave	N/A	Santa Cruz	Bike: Plant overgrowth or interference, Debris on shoulder or bikeway, Debris on sidewalk, Other	The pathway between S. Branciforte Ave. and East Cliff Drive is overgrown with vegetation and is hazardous to pedestrians and bicyclists. Especially dangerous to bicyclists are the Eucalyptus pods on the path as they could cause someone to fall.	Claire Gallogly, Dan Estranero	07/06/23	<b>8/3/23 Dan Estranero:</b> This is on our list to send a letter to the property owner.
05/30/23	Terry	Kiser	Soquel Dr	Commercial Way	Live Oak	Bike: Rough pavement or potholes, Bikeway not clearly marked	Please inspect and repair. The bicycle lane is dangerously degraded with potholes and loss of striping. I commute by bicycle and this area is a necessary part of my route. It is also the most dangerous part of my commute. My wish would be for a timed lighted crossing that would be separate from vehicle traffic. My expectation is that the bike lane will be restored to a safe condition. Thank you!	DPW	05/30/23	<b>5/31/23 Jana Vargas:</b> Good morning, Thank you for your email. I will forward to our Road Maintenance Department for review and response. <b>DPW Road Dispatch:</b> SR#23-002133 for potholes. SR#23-002134 for loss of striping (bicycle lane)
05/27/23	Janine	Honey	3700 Glen Haven Rd	N Main St	Soquel	Bike: Plant overgrowth or interference	Vegetation, including poison oak, is growing over the guardrail, forcing cyclists into the road at an already dangerous curve.	DPW	05/30/23	<b>5/30/23 Jana Vargas:</b> Good morning, Thank you for your email. I will forward to our Road Maintenance Department for review and response.
05/18/23	Tim	Kensit	Front St	Waterfront	Santa Cruz	Bike: Debris on shoulder or bikeway, Lack of sidewalk, Debris on sidewalk	With the new construction in town I have found that the developers have encroached onto the roads and bike lanes. In San Francisco the developers are required to build protected covered ramps and platforms going by the building sites. Currently road blockages are at Laurel, Pacific, and Front Street. The new project along the waterfront on Front St. has started encroaching onto Front Street bike lanes. Require the builders to provide Covered walk and bike ways along building sites and not to encroach onto our roadways.	Claire Gallogly, Dan Estranero	05/22/23	<b>5/30/23 Dan Estranero:</b> We are working with the Contractor to make improvements on the roadway around the construction site.
05/15/23	Anna	Kammer	Hames Rd	Enos Ln	Corralitos	Bike: Pavement cracks, Plant overgrowth or interference, Debris on shoulder or bikeway, Other	On Hames Rd., from Enos Lane to Post Mile 0.86, the shoulder is full of dirt, gravel, sand and plant overgrowth. This road debris obligates cyclists to ride up the hill in the vehicle travel lane, rather than in the shoulder, which can be unsafe, as vehicles are often traveling over the speed limit. There is also sand and debris from address 420 Hames Rd. to address 1340 Hames Rd. Also on Hames Road, between Post Mile 0.86 and address 410 Hames Rd., there is a mud slide where the mud is encroaching into the vehicle travel lane, rendering the shoulder unusable. Cyclists traveling in the westbound direction need to ride in the vehicle travel lane as they approach the top of the hill. Visibility for vehicles as they crest the hill is compromised, and cyclists often get squeezed out at this point, posing a danger to both drivers and cyclists. It would be great to have more signage at this point so drivers know to slow down, especially when cyclists are in this location.	DPW	05/16/23	<b>5/16/23 Ruby Zaragoza:</b> Thank you for your email. I will forward this to our Road Maintenance Division and our Encroachment Inspector for review and response.
05/11/23	Alberta	James	355 Spreckels Dr	N/A	Santa Cruz	Bike: Other	Broken metal edging on expansion joint on bridge. This is a shallow directed segment of roadway. The hazard is in direct line with the lane of travel for cyclists. This is a falling hazard in a section of road with fast-moving traffic and no shoulder/bike lane.	DPW	05/15/23	<b>5/15/23 Jana Vargas:</b> Thank you for your email. I will forward to our Road Maintenance Department for review and response. <b>5/15/23 Ruby Zaragoza:</b> SR 23-001972
05/11/23	Alberta	James	8070 Soquel Dr	N/A	Santa Cruz	Bike: Rough pavement or potholes	There is a utility cover (formerly known as a "man hole" cover) in front of the driveway to 8070 Soquel Drive, in the eastbound lane. The concrete ring surrounding the cover is missing a chunk that will swallow a bicycle rim. This road section is a Sharrow directed section, hence bicycles are "taking the lane" and in direct line with the hole. This section of roadway is also shady, and the hole isn't visible until the cyclist is immediately upon it.	DPW	05/15/23	<b>5/15/23 Jana Vargas:</b> Thank you for your email. I will forward to our Road Maintenance Department for review and response. <b>5/31/23 Ray Sandoval:</b> Crews made repairs to manhole AC43 (8070 Soquel Dr) on 5/16/2023.

Date	First Name	Last Name	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response
05/09/23	Colby	Grey	423 High St	N/A	Santa Cruz	Bike: Pavement cracks, Plant overgrowth or interference, Debris on shoulder or bikeway	Bike lane is too narrow, forces bikes to go in street dangerously	Claire Gallogly, Dan Estranero	05/15/23	<b>5/16/23 Dan Estranero:</b> I'm not entirely sure where the location of the hazard. The location is 423 High, but the description mentions after the pedestrian bridge (which is nowhere near 423). We will visit the area and fix the issues accordingly.
05/07/23	Jessie	Srinivas	2003 Mission St	Bellevue St	Santa Cruz	Bike: Bikeway not clearly marked	There is no bike lane on mission street!	Katherine Osekowsky (Caltrans)	05/08/23	<b>5/8/23 Katie Osekowsky:</b> Customer Service Request## 956554 has been created for this.
05/06/23	Rebecca	Downing	536 Cabrillo Hwy	N/A	Davenport	Bike: Bikeway not clearly marked	The bridge over Scott Creek on Highway 1 lacks safety measures for pedestrians and cyclists. The shoulders on both sides of the bridge provide room but it disappears on the bridge. Signage and paint alerting motorists to yield to pedestrians and cyclists is required.	Katherine Osekowsky (Caltrans)	05/08/23	<b>5/8/23 Katie Osekowsky:</b> Customer Service Request# 956552 has been created for this.
05/03/23	Gerrald	Lodewijk	121 Archer Dr	On Bay St	Santa Cruz	Bike: Plant overgrowth or interference	When heading up the hill on Bay St, plants are starting to grow over the bike lane. This completely blocks the bike lane in 2 areas and bikers need to go into the car lane.	Claire Gallogly, Dan Estranero	05/08/23	<b>5/8/23 Dan Estranero:</b> We will have someone check out the area and send a hazard letter to the property owner.
05/03/23	Gerrald	Lodewijk	931 Bay St	Lennox St	Santa Cruz	Bike: Debris on shoulder or bikeway	Large amount of glass in bike lane (Bay St / Lennox St), on Bay St just after crossing the railroad heading towards Mission St. Caused me a flat tire this morning.	Claire Gallogly, Dan Estranero	05/08/23	<b>5/8/23 Dan Estranero:</b> We have notified our street sweeping team to clear the debris.
04/27/23	Connie	Wilson	207 Market St (Corrected address 507 Market St.)	Hubbard St	Santa Cruz	Bike: Plant overgrowth or interference, Debris on shoulder or bikeway	On Market street next to house #207 Market street and across from 214 Market street. At the curve and before the bridge over Branciforte Creek. Overgrown plants and shrubbery in the shoulder. Cyclist need to go into the traffic lane and folks travel very fast on Market Street with no visibility if cyclist is in the lane. Thanks	Claire Gallogly, Dan Estranero	05/02/23	<b>5/2/23 Dan Estranero:</b> We will have someone check out the vegetation in that area.
04/27/23	Rob	Franks	High St	Bay St	Santa Cruz	Bike: Traffic signal problem	Sensor was not registering my e-bike earlier this week.	Claire Gallogly, Dan Estranero	04/27/23	<b>5/16/23 Dan Estranero:</b> We will forward this to our signal maintenance crew to check on the loop detector.



Mr. Antranig Garabetian, P.E., Program Manager  
California Public Utilities Commission (CPUC)  
Rail Crossings and Engineering Branch  
320 West 4th Street, Suite 500  
Los Angeles, CA 90013

June 9, 2023

Re: Support for Coastal Rail Trail Segments 10-11 Project – CPUC Rail Crossing Applications

Dear Mr. Garabetian:

The countywide Bicycle Advisory Committee expresses support for the County of Santa Cruz's Coastal Rail Trail Segments 10-11 Project – California Public Utilities Commission Application to add formal rail grade crossings. The Project will construct 4.2 miles of the 32-mile multi-use trail spine of Santa Cruz County's award-winning Monterey Bay Sanctuary Scenic Trail Network (MBSST). Approval of this application will increase safety by constructing a limited number of formal pedestrian crossings of the rail line where very heavy informal use has occurred for decades, restricting access at informal pedestrian crossings and access points elsewhere, and providing a formal path to keep the public from walking on or close to the tracks.

The Project's local and regional importance was acknowledged by the California Transportation Commission with a \$67.6 million Active Transportation Program Cycle 6 grant award in December 2022. The Project achieves multiple state and local goals by way of:

- Enhancing safety for bicyclists and pedestrians by providing a new dedicated bicycle and pedestrian facility as an alternative to nearby arterial roadways;
- Improving safety by consolidating multiple informal ad-hoc pedestrian crossings, resulting in crossings only where necessary, and restricting pedestrian access to the tracks;
- Preserving rail infrastructure and allowing for the use of this section of the Santa Cruz Branch Rail Line, which is parallel to the multi-use trail;
- Improving public health in the disadvantaged unincorporated Live Oak community by providing a sustainable and non-greenhouse gas emitting option for travel and exercise;
- Maintaining access to nature trails at New Brighton State Beach and to local businesses;
- Creating an asset that will connect to the planned trails of the MBSST Network, in particular connecting to Segment 8 and 9 currently in design and fully funded, Segment 7 under construction, and Segment 12 in design providing over 11 miles of bicycle and pedestrian connectivity through the City of Santa Cruz, unincorporated County of Santa Cruz, and City of Capitola;
- Connecting to important community destinations within a half mile of the trail: Live Oak Library Annex, Live Oak Community Center, Capitola Community Center, Boys and Girls Club, Santa Cruz Community Health, Dientes Community Dental clinic, the 41<sup>st</sup> Ave commercial corridor, Capitola Village commercial center, Live Oak Senior Center, Central Coast Center for Independent Living, Live Oak Library, Aptos Library, the Seniors Council of Santa Cruz and San Benito Counties, and dozens of mobile home parks and affordable housing sites;
- Providing alternative routes to schools for the following schools within a half of a mile of the trail: Del Mar Elementary School, Cypress High School, Shoreline Middle School, Live Oak Elementary School, New Brighton Middle School, Delta High School, Mar Vista Elementary School, and Cabrillo College;



**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**

1101 Pacific Avenue, Suite 250, Santa Cruz, CA 95060-4418 • (831) 460-3200 • [info@sccrtc.org](mailto:info@sccrtc.org)

- Improving public access to Twin Lakes State Beach, Felt Street Park, Brommer Street Park, Jade Street Park, Simpkins Swim Center, Capitola City Beach, New Brighton State Beach, Soquel Creek Park, Noble Gulch Park, and Seacliff State Beach; and
- Providing a safe multi-use path, separated from vehicular traffic that can be used by the 46,000 residents that live within 1 mile of the project to access all the aforementioned notable destinations and community assets, transforming active transportation in our community.

The Committee is pleased to offer our support of this valuable project and encourages approval of the Rail Trail Project CPUC application.

Sincerely,

Amelia Conlen, Chair  
SCCRTC Bicycle Advisory Committee



**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**

1101 Pacific Avenue, Suite 250, Santa Cruz, CA 95060-4418 • (831) 460-3200 • [info@sccrtc.org](mailto:info@sccrtc.org)

July 7<sup>th</sup>, 2023

The Honorable Pete Buttigieg  
Secretary of the United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Buttigieg:

The Bicycle Advisory Committee of the Santa Cruz County Regional Transportation Commission strongly supports the application of the City of Santa Cruz to the United States Department of Transportation's (USDOT) Safe Streets and Roads for All (SS4A) program to complete an Active Transportation Plan through a Vision Zero lens for the City of Santa Cruz.

The City of Santa Cruz has high rates of bicycling for transportation and high rates of bicycle collisions. The Bicycle Advisory Committee advises local public agencies on ways to improve the transportation network for people on bikes, and we strongly support the creation of an Active Transportation Plan as a first step to constructing better bicycle facilities to reduce the number of collisions. We are especially interested in a discussion around improved bicycle access on State Highway 1, which runs through the City of Santa Cruz.

Updating the Active Transportation Plan using a Vision Zero lens will reduce traffic fatalities and serious injuries to zero by changing the culture around road safety. The plan will utilize a Safe System Approach to promote a holistic view of road safety across the entire transportation system. The planning effort is based on collaborative efforts between Public Works, City Planning, law enforcement, community members, Public Health, and numerous other stakeholders to identify strategies and projects that improve safety for all road users. In 2019, the California Office of Traffic Safety ranked our City **highest** for bicycle fatality/injury and 12<sup>th</sup> highest for pedestrians out of cities our size in California. Clearly our City has significant traffic injury challenges. It is of utmost importance for Santa Cruz to employ methods to improve roadway safety by reducing or eliminating roadway fatalities and serious injuries for all.

Funding from this grant opportunity will allow the City to plan road safety efforts in a collaborative and equitable manner. Thank you for your consideration of this request.

Sincerely,

Amelia Conlen, Chair  
SCCRTC Bicycle Advisory Committee

**TO:** Bicycle Advisory Committee  
**FROM:** Stephanie Britt, Transportation Planning Tech  
**RE:** Chair Nomination and Election

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## **RECOMMENDATION**

Staff recommends that the Bicycle Committee nominate and vote for a Chair to serve for the remainder of the term

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## **DISCUSSION**

In accordance with the RTC Rules & Regulations, Committee elections will be held every two years starting with the April 9, 2018 meeting. Staff recommend that Committee members consider whether they are interested in serving in the Chair position. Interested members should be familiar with Rosenberg's Rules of Order, be willing to facilitate the meetings in a diplomatic and constructive manner and have some history of the Bicycle Advisory Committee and its workings. Nominations should be made by Committee members at the meeting and then voting will occur. If the current Vice Chair is elected Chair, then nominations and elections for Vice Chair will also occur.

The SCCRTC's Rules and Regulations provides the following information regarding the Chair's duties:

A Chairperson and Vice Chairperson for each Committee shall be elected to serve for a term of one or two years. The Chairperson shall preside at all meetings of the Committee. The Chairperson shall maintain order and decorum at the meetings, decide all questions of order, and announce the Committee's decisions. The Vice Chairperson shall perform the duties of the Chairperson in his or her absence. In the event both officers are absent from the Committee, the majority of quorum may appoint a presiding officer for that meeting. All officers shall continue in their respective offices until their successors have been elected and have assumed office.

The Chair and Vice-Chair provide assistance to each other in their duties and should be available to write letters on the Committee's behalf and to attend occasional meetings.

Staff would like to express their sincere thanks to Amelia Conlen for her fine service. The current term ends in April 2024.

## **SUMMARY**

Staff recommends that the Committee hold elections for a new Chair to serve the Committee through April 2024.

**TO:** Bicycle Advisory Committee

**FROM:** Stephanie Britt, Transportation Planning Tech

**RE:** METRO Line 71 / Rapid Corridors Project

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## **RECOMMENDATION**

Staff recommends that the Committee receive a presentation and provide input on Santa Cruz METRO's Line 71 / Rapid Corridors Project

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## **BACKGROUND**

Santa Cruz METRO is conducting a study called the Line 71/Rapid Corridors Project to identify solutions that will make travel by bus faster, more reliable, and easier to access between the cities of Watsonville and Santa Cruz. The study is funded through a Caltrans Sustainable Transportation Planning grant and identifies opportunities to improve METRO's customer experience through improved travel times, better pedestrian and cyclist access and upgraded bus stop amenities.

## **DISCUSSION**

The project's objectives are to

- Evaluate traffic and travel conditions along the corridor
- Identify existing needs for pedestrians, bus stop amenities and transit priority improvements
- Develop strategies and solutions for improving transit service and access
- Engage community members to understand needs and opportunities
- Coordinate with local jurisdictions and key stakeholders to identify steps to implementation

The Line 71/Rapid Corridors Project studies the corridors along Soquel Drive, Freedom Boulevard, Lincoln Street, 41<sup>st</sup> Avenue, Capitola Road, and Water Street. The key destinations in the study are: Downtown Watsonville, Dominican Hospital, Santa Cruz County Health Services, Cabrillo College, Capitola Mall, several K-12 schools, and downtown Santa Cruz.

The study identified key problems such as missing amenities, improper location of bus stops, lack of protected crosswalks, discontinuous sidewalks, and issues with signal coordination. The analysis identified how these problems cause additional delays and congestion and traffic hot spots. The study has so far obtained input from bus operators (drivers) and the public to assess challenges and needs and to develop solutions.

The Project reviewed industry best practices such as dedicated transit lanes, traffic movement modifications, improved sidewalks, and curb ramps, etc., to provide recommendations. The Project proposes several modifications with respect to improving bus/bike interactions, including implementing:

- **Side Boarding Island Stops:** where adequate right of way exists, side boarding islands separate the bus boarding area from the sidewalk by a bike channel, eliminating conflicts between transit vehicles and bikes at stops. Boarding islands also allow the creation of accessible in-lane stops with near-level or level boarding.
- **Shared Cycle Track Stops:** Where right of way is constrained, shared cycle track stops implement a raised bike lane or protected bike lane that runs along the bus boarding area, along the extended curb, rather than wrapping behind the boarding area. Bicyclists can ride through the boarding area when no transit vehicles are present but must yield the space to boarding and alighting passengers when a bus or streetcar stops.
- **Shared Bus-Bike Lane:** Shared bus-bike lanes can accommodate both modes at low speeds and moderate bus headways, where buses are discouraged from passing, and bicyclists pass buses only at stops. In appropriate conditions, bus-bike lanes are an option on streets where dedicated bus and separate high-comfort bicycle facilities cannot be provided.

## **SUMMARY**

Santa Cruz METRO seeks the Committee's input on the recommended improvements for the Line 71 / Rapid Corridors Project.

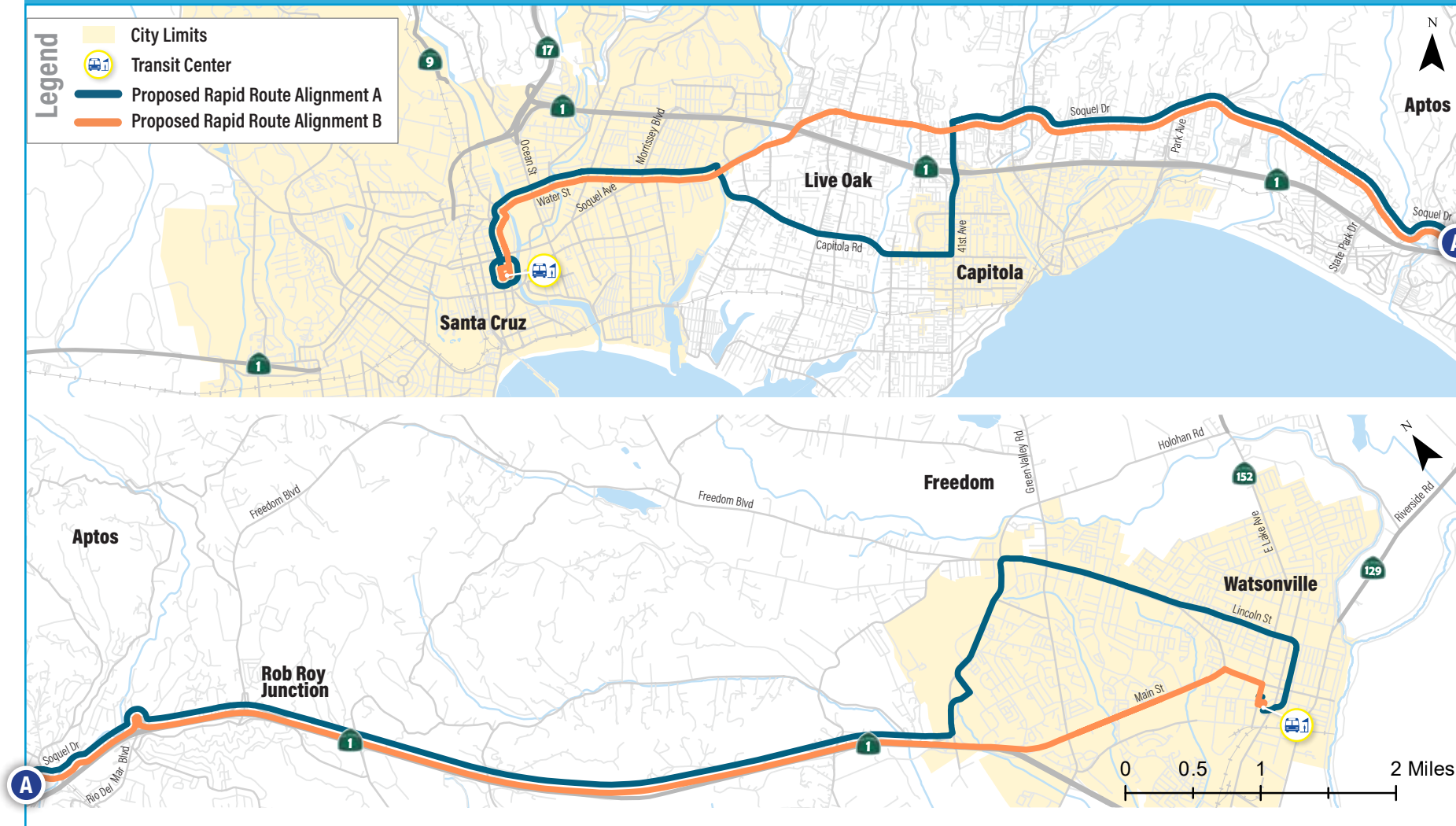
## **ATTACHMENTS**

1. Line 71 / Rapid Corridors Project Fact Sheet



## PROPOSED WATSONVILLE - SANTA CRUZ RAPID BUS SERVICE

Santa Cruz METRO is working with the community to identify solutions aimed at making transit faster, more reliable, and easier to access between the cities of Watsonville and Santa Cruz. One of the solutions identified is to replace the three bus routes (69A, 69W, and 71) that travel between Watsonville and Santa Cruz with two new Line 71 Rapid routes. These Rapid routes would reduce the bus travel time between Watsonville and Santa Cruz by up to 40% through a combination of transit priority improvements and stop changes. The project would also increase the desirability of transit by making stops more comfortable and easier to access. See descriptions on back for more information on the improvements.



Funding for this phase of the project is provided for by the California Department of Transportation (Caltrans).

## Attachment 1



### DID YOU KNOW?

- Over **3,300 people** take the bus every day on bus routes that travel between Watsonville and Santa Cruz!
- **Over 20% of all transit riders** in the County are on those routes!
- Bus riders between Watsonville and Santa Cruz get stuck in up to **30 minutes of delay** each trip because of traffic congestion and signals.
- Those same bus riders also spend up to **31 minutes each trip on the bus waiting** at the many bus stops on the route.
- As a result, **travel times on the bus are approximately twice as long as vehicle travel times.** This results in fewer bus riders and more cars on the road.

#### Community input identified the need for:



##### Faster and More Reliable Buses

- Shorter Trip Times
- Increased Frequency



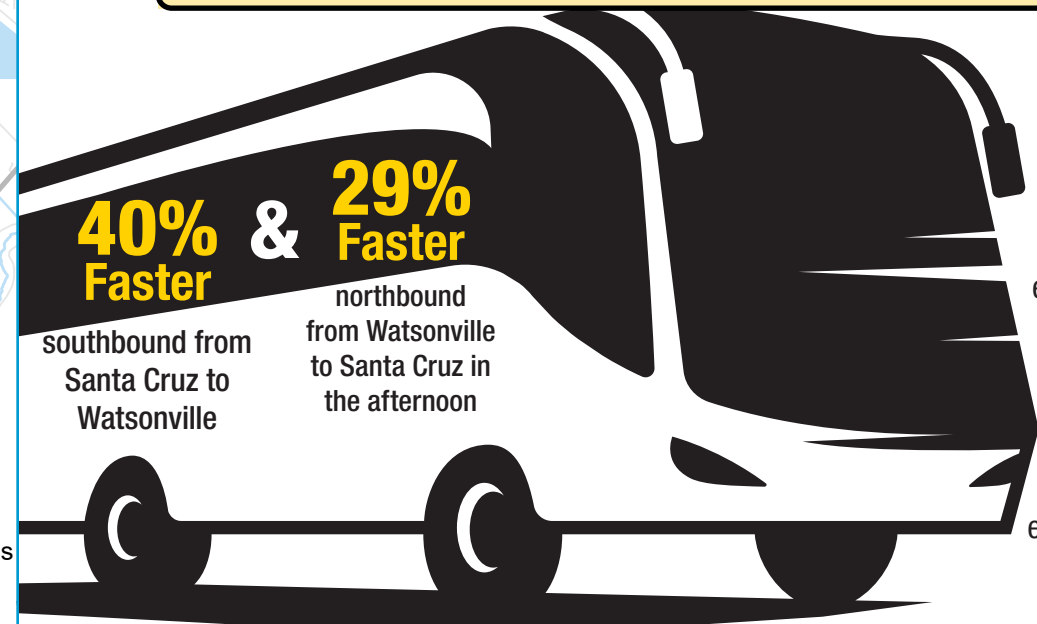
##### Safer Access to Bus Stops

- Expanded Bus Service (Bus Goes More Places)
- Increased Crosswalks and Sidewalks



##### Improved Bus Stop Amenities

- Shelters and Benches at Every Stop
- Improved Mobile Applications and Information



**40% Faster** & **29% Faster**

Southbound from Santa Cruz to Watsonville

northbound from Watsonville to Santa Cruz in the afternoon

The Proposed **Rapid 71** improvements would make the **bus faster and more reliable**, encouraging more people to take transit instead of driving and improving the mobility of existing bus riders.



Project Cost: \$27.6 million

METRO has already procured **\$7.5 million** from grants to implement a portion of the identified improvements.



PROPOSED RAPID CORRIDOR IMPROVEMENTS



Improvement Type



Bus Stop Consolidation and Relocation

Relocate, add, and remove stops to achieve a 1/3-mile stop spacing. Place stops to improve stop accessibility and safety.



Enhance Bus Stop Amenities

Install additional bus stop amenities, such as shelters, benches, and lighting, to improve comfort and safety of riders.



Install Bus Bulbs & Transit Islands

Install bus bulbs and transit islands to allows buses to stop in-lane, removing the need to pull out of traffic to the curb and avoiding the need to wait for a gap in traffic to depart from the bus stop. Where stops are adjacent to bike lanes and space allows, provide a transit island to allow the bikes to travel behind the stop, eliminating bus-bike conflicts



Transit Signal Priority (TSP)

Technologies used to reduce transit vehicle delays at signalized intersections. Examples include holding lights green for a few seconds, if needed to allow a bus to pass through before the light turns red, and turning the light green a few seconds earlier to reduce the wait time at red lights.



Enhance Pedestrian Crossings

Install Rectangular Rapid Flashing Beacons (RRFBs), Pedestrian Hybrid Beacons (PHBs), and high-visibility crosswalks to increase yielding of vehicles to pedestrians and enhance pedestrian safety around bus stops.



Queue Jumps

A queue jump is a travel lane specially marked or signed for transit vehicles at traffic signals that allows buses to get ahead of the traffic queue.



Bus-Only Lanes and Shared Bus/Bike Lanes

Bus-only lanes and shared bus/bike lanes are lanes restricted for use by buses and bikes only and are used to separate buses and bikes from traffic congestion.



Road & Intersection Reconfiguration

Modify lane and intersection geometry and signal operations to optimize transit movements.



Enhanced Stop Amenities



Bus Bulb



Pedestrian Hybrid Beacon (PHB)



High-Visibility Crosswalk



Queue Jump

LEGEND



Faster and More Reliable Buses



Safer Access to Bus Stops



Improved Bus Stop Amenities

**AGENDA:** October 2, 2023

**TO:** Santa Cruz County Regional Transportation Commission Bicycle Advisory Committee

**FROM:** Brianna Goodman, Transportation Planner

**RE:** Climate Adaptation Vulnerability Assessment and Priorities Report (CAVA) – Prioritization Framework

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## **RECOMMENDATIONS**

Staff recommends that the Bicycle Advisory Committee provide input on the Prioritization Framework for the Climate Adaptation Vulnerability Assessment and Priorities Report (CAVA).

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## **BACKGROUND**

The RTC, the County of Santa Cruz Department of Community Development & Infrastructure and the Santa Cruz County Office of Response, Recovery & Resiliency are partnering to develop a Climate Adaptation Vulnerability Assessment and Transportation Priorities Report (CAVA) for unincorporated Santa Cruz County maintained roads and the entirety of the Santa Cruz Branch Rail Line (SCBRL). This project will update and expand upon the vulnerability assessment developed in 2013 by Santa Cruz County with a more detailed analysis using the most up-to-date tools for mapping hazards to the transportation system from climate change impacts, and then prioritize transportation projects for further future actions to enhance resilience based on a set of prioritization metrics.

The emphasis of the vulnerability assessment will be on identifying transportation infrastructure assets in the county that may be particularly vulnerable to climate hazards. These assets will be prioritized based on a set of metrics that assess both how sensitive they may be to damage from climate hazards and how critical they are to the functioning of the transportation network and the communities it serves. The goal of prioritization is to identify the order in which transportation assets should undergo detailed climate assessments first since resource constraints will prevent all assets from being assessed simultaneously. A comprehensive and prioritized project list will better position Santa Cruz County to receive state and federal climate resiliency funding for the next steps of identifying actions needed for climate resiliency and implementation of resilience measures.

Santa Cruz County is already experiencing the impacts of sea level rise, coastal erosion, extreme weather events and flooding, wildfires, and extreme temperatures on the county's transportation infrastructure, and these impacts are increasing at an alarming rate. In 2017 alone, a series of intense winter storms caused more than \$130 million dollars in damage that will take years to repair.

In August 2020, an extreme lightning storm started over 560 wildfires throughout California. This included the CZU Lightning Complex wildfire in the Santa Cruz Mountains, which burned 86,509 acres, destroyed 1,490 structures including 911 homes, and caused \$15 million in damage to Santa Cruz County transportation infrastructure such as destroyed guardrails, damaged drainage, and compromised embankments.

In early 2023, an extended series of atmospheric rivers swept over Santa Cruz County over the course of several months, breaching levees, destroying piers, viaducts, and other infrastructure, and causing landslides and extensive flooding. There were tens of millions of dollars of damage to the County's transportation infrastructure. How we respond and proactively address the impacts of climate change on the transportation network will have a profound impact on County residents and can mitigate some of the challenges.

## **DISCUSSION**

Over the next few months, the Project Team is developing the Project Framework for the CAVA study and engaging with stakeholders and members of the public to obtain their input and feedback. The Project Framework will describe the methodology for conducting the CAVA. The Framework will describe what hazards will be evaluated, what transportation assets will be considered, and what metrics will be used to assess level of vulnerability to climate hazards. These metrics will ultimately be used to prioritize the order in which climate vulnerable transportation assets should undergo detailed climate assessments based on their vulnerability to climate hazards and impact on the transportation network and therefore the surrounding communities, and the prioritization order for seeking funding for future adaptation or hardening efforts.

The Project Team seeks input on what hazards, assets, and metrics should be included in the Project Framework in order to determine project priority.

The climate hazards under consideration for the analysis include:

- Coastal flooding (including both storm surge and tidal flooding exacerbated by sea level rise (SLR))
- Coastal erosion (including both cliff retreat and shoreline erosion)
- Riverine/localized flooding driven by precipitation
- Debris flow (driven by both precipitation and wildfire)
- Slope failure causing landslides on top of assets and asset washouts (driven by precipitation)
- Wildfire direct impacts
- Extreme heat

In terms of assets, the focus is on the unincorporated, County-maintained roads and the Santa Cruz Branch Rail Line (SCBRL). The specific asset classes under consideration for analysis in this study are:

- Roadways (including embankments, and bike lanes)

- Road culverts
- Road bridges
- SCBRL railway (including embankments, ballast, ties)
- SCBRL culverts
- SCBRL bridges
- SCBRL trails – existing and future

These generally correspond to where most of the damage has occurred to transportation assets during past climate hazard events.

The Project Team is exploring a variety of different metrics to capture both the likelihood of hazards occurring in different locations and the consequences of these hazards when they do occur. The Project Team seeks input in potential consequence metrics in particular.

Potential hazard metrics include:

- Length of asset exposed to climate hazard – flooding, slope failure, wildfire, coastal erosion, debris flow
- Timing of impact (sooner versus later)
- Timeframe of regular maintenance replacement of asset
- Likelihood of climate hazard
- Past exposure to climate hazard impacts

Potential consequence metrics include:

- Expected \$ hazard damage cost over the next several decades
- Expected \$ hazard disruption cost to travelers due over the next several decades (due to travel delays, etc.)
- Average annual daily traffic (AADT) or other usage data
- Location within/nearby SCCRTC-defined disadvantaged communities
- # or proportion of trips with origins/destinations in SCCRTC-defined vulnerable communities
- Location on one-way in/out roadway
- Typical detour time and length
- Flagged by stakeholders as being high priority
- Whether critical facility is located along asset (or whether asset is required to access critical facility, e.g. evacuation center)
- Presence of bike facility along asset
- Presence of transit route along asset
- Whether rail segment is located on higher priority portion of the corridor (i.e.,) between Watsonville and the wye in Santa Cruz)
- Various susceptibility metrics, such as slope characteristics, asset condition ratings, etc.

## SUMMARY

The Climate Adaptation Vulnerability Assessment and Priorities Report (CAVA) is underway. The Project Team seeks input from the Bicycle Advisory Committee on

what hazards should be evaluated, what transportation assets should be considered, and what metrics will be used to assess and prioritize transportation assets for future actions to enhance climate resilience, as well as any broader input on the structure of the Framework.

**AGENDA:** October 2023

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

**FROM:** Rachel Moriconi and Tommy Travers, Transportation Planners

**RE:** Measure D: Five-Year Programs of Projects for Regional Projects and Strategic Implementation Plan (SIP) Update

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**RECOMMENDATIONS**

Staff recommends that the Bicycle Advisory Committee, Elderly and Disabled Transportation Advisory Committee (E&D TAC), and Interagency Technical Advisory Committee (ITAC) provide input on proposed updates for the Measure D five-year programs of projects (5-Year Plans) for regional investment categories and projects and the Strategic Implementation Plan (SIP).

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**BACKGROUND**

In November 2016, Santa Cruz County voters approved Measure D, a ½-cent transactions and use tax (similar to 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.

The Regional Transportation Commission (RTC) is responsible for developing the 5-Year Plans for Regional Expenditure Plan categories and projects, as described below. Agencies receiving direct formula allocations (cities, the County of Santa Cruz, Santa Cruz METRO and Community Bridges/Lift Line) typically develop and update their 5-Year Plans as part of their annual budgets and/or capital improvement programs. Community members and Committee 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](http://www.sccrtc.org/MeasureD).

The Ordinance also includes a requirement that the RTC, in its role as the Measure D Authority, prepare and update at least every 5 years, a long-term Implementation Plan for Measure D Revenues. The RTC adopted the most recent Strategic Implementation Plan (SIP) in February 2020.

## DISCUSSION

At its November 2023 meeting, the RTC will consider recommendations and public input on how to invest Measure D revenues over the next 5 years (5-Year Plans), as well as updates to the Strategic Implementation Plan (SIP), which includes long-term implementation plans for delivering the Measure D Expenditure Plan. **Staff recommends that the RTC's advisory committees review and provide input on proposed updates to the 5-year plans and SIP, as summarized below.**

### **5-Year Plans**

The 5-Year plans have been updated to reflect proposed investments of Measure D funds FY23/24-FY27/28. Although Measure D provides significant funding to deliver investments identified in the Measure D Expenditure Plan, it is not intended to fully fund all investments. Consistent with the 2020 Measure D *Strategic Implementation Plan* (SIP), the RTC works to expeditiously deliver regional programs and projects. The RTC strategically utilizes some Measure D revenues on pre-construction phases in order to get projects "shovel-ready" and/or programs funds to serve as a match. This approach positions projects to be more competitive for grants and other funding opportunities, but also means that financing will be needed to meet all of the obligations identified in the 5-year plans, starting as soon as FY24/25. Highlights and proposed updates to the 5-year plans ([Attachment 1](#)) are summarized below. Fact sheets on major projects and programs are included as [Attachment 2](#).

### **Highway Corridors (25% of revenues)**

- Continue implementation of previously approved projects. Includes

funding and financing plans previously approved by the RTC to leverage federal, state, and other grants. Some funds shifted to later years based on updated estimated expenditure timing.

- Highway 1 - Freedom to State Park/Coastal Rail Trail Segment 12 Project: Add \$540,000 based on updated legal and staff cost estimates.
- Ongoing traveler information/transportation demand management programs: Add funds in FY27/28.

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

- Segment 10/11: Add \$305,870 to County of Santa Cruz for additional technical analysis during the environmental review phase.
- Carry forward previously committed funds for rail trail segments from Davenport to Aptos and in Watsonville, including funds to leverage federal, state, and other grants.
- Trail Maintenance: Fund trail maintenance based on RTC direction at its September 2023 meeting, agreements with local jurisdictions, and updated cost estimates.
- Ongoing Oversight, Coordination, and Technical assistance: Add approximately \$275,000 for corridor-wide assistance through FY27/28.
- Corridor Encroachments and Maintenance: Add \$1.6 million through FY27/28 for environmental, vegetation, and erosion control work based on updated cost estimates, including for 2023 storm damage, encroachments, and boundary surveys.

#### Rail (8% of Measure D revenues)

- Rail Infrastructure Preservation: Add \$1.7 million in FY27/28 and \$600,000 FY22/23-FY26/27 for ongoing rail infrastructure repairs. Some long-term repairs needed in the corridor will be made as part of the Zero Emission Rail Transit & Trail Project.
- Zero Emission Rail Transit & Trail Project: Earlier this year, the RTC secured a \$3.5 million Transit and Intercity Rail Capital Program (TIRCP) grant, using Measure D as match, to prepare a Project Concept Report. In August 2023, the RTC programmed an additional \$1.63 million needed for this work. *(partially funded by Measure D-Active Transportation/Trail)*

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

- \$2.4 million for Boulder Creek Complete Streets project on Highway 9 and Highway 236. These funds are being used in combination with a \$1.5 million federal earmark (Eshoo) on preconstruction and as match for grant applications. The RTC plans to start preliminary engineering and environmental review work in FY23/24.

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

- Caltrans is closing out the construction phase of this project with the

contractor and there are no changes to the total programmed to construction.

- The RTC previously approved an inter-program loan from the Highway Corridor investment category to expedite construction. The inter-program loan and repayment amounts have been adjusted slightly based on the timing of construction expenditures.

### **Strategic Implementation Plan (SIP)**

The purposes of the Ordinance-required [Strategic Implementation Plan \(SIP\)](#) are to define the scope, cost, and delivery schedule of each regional project or program, detail the revenue projections and possible financing tools needed to deliver the Expenditure Plan within the 30 years promised to the voters, and describe the risks, critical issues, and opportunities that the Authority should address to deliver the Expenditure Plan. Based on anticipated capacity in the Highway Corridors investment category, the Commission also amended the Expenditure Plan in February 2020 to add auxiliary lanes along Highway 1 between State Park Drive and Freedom Boulevard as well as Bus-on-Shoulder improvements throughout the highway. Staff is currently updating the SIP and seeking input from the committees. *Due to the date of the October ITAC meeting being late in the SIP update schedule, staff already sought input from that committee in September.*

The Commission and its partners have made several important decisions and achieved significant accomplishments since the adoption of the 2020 SIP. To maximize delivery of the Expenditure Plan, Measure D funds have been used strategically to help leverage roughly \$300 million in state and federal grants for regional projects. Leveraging remains a central theme for the 2023 SIP and it is important that the RTC and partner agencies continue to maximize the buying power of Measure D and use it to leverage additional federal, state, and local funds for projects like the Watsonville-Santa Cruz Corridor combined Highway 1 Freedom-State Park auxiliary lane/bus-on-shoulder and Rail Trail Segment 12 project and future trail sections. With Measure D funds committed as match for existing and planned future grants, the RTC needs to carefully manage Measure D capacity to ensure sufficient cash flow and not risk loss of grants.

Since 2020 SIP adoption, RTC also increased its funding commitments for Highway 1 and Coastal Rail Trail projects and the Commission has entered into several trail maintenance agreements, which commit additional Measure D funds.

RTC has contracted with KNN Public Finance to assess the financial status of Measure D and update financing options. Staff has updated cost estimates

on projects and provided estimated expenditure timing, based on current and expected long-term ongoing costs and commitments. The 2023 update will model the probable financing needed to deliver the regional projects.

Due to the ambitious programming to deliver Highway and Coastal Rail Trail projects on an accelerated timetable and to conduct the environmental assessment of nearly all the remaining segments of the Coastal Rail Trail along with future rail service between Pajaro and Santa Cruz, it is also important to expand upon the programming methodology to be used in prioritizing the use of Measure D funds within the Regional categories of investments. Measure D Ordinance and Regional Transportation Plan goals will be considered as individual decisions on programming arise in the next several years.

- *Highway Corridors*: There may be capacity to proceed with additional projects not currently identified in the Expenditure Plan. As a first step, staff recommends conducting a planning study to prioritize additional Highway 1 projects that advance the Measure D goals to improve transit, safety, traffic flow and efficiency, possibly including additional Bus-On-Shoulder improvements.
- *Active Transportation and Rail*: Using Measure D funds to maintain the corridor and trails once constructed, impacts the capacity left to complete construction of the entire Coastal Rail Trail. Based on updated cost estimates for the trail adjacent to the rail line, there is also insufficient capacity in the Measure D - Active Transportation category to effectively leverage grant funding to complete construction of the Coastal Rail Trail as standalone projects. Based on the Commission's approval in 2022 to proceed with environmental and preliminary design components of the Zero Emission (ZE) Rail Transit & Trail Project, the RTC may be able to leverage grants to complete an Environmental Impact Report for the joint rail transit and trail project without overcommitting the Active Transportation category. Rail category funds have also been programmed towards the ZE Rail Transit & Trail Project. Once environmental work is complete, a new local fund source would need to be secured to complete the project and operate transit service. The expenditure plan for the potential new revenue source could include maintenance of the trail.

The update to the SIP considers these programming needs, describes potential financing tools, and models possible new revenue and debt service. New and updated project fact sheets will be included in the plan.

### **Recommendations**

**Staff recommends that the RTC's Bicycle Advisory Committee, the Elderly & Disabled Transportation Advisory Committee, and**

**Interagency Technical Advisory Committee (ITAC) review and provide input on the proposed updates for the Measure D 5-year programs of projects for FY23/24-27/28 and long-range Strategic Implementation Plan (SIP) update 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.** The proposed uses of 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 new 5-year plans for regional projects and programs, as well as the 2023 SIP at its November 2023 meeting. The 5-Year proposed plan updates are based on the latest available information; however, dollar amounts shown are preliminary estimates and will be refined for the final recommendations taken to the RTC board at its November meeting. As project cost estimates and schedules are refined, new grant and leveraging opportunities arise, and/or 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 any amendments that add new projects or increase Measure D funds for individual projects during public meetings. As regional projects are implemented, staff periodically provides updates and solicits input on the projects from the Bicycle Committee, E&DTAC, and ITAC.

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 FY23/24 expenditures and carryover balances from prior years. As previously discussed, total anticipated Measure D revenue needs for the Highway and Trail investment categories will exceed projected revenue on a year-to-year cash basis. 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 plans to expeditiously deliver Measure D projects and leverage grants over the next 5 years, some financing, such as bonding, may be needed starting in 2025.

## **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 and long-range Strategic Implementation Plan (SIP) for 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 FY23/24-27/28, focus on continued implementation of previously approved and/or prioritized projects.

### Attachments:

1. 5-year plans for regional projects
2. Fact Sheets for regional projects

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Measure D: 5-Year Program of Projects (FY23/24-27/28)

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

**PROPOSED: Fall 2023**

*Previously updated 6/6/19, 12/5/19, 5/7/20, 6/29/20, 9/3/20, 5/6/21, 6/3/21, 8/5/21, 10/7/21, 5/5/22, 11/3/22, 1/12/23, 2/2/23, 3/3/22, 5/4/23.*

						Planned <sup>1</sup>					Total Measure D through FY27/28	Future	Proposed Updates- Fall 2023
	Rail Trail Project/Program	Description	Schedule	Prior Years Spent*	FY22/23 - est. actual*	FY23/24	FY24/25	FY25/26	FY26/27	FY27/28			
1	North Coast Segment 5	Trail development and construction, including EIR & design consultants, legal, Environmental Health Services & ROW; RTC project mgmt, oversight, outreach and technical assistance; \$125k for Davenport Crosswalk and \$1.4 million for Yellowbank Crossing	Pending FLAP timing, ready to start construction FY23/24	\$2,888,194	\$312,162	\$4,375,786	\$130,000	\$731,000	\$40,000	\$40,000	\$8,517,142	\$0	Funds shifted between years based on latest schedule and FY22/23 actuals.No change to total.
2	North Coast Segment 5: trail maintenance and operations	Ongoing maintenance of sections of trail once constructed. Includes restriping, sweeping, vegetation management, mitigations, and periodic repaving.	Start after trail open in FY24/25.	\$0	\$0	\$0	<u>\$0</u>	\$148,354	\$224,294	<u>\$232,144</u>	\$604,792	est \$270k/yr+ escalation	Add funds in FY27/28 and reduce funds in FY24/25 and FY25/26 based on updated schedule and RTC-County of Santa Cruz Segment 5 maintenance agreement. Previously \$755k thru FY26/27.
3	Segment 7: Natural Bridges to Bay/California (Phase 1), Bay/California to Wharf (Ph2), City of Santa Cruz (SC) lead	Allocation to City of Santa Cruz for Segment 7 rail trail	Phase I: 2020; Phase II: 2022-2024	\$1,100,000	\$0	\$2,150,000	\$0	\$0	\$0	\$0	\$3,250,000	\$0	Funds shifted from FY22/23 to FY23/24 for Phase 2. No change to total.
4	Seg 8: San Lorenzo River trestle widening, City of Santa Cruz	Allocation to City of SC for widening of existing walkway on the existing railroad bridge over San Lorenzo River near Boardwalk	Completed June 2019	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$500,000	\$0	No change
5	Seg 8/9: SC Wharf to 17th Ave., City of SC lead (partnership with County)	Allocation to City of SC: \$2M set aside to serve as match for construction grants; \$370k for additional analysis of interim trail. Joint project with County.	Est. 2025 start construction	\$0	\$0	\$370,000	\$2,000,000	<u>\$0</u>	\$0	\$0	\$2,370,000	\$0	Shift funds from FY22/23 to FY23/24.
6	RTC Oversight and technical assistance: Segments 7-9	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	Through project completion	\$356,958	\$86,199	\$158,065	\$40,000	\$0	\$0	\$0	\$641,221	\$0	Reduced \$43k based on FY22/23 and ongoing estimated actuals. Combines estimated oversight and technical assistance for Segment 7-9.
7	Trail maintenance and operations in Santa Cruz	Ongoing maintenance. Includes restriping, sweeping, vegetation management, mitigations, and periodic repaving.	ongoing	\$20,000	\$5,268	\$48,732	\$35,000	\$49,000	\$51,000	<u>\$53,000</u>	\$262,000	TBD	Add \$53,000 in FY27/28
9	Segment 10-11: Segment 10 (17th-47th/Jade St. park), Seg 11 (Monterey to St. Park Dr)	Allocation to County DPW for planning, environmental review, design, and right of way and construction. County led project.	PA/ED started 2020	\$1,362,378	\$1,104,190	<u>\$2,076,208</u>	\$470,000	\$2,229,000	\$10,137,908	\$0	\$17,379,684	\$0	Add \$305,870 for additional technical analysis.Carryover funds not yet invoiced in FY22/23 to FY23/24.

	Rail Trail Project/Program	Description	Schedule	Prior Years Spent*	FY22/23 - est. actual*	FY23/24	FY24/25	FY25/26	FY26/27	FY27/28	Total Measure D through FY27/28	Future	Proposed Updates- Fall 2023
10	Segment 10-11 Oversight and technical assistance	RTC project mgmt, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	Duration of project delivery	\$92,592	\$58,650	\$342,716	\$71,773	\$40,000	\$40,000	\$0	\$645,732	\$0	Carryover funds not spent in FY22/23 to FY23/24. Reduce \$48.6k based on updated estimates.
11	Capitola Trestle Railroad Bridge Interim Trail analysis	Analysis of feasibility for building a trail on the bridge through Capitola Village and over Soquel Creek.	FY21/22	\$29,256	\$0						\$29,256	\$0	No change
12	Capitola Trail: City Hall to Monterey Ave	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	Construction timing TBD	\$2,237	\$168	\$1,319	\$1,000	\$0	\$0	\$0	\$4,724	\$0	Reduce FY22/23 to reflect estimated actual. Previously \$5556
13	Segment 12: State Park Drive to Rio Del Mar Boulevard	Design, right-of-way, and matching funds for construction grants. Assumes work associated with bridges over Highway 1 to be implemented with the Hwy 1 Freedom-State Park project and paid out of Measure-Highway Corridors funds.	Start construction FY24/25; dependent on grant funding	\$0	\$1,199,732	\$2,642,268	\$4,094,000	\$1,354,000	\$1,466,000	\$1,466,000	\$12,222,000	\$350,000	Carryover funds not spent in FY22/23 to FY23/24. No change to total programmed.
14	Segment 18: Lee Road to Walker (Ohlone to slough trail-Phase I), City of Watsonville lead	Allocation to City of Watsonville for trail construction.	Ph. 1 completed 2021; Phase 2 postponed	\$150,000	\$0	\$0	\$0	\$0	\$2,800,000	\$0	\$2,950,000	\$0	No change.
15	Watsonville Trail segments oversight and technical assistance	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	Duration of project delivery	\$109,686	\$3,020	\$6,900	\$6,900	\$6,900	\$6,900	\$6,900	\$147,205	TBD	Add funds in FY27/28. Reduce FY22/23 based on estimated actual. Overall reduced \$77.5k -some analysis and development being done as part of the Zero Emission Rail Transit and Trail project.
16	Trail maintenance and operations in Watsonville	Ongoing maintenance. Includes restriping, sweeping, vegetation management, mitigations, and periodic repaving.	ongoing	\$0	\$0	\$14,550	\$3,500	\$3,600	\$3,700	\$3,800	\$29,150	TBD	Add funds in FY27/28. Previously programmed funds not yet invoiced for FY20/21-FY22/23 carried over to FY23/24.
17	Zero Emission Rail Transit & Trail	Project concept report, preliminary engineering and environmental analysis of remaining sections of trail as part of the Electric Rail & Trail project. Includes consultant services, project management and public outreach. Serve as match for grants.	Concept report starting FY23/24	\$0	\$0	\$175,000	\$175,000	\$0	\$0	\$0	\$350,000	TBD	Shift funds from FY22/23 to FY23/24. No change to total
18	Santa Cruz County Regional Conservation Investment Strategy - Grant match	Match to Wildlife Conservation Board grant for early mitigation planning for transportation projects.	2019-2022	\$14,775	\$2,565	\$0	\$0	\$0	\$0	\$0	\$17,340	\$0	No change. Study completed.
19	Ongoing oversight, coordination, and assistance, including on development of future trail sections	RTC staff and consultants work related to overall trail planning, soil investigations, Environmental Health (EHS), legal, stakeholder coordination, response to public comments, and development of future projects and grant applications.	ongoing	\$1,069,606	\$172,160	\$203,860	\$209,806	\$219,297	\$230,262	\$241,775	\$2,346,765	Varies	Add funds in FY27/28 and update other years based on updated estimates. Previously \$2.07M through FY26/27.

	Rail Trail Project/Program	Description	Schedule	Prior Years Spent*	FY22/23 - est. actual*	FY23/24	FY24/25	FY25/26	FY26/27	FY27/28	Total Measure D through FY27/28	Future	Proposed Updates- Fall 2023
20	Corridor encroachments & maintenance	Ongoing corridor maintenance, including vegetation, tree work, trash, graffiti, drainage, encroachments, boundary surveys, storm damage repairs outside of what is required for railroad operations. Includes RTC staff time and contracts.	ongoing	\$2,270,374	\$890,996	\$1,732,016	\$1,521,166	\$1,621,636	\$1,258,306	<u>\$1,297,710</u>	<b>\$10,592,204</b>	Estimated \$1.3M/yr + escalation	Add FY27/28 and update FY23/24-26/27 estimated costs. Previously \$8.97 million
Estimated 5-Year Measure D Expenditures				\$9,966,057	\$3,835,109	\$14,297,419	\$8,758,146	\$6,402,788	\$16,258,369	\$3,341,329	\$62,859,216		
5-Year Balance/Reserves or Financing (e.g. loans/bonds)												(\$14,139,715)	

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

\*FY22/23 and future amounts will be adjusted based on audited financials

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

**Proposed: Fall 2023**

*Previously updated 6/6/19, 6/27/19, 2/6/20, 3/5/20, 5/7/20, 9/3/20, 11/5/20, 12/3/20, 3/4/21, 10/7/21, 5/5/22, 9/1/22, 11/3/22, 5/4/23.*

	Project	Description	Schedule	Prior Years Spent	FY22/23 Est. Actuals*	Planned <sup>1</sup>					Total through FY27/28 Measure D	Future Years	Total (including Future capital)	Proposed Updates
						FY23/24	FY24/25	FY25/26	FY26/27	FY27/28				
1	Highway 1: Auxiliary Lanes and Bus on Shoulder from 41st to Soquel; Chanticleer Bike/Pedestrian Overcrossing	Freeway operational improvement, bus on shoulder improvements, rehab roadway and drainage, improve bicycle/pedestrian access over freeway.	Construction started e. 2023.	\$1,242,132	\$819,224	\$1,960,545	\$781,100	\$125,000	\$50,000	\$25,000	\$5,003,000	\$25,000	\$5,028,000	No change to total. Some funds moved between years.
2	Highway 1: Auxiliary Lanes & Bus on Shoulder from State Park to Bay-Porter, Reconstruction of Capitola Avenue Overcrossing and Bicycle/Pedestrian Overcrossing at Mar Vista Dr	Freeway operational improvement, bus on shoulder improvements, soundwalls and retaining walls, reconstruct Capitola Ave. overcrossing with sidewalks and bike lanes, new Bike/ped bridge	Start construction Fall 2023. Estimated 2.5 years of construction	\$5,117,294	\$633,979	\$7,386,728	\$6,620,000	\$2,550,000	\$175,000	\$25,000	\$22,508,001	\$50,000	\$22,558,001	No change to total. Some funds moved between years.
3	Highway 1: Auxiliary Lanes & Bus on Shoulder from Freedom to State Park and Segment 12 Coastal Rail Trail	Freeway operational improvement, bus on shoulder, soundwalls and retaining walls, bridges over Hwy 1 and widen bridge over Aptos Creek/Spreckles Drive, portion of Segment 12 of the Coastal Rail Trail -including 2 new bicycle/pedestrian overcrossings over Highway 1	Start construction 2025, pending fund availability	\$1,901,894	\$4,098,245	\$6,924,831	\$3,169,000	\$23,605,974	\$32,390,667	\$32,390,667	\$104,481,277	\$19,508,722	\$123,990,000	Increase \$540k for additional legal and staff time.
4	Santa Cruz County Regional Conservation Investment Strategy - Grant match	Match to Wildlife Conservation Board grant for early mitigation planning for transportation projects.	Complete FY22/23	\$23,079	\$ 2,421						\$25,500	\$0	\$25,500	No change
5	Cruz 511-Traveler Information and Commute Manager	Ongoing system & demand management (TDM), includes Cruz511.org traveler information, GoSantaCruzCounty.org, carpool and other TDM programs	Ongoing	\$445,784	\$200,000	\$210,000	\$220,500	\$231,000	\$243,000	\$255,150	\$1,805,434	Ongoing	\$1,805,434	Add \$255k in FY27/28
6	Safe on 17	Ongoing system management program, involves increased CHP enforcement on Highway 17	Ongoing	\$109,347	\$42,746	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$402,093	Ongoing	\$402,093	Add \$50k in FY27/28
7	Freeway Service Patrol	Ongoing system management and congestion reducing program. Roving tow trucks removing incidents and obstructions during peak travel periods on Hwy 1 and Hwy 17	Ongoing	\$523,212	\$169,532	\$190,000	\$200,000	\$210,000	\$220,000	\$231,000	\$1,743,744	Ongoing	\$1,743,744	Add \$231k in FY27/28 and update FY22/23 actuals.
	Completed Projects	Unified Corridor Investment Study-Analysis of Highway 1 corridor projects	Completed Jan 2019	\$199,808	\$0	\$0	\$0	\$0	\$0		\$199,808		\$199,808	No change
Estimated Annual Measure D Highway Corridors Expenditures				\$9,562,549	\$5,966,146	\$16,722,104	\$11,040,600	\$26,771,974	\$33,128,667	\$32,976,817	\$136,168,856	\$19,583,722	\$155,752,578	
8	Interprogram Loan for Hwy 17 Wildlife Crossing	Interprogram loan to allow Hwy 17 Wildlife Crossing project to proceed without bonding and loan repayments	Interprogram Loan FY22/23	\$0	\$1,525,724	\$1,308,864	-\$166,667	-\$166,667	-\$166,667	-\$166,667	\$2,167,922	-\$166k/year	Est. \$957k interest	Interprogram loan and repayment pushed out based on Highway 17 Wildlife Crossing project expenditure timing.
Total Expenditures (with loans & repayments)				\$9,562,549	\$7,491,871	\$18,030,968	\$10,873,933	\$26,605,307	\$32,962,000	\$32,810,150	\$138,336,779			

**Notes:**

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

\*FY22/23 reflects preliminary estimates to be adjusted based on audited financials.

Measure D: 5-Year Program of Projects (FY23/24-FY27/28)

PROPOSED - Fall 2023

Previously updated 6/6/19, 6/27/19, 10/3/19, 5/7/20, 9/3/20 and 6/6/21, 10/7/21, 6/16/22, 11/3/22, 12/1/22, 8/3/23.

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

						Planned <sup>1</sup>					Total Measure D	Proposed Updates
	Project	Description	Est. Schedule	Prior Years	FY22/23 Est. Actuals*	FY23/24	FY24/25	FY25/26	FY26/27	FY27/28		
1	Rail Infrastructure Preservation	Railroad bridge inspections and analysis, railroad bridge rehabilitation (including Pajaro River Bridge grant match), and ongoing maintenance and repair of railroad track infrastructure and signage.	Ongoing	\$3,696,277	\$1,745,811	\$1,002,501	\$1,310,000	\$920,000	\$1,800,000	<u>\$1,710,000</u>	\$12,184,590	Add funds in FY27/28. Increase and update FY21/22 and FY22/23 based on actuals; update FY23/24-FY26/27 based on updated estimates. Previously \$9.88M.
2	Rail Transit -Preliminary Engineering and Environmental Analysis (Zero Emission Rail Transit & Trail Project)	Preparation of operating concept, preliminary engineering, and environmental document for electric rail transit and trail project on the branch line	Concept Report - 2023-2025	\$0	\$106,389	\$830,000	\$700,000	\$2,894,000	\$900,000	\$0	\$5,430,389	No change to total. Some funds shifted to later years based on updated schedule.
3	Santa Cruz County Regional Conservation Investment Strategy	Match to Wildlife Conservation Board grant for early mitigation planning for transportation projects.	FY19/20-Fall 2022	\$7,344	\$816						\$8,160	No change
Completed Projects												
4	Completed: Unified Corridor Investment Study (UCS), past lawsuits, and Transit Corridor Alternatives Analysis (TCAA)	Completed UCS, TCAA and lawsuit	2018-2019	\$1,888,225							\$1,888,225	Previously \$1,906,983. Reduced based on FY21/22 audited actuals.
5	2017 Storm Damage Repair & Cleanup	Repair and cleanup of damage resulting from the 2017 winter storms including one washout, minor slides and various downed or compromised trees.	Spring 2020-2022	\$1,678,868							\$1,678,868	Previously \$1,398,144. Additional expenses billed to FEMA for prior years, not yet reimbursed by FEMA.
5a	FEMA reimbursement for storm damage repairs	This is an estimate. Final reconciliation of storm damage costs paid by Measure D and FEMA reimbursements still pending.		(\$493,278)	\$0	(\$1,185,590)					-\$1,678,868	Note- this is an estimate. Difference from Storm Damage Repairs (line 5) represents additional Rail Preservation expenditures (line 1) that were later billed to FEMA. Additional \$4.7M has been requested (to repay Measure D and RSTPX short-term loan). Funds shown in FY23/24 have not yet been received.
Total Measure D Expenditures				\$6,777,436	\$1,853,016	\$646,912	\$2,010,000	\$3,814,000	\$2,700,000	\$1,710,000	\$19,511,364	

1- Funds may be shifted between years based on actual expenditures/use rates when sufficient cash capacity exists.  
2- Actuals and carryover to be adjusted based on audited actuals. Shown here are preliminary estimates.

**Measure D: 5-Year Program of Projects (FY23/24-FY27/28)**  
**Proposed: Fall 2023**  
Previously updated 6/6/19, 11/7/19, 9/3/20, 10/7/21, 3/17/22, 11/3/22.

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

						Planned <sup>1</sup>					Total Measure D	Proposed Updates
	Name/Road/Limits	Description	Schedule	FY22/23 Estimated Actuals	Prior Years	FY23/24	FY24/25	FY25/26	FY26/27	FY27/28		
1	San Lorenzo Valley (SLV) Safe Routes to Schools -Preconstruction & grant match	\$99k for SLV Schools Complex Circulation and Access Study and funding designated for potential match of future grant opportunities.	Schools Access Study 2021-2023.	\$15,897	<u>\$98,990</u>	\$0	\$0	\$0	\$901,010	\$0	<b>\$1,000,000</b>	No change to total. Prior updated to reflect estimated FY22/23 and audited FY21/22 actuals. Shift \$901k to FY26/27 to align with construction year of Caltrans SHOPP project.
2	Preliminary scope and engineering documents for near term projects	Develop engineers estimates, prelim. designs, initial screening and implementation documents needed to secure funds for priority projects; may include engineering needed to integrate complete streets components into SHOPP and local projects. Includes \$180k to Caltrans for complete streets Project Initiation Document (PID) for the corridor.	Ongoing. Complete Streets PID complete 2022.	\$0	\$180,000	\$60,000	\$0	\$0	\$0	\$0	<b>\$240,000</b>	No change to total. Funds not spent in FY22/23 shifted to FY23/24.
3	SLV/SR9 Corridor technical assistance, oversight, and community outreach	Includes legal, engineering review, grant preparation, funding agreements, RTC staff coordination with Caltrans, County, schools, and other stakeholders, public outreach, other planning activities.	Ongoing	\$46,505	\$80,689	\$39,311	\$0	\$0	\$0	\$0	<b>\$120,000</b>	No change to total. Prior updated to reflect estimated FY22/23 and FY21/22 audited actuals. Funds not spent shifted to FY23/24.
4	Boulder Creek Complete Streets	Grant match for complete streets improvements in Boulder Creek, including sidewalks, enhanced crosswalks with curb extensions, pedestrian refuge islands, and other safety and traffic calming features.	Begin pre-construction Summer 2023	\$0	<u>\$0</u>	\$350,000	\$390,000	\$400,000	\$1,260,000	\$0	<b>\$2,400,000</b>	Update title and description consistent with \$1.5M earmark secured. No change to total. (Previously listed as grant match for future projects in the corridor.)
<b>COMPLETED PROJECTS</b>												
5	Hwy 9 Pedestrian Crosswalks and Enhancements	Stripe new crosswalks and add RRFBs, ladder striping, etc to several existing crosswalks	Completed Spring 2021		\$25,385	\$0					<b><u>\$25,385</u></b>	
6	Hwy 9/SLV Complete Streets Corridor Plan	Community-based comprehensive corridor plan, identifying priority transportation projects.	Completed 6/19		\$35,000						<b>\$35,000</b>	
7	Farmer St. Road Repair (alternate ped/bike route to Hwy 9)	Resurfacing Farmer Street, a pedestrian bypass to access SLV Schools Campus	Completed Fall 2019		\$15,000						<b>\$15,000</b>	
<b>Estimated 5-Year Measure D Expenditures</b>				<b>\$62,402</b>	<b>\$435,064</b>	<b>\$449,311</b>	<b>\$390,000</b>	<b>\$400,000</b>	<b>\$2,161,010</b>	<b>\$0</b>	<b>\$3,835,385</b>	

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

2- Prior Year actuals and carryover to current fiscal year to be adjusted based on audited actuals. Shown here are preliminary estimates.

### Measure D: 5-Year Program of Projects (FY23/24-FY27/28)

*Proposed Fall 2023*

*Previously updated 6/6/19, 9/3/20, 10/7/21, 11/3/22.*

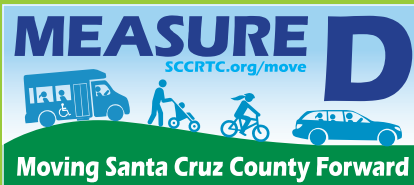
Category: **Highway 17 Wildlife Corridor (\$5 million over 30 years)**

						Planned						Total Measure D	Proposed Updates
	Project	Description	Schedule	Prior Years	FY22/23*	FY23/24	FY24/25	FY25/26	FY26/27	FY27/28	Future Debt Service**		
1	Highway 17 Wildlife Crossing near Laurel Curve: Construction**	Construct wildlife undercrossing to connect habitat on either side of the highway. Creates a wildlife corridor enabling animals to safely cross the highway.	2021-2023	\$0	<u>\$2,580,469</u>	<u>\$1,470,531</u>						<b>\$4,051,000</b>	Shift funds not spent FY22/23 to FY23/24. Project expected to be closed out by end of 2023. No change to total.
2	Highway 17 Wildlife Crossing near Laurel Curve: Construction Financing	Financing/debt service on loans or bonds needed advance implementation, since Measure D revenues are allocated over 30 years. RTC anticipates using interprogram loans from other Measure D Regional programs.	NA	\$0	<i>\$0</i>	<i>\$0</i>	<i>Debt Service payments \$166,667/year</i>					<b><u>\$957,078</u></b>	Update based on timing of expenditures.
3	Highway 17 Wildlife Crossing near Laurel Curve: Oversight and public outreach	RTC costs associated with oversight, agreements, financing, coordination, and public engagement.	FY19/20-FY23/24	\$5,121	<u>\$3,869</u>	<u>\$5,000</u>						<b><u>\$13,990</u></b>	Shift some unspent funds from FY22/23 to FY23/24 and reduce total. Previously \$15k
<b>Estimated Annual Measure D Expenditures</b>				<b>\$5,121</b>	<b>\$2,584,338</b>	<b>\$1,475,531</b>	<b>\$166,667</b>	<b>\$166,667</b>	<b>\$166,667</b>	<b>\$166,667</b>	<b>\$3,125,000</b>	<b>\$5,022,067</b>	Includes est \$22k interest
<i>Interprogram loan from Measure D - Highway Corridors</i>				\$0	<i>\$1,525,724</i>	<i>\$1,308,864</i>						<i>\$2,834,589</i>	Reduce based on expenditure timing. Previously \$3.02M

\*Estimated expenditures; to be updated based on audited actuals.

\*\*Since the full \$5M committed in the Measure D Expenditure Plan for this project will not be available until end of the 30 year measure, consistent with the Measure D Strategic Implementation Plan, the RTC authorized loans from the Highway Corridors investment category. Land Trust committed \$3M for construction costs.

\*\*\*Pre-construction and support costs funded through Caltrans SHOPP. Actual cost and financing will depend on final construction costs and timing.



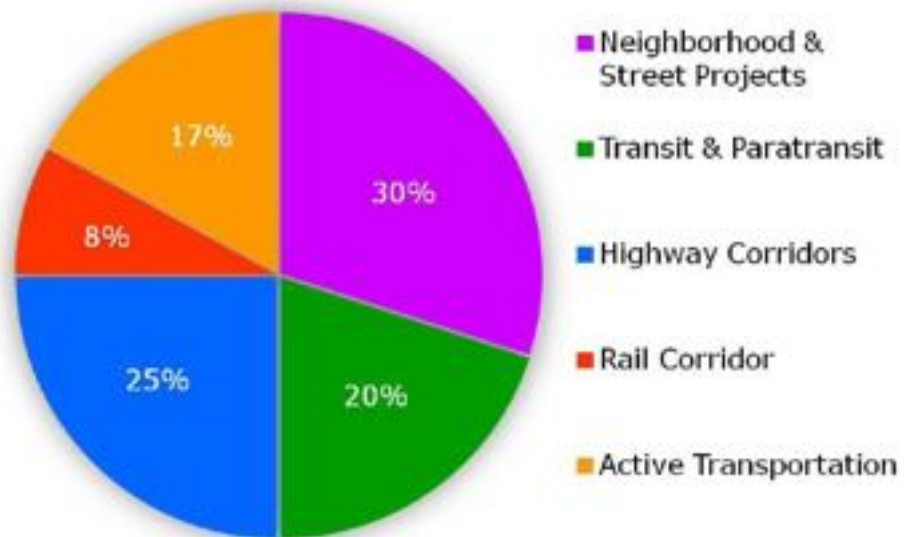
## Santa Cruz County Regional Transportation Commission

### Measure D

### Fact Sheet

On November 8, 2016 67.78% of Santa Cruz County voters approved Measure D, a 1/2 cent sales tax measure to improve, operate and maintain Santa Cruz County's transportation network.

Projects will provide safer routes to schools for local students; maintain mobility and independence for seniors and those with disabilities; invest in bicycle and pedestrian pathways and bridges on an unprecedented scale; repave roadways, repair potholes and improve safety on local streets; ease congestion on major roadways; and invest in transportation projects that reduce the pollution that causes global warming.



#### Measure D

##### *Optimizes funding:*

- By leveraging local dollars, our cities, the County, the RTC, METRO and Liftline will be able to compete for federal and state grants that require matching funds.

##### *Committed to voters:*

- Members of the public are encouraged to review and comment on annual reports, including 5-year plans identifying specific projects prepared by each agency.
- Annual audits of the expenditure of all funds generated by the measure are conducted by an independent auditor and publicly available.
- A Measure D Independent Oversight Committee reviews the independent annual audits and issues a report regarding compliance with the Expenditure Plan.
- Local jurisdictions are required to use the new funds to supplement, not replace, existing revenues used for transportation. Annual audits will include analysis of this Maintenance of Effort.

#### Summary of Transportation Projects

##### *Estimated 30-year funding allocations*

##### Neighborhood Projects - 30%

**Local Funds for Cities and County:** Direct percentage for local roadway pavement repair and operational improvements, school and neighborhood traffic safety projects, bicycle and pedestrian projects

**San Lorenzo Valley Hwy 9 Corridor Improvements:** \$10 million to improve safety for SLV pedestrians, bicyclists, and motorists

**Highway 17 Wildlife Crossing:** \$5 million to help build a wildlife crossing under Highway 17 at Laurel Curve

##### Highway Corridors - 25%

**Highway 1 Corridor:** Extend merge lanes that separate entering and exiting traffic from through lanes to improve traffic flow and safety at the 41st Ave-Soquel Dr, Bay/Porter exits

**Bicycle and pedestrian over-crossings;**

1

**Traveler Information and Transportation Demand Management:** Cruz511 traveler information, Carpool/Vanpool Programs

**Highway Safety and Congestion Reduction Programs:** Freeway Service Patrol and Safe on 17 Enforcement

##### Transit for Seniors and People with Disabilities Direct Allocation to Service Providers - 20%

**Santa Cruz METRO (16%):** \$80 million to help stabilize fixed-route bus and ParaCruz service levels

**Community Bridges Lift Line Paratransit Service (4%):** \$20 million to increase LiftLine's ability to provide service by 30%

##### Active Transportation - 17%

**Monterey Bay Sanctuary Scenic Trail (Coastal Rail Trail):** Bike and pedestrian trail construction; maintenance, management and drainage of rail and trail corridor; install conduit for internet and electrical services

##### Rail Corridor - 8%

**Infrastructure Preservation and Analysis of Options:** Analysis (including environmental and economic analysis) of both rail transit and non-rail options for the corridor; rail line maintenance and repairs



For more information on the implementation of Measure D, visit: [sccrtc.org/move](http://sccrtc.org/move)  
831-460-3200



# Coastal Rail Trail

## Monterey Bay Sanctuary Scenic Trail Network

### Project Description

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

The Coastal Rail Trail promises to be a highly valuable asset to the Santa Cruz County community for transportation, recreation, education, health, eco-tourism, coastal access, economic vitality, and other visitor-serving purposes. It will connect to neighborhoods, schools, parks, transit hubs, commercial and other activity centers. Approximately 18 miles of projects are currently under development or constructed, and 16.5 miles are fully funded. Project delivery includes completing design, engineering and environmental permitting, as well as receiving public input.

Approximately \$135M to date has been secured from state/federal grants and private donations. Additionally, Measure D, the voter-approved transportation sales tax, will allocate approximately \$175M for the trail over 30 years.

Following extensive public outreach, the RTC prepared and adopted an award-winning Master Plan. All local jurisdictions through which the trail will traverse have also adopted the Master Plan as a guide for implementation. The RTC and its partner agencies continue to develop and construct the Coastal Rail Trail.



### Project Highlights

- ▶ Half the county population, 92 parks and 44 schools are located within 1 mile of the rail line.
- ▶ Approximately 18 miles of trail are either under development or constructed.
- ▶ To date, approximately \$135M has been secured from state/federal grants and private donations, and \$52M in Measure D Regional-Active Transportation and Measure D- Neighborhood funds.
- ▶ Measure D will allocate approximately \$175M for the trail over 30 years.
- ▶ 13 miles of projects are advancing from the planning to project development phase as part of the Electric Passenger Rail Transit project



## PROJECT FACT SHEET

Updated September 2023

# Coastal Rail Trail

## Monterey Bay Sanctuary Scenic Trail Network



### Status of Funded Rail Trail Projects

#### North Coast: Davenport to Wilder Ranch (Segment 5)

- Project Description:** 7.5 miles along the north coast of Santa Cruz County adjacent to Wilder Ranch and Cotoni Dairies State Parks Trail. Phase I-Wilder Ranch to Panther/Yellowbank Beach. Phase II-Panther/Yellowbank Beach to Davenport including new parking lots in Davenport and at Panther/Yellowbank Beach, improved access to parking lot at Bonny Doon Beach, and a pedestrian crossing in Davenport; Phase III-construction of a pedestrian overpass over Hwy 1 connecting the Coastal Rail Trail on the coastal side to Cotoni Coast Dairies National Monument on the inland side of Hwy 1.
- Project Status:** Preconstruction activities for Phases I & II are scheduled to be completed in 2023. Construction is scheduled for 2024. Phase III is scheduled to complete environmental review in 2024, design in 2025, and begin construction in 2027. The project is fully funded

#### City of Santa Cruz: Natural Bridges Drive to Pacific Avenue/Santa Cruz Wharf (Segment 7)

- Project Description:** 2.1 miles of the Coastal Rail Trail through neighborhoods on the Westside of the City of Santa Cruz and providing access to businesses and activity centers.
- Project Status:** 2 2 .  
Avenue at the Wharf) began construction in July 2022 and is scheduled to be completed in winter 2023.

#### City of Santa Cruz/County of Santa Cruz: Boardwalk to 17th Avenue (Segments 8 & 9)

- Project Description:** 2.2 miles of Coastal Rail Trail.
- Project Status:** Phase I (widening of the San Lorenzo River Walkway at the Boardwalk) was completed in May 2019. Phase II preliminary design and engineering were completed in 2023. Final design is scheduled for completion in 2024 and the project is scheduled to go to construction in 2026. The project is fully funded.

#### County of Santa Cruz/City of Capitola: 17th Avenue to State Park Drive (Segments 10 & 11)

- Project Description:** 4.7 miles of Coastal Rail Trail. Both trail with rail and interim trail on railbed will be considered.
- Project Status:** Environmental is scheduled to be completed in 2024. Final design is scheduled to be completed in 2024. Construction is scheduled for 2026. The project is fully funded.

#### County of Santa Cruz: State Park Drive to Rio Del Mar Boulevard (Segment 12)

- Project Description:** 1.25 miles of Coastal Rail Trail. Both trail with rail and interim trail on railbed will be considered. This section is being advanced as part of the Highway 1 Auxiliary Lanes and Bus-on-Shoulder project from State Park Drive to Freedom Boulevard.
- Project Status:** Environmental, right-of-way, and design work are scheduled to be completed in 2023, and pending funding availability, could go to construction in 2025.

#### City of Watsonville: Lee Road to Walker Street (Segment 18)

- Project Description:** 1.2 miles of Coastal Rail Trail.
- Project Status:** Phase I (Ohlone Parkway to the Watsonville Slough Trail Network trailhead) was completed in summer 2021. Phase II & III of Segment 18 are combined with development of the RTC's Electric Passenger Rail Transit Project.



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

### Project Description

The project will construct northbound and southbound auxiliary lanes and bus-on-shoulder improvements between the 41st Avenue and Soquel Avenue/Drive interchanges, and construct a new bicycle and pedestrian overcrossing at Chanticleer Avenue. Historically, this section of Highway 1 has been the busiest in the county, serving over 100,000 vehicles a day, providing access to the primary regional commercial/retail activity centers on 41st Avenue and regional medical facilities located on Soquel Drive. The auxiliary lanes will connect the on-ramps with the next

and merging distance between the ramps,

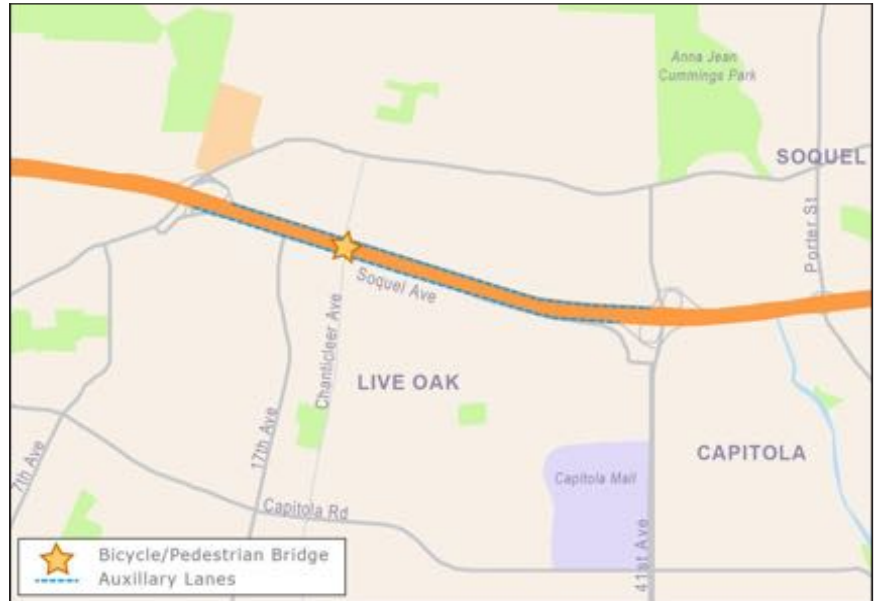
and neighborhoods.

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

### Unified Corridor Investment Study

Recognizing the need to address both existing transportation problems and future needs of Santa Cruz County, a

was undertaken to consider transportation options between Santa Cruz and Watsonville along three of the most important north to south transportation routes in the County, including the Highway 1 corridor. The study provides a rigorous analysis of how various groups of projects or scenarios advance the transportation goals of Santa Cruz County.



### Project Highlights

- ▶ 1 destinations and transit by providing a dedicated crossing for active transportation users at Chanticleer Avenue
- ▶ Adds infrastructure for buses to travel in the auxiliary lanes between interchanges and on the outside shoulder through interchanges
- ▶ Measure D funds are being used to accelerate the project development process
- ▶ Construction expected to begin in early 2023

### Project Delivery Strategy

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



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

## Project Funding

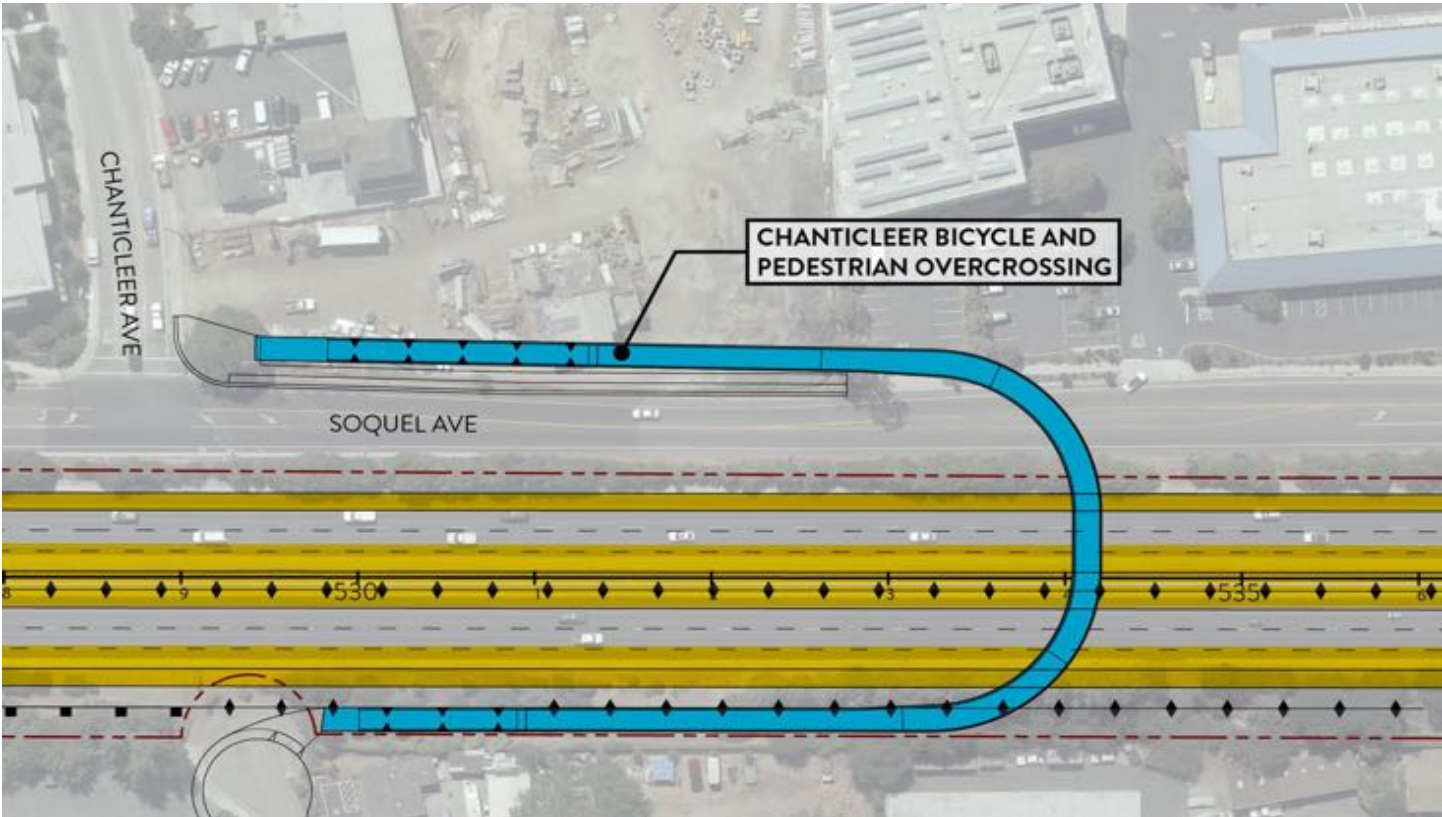
Estimated Project Cost	\$	38.6M
Funding Sources		
	\$	5.2M
Other Secured*	\$	35.3M

1



## Project Status/Schedule

2 1 .  
 2 1 .  
 is expected to go to construction in early 2023 and  
 complete construction in 2024.





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

### Project Description

The project will construct northbound and southbound auxiliary lanes and bus-on-shoulder improvements between the Bay Avenue/Porter Street and State Park Drive interchanges and replace the existing Capitola Avenue local roadway overcrossing. This section of Highway 1 is one of the busiest in the county, providing access to the City of Capitola, Soquel and Aptos villages, and Cabrillo College. The auxiliary lanes will connect the

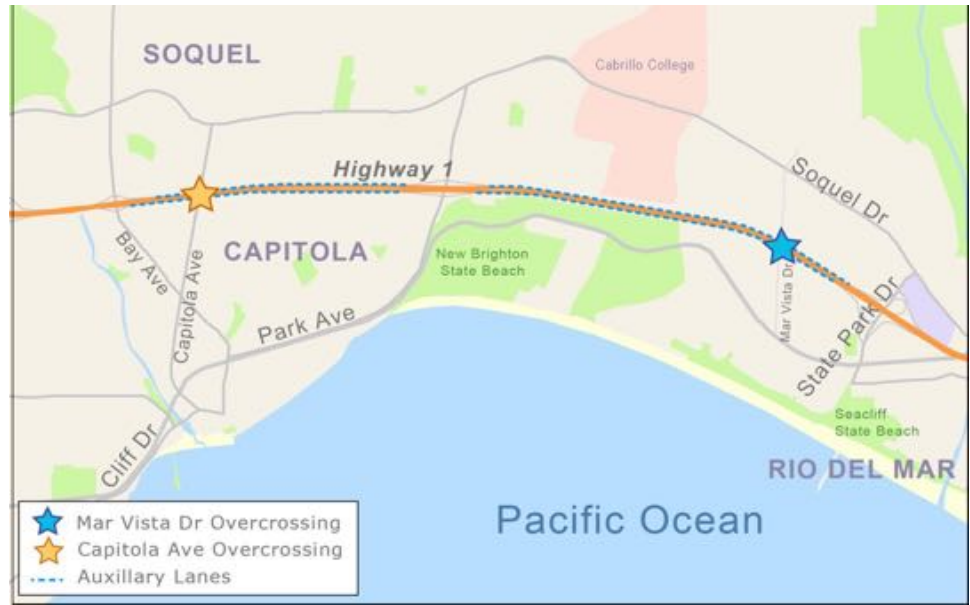
thereby extending the weaving and merging distance between the

diverting to local streets and neighborhoods.

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

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

Highway 1 Corridor Investment



### Project Highlights

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

### Project Delivery Strategy

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



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

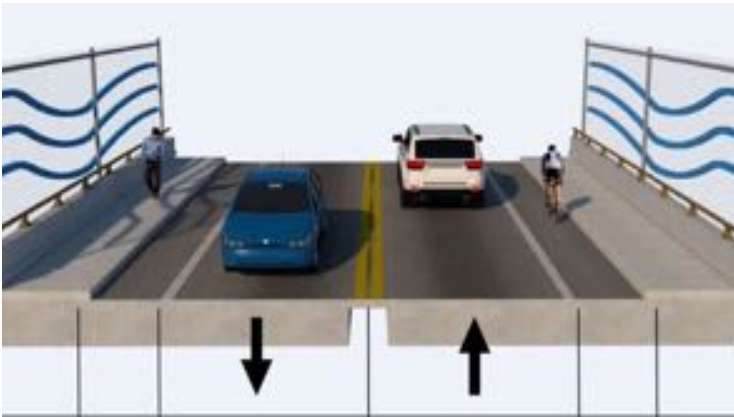
## Project Funding

Estimated Total Cost	\$	94.2M
Funding Sources		
Measure D (Highway)	\$	22.5M
Other Secured*	\$	76.3M

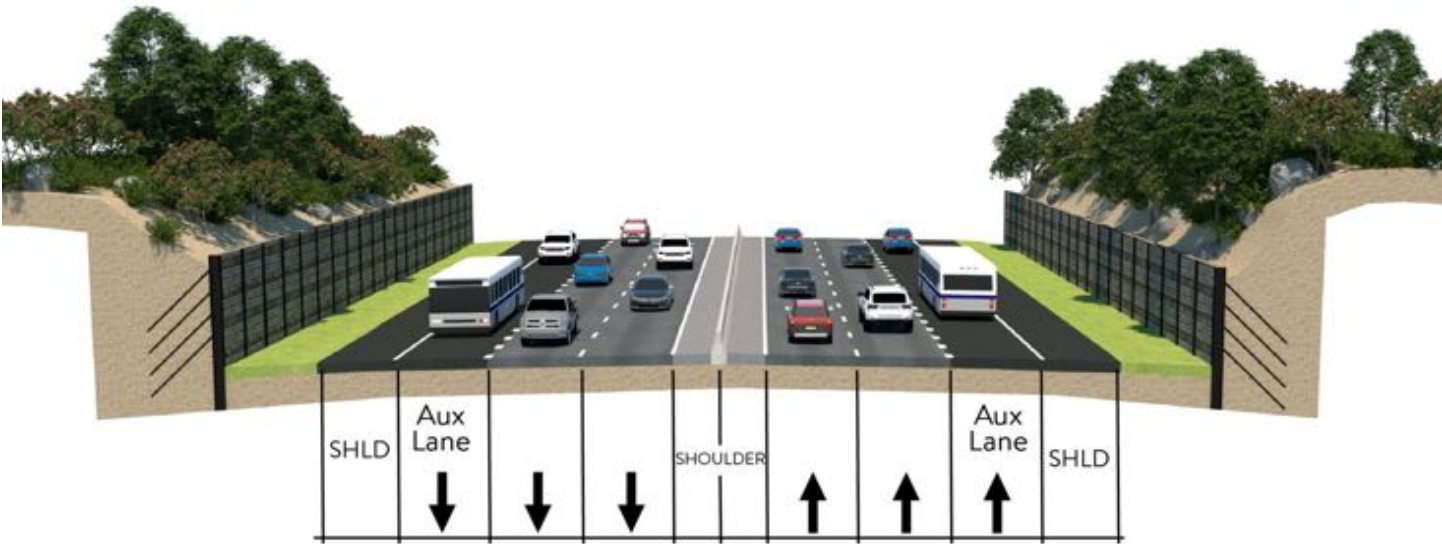
\*Includes STIP and SB1 (SCCP and LPP programs) funds.

## Project Status/Schedule

Environmental review was completed in 2021. Final design was completed in 2022. The project is expected to go to construction in 2023.



Preliminary rendering of Capitola Avenue Overcrossing



Preliminary rendering of auxiliary lanes



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

## Project Description

The project will construct 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 weaving and merging distance

operations, and reducing cut-through 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

- 1
- Adds infrastructure for buses to travel in the auxiliary lanes between interchanges and on the outside shoulder through interchanges
- 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

3  
SB1 Solutions to Congested Corridors Program, Trade Corridor Enhancement Program, and Local Partnership Program funds.



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

## Project Funding

Estimated Total Cost	\$	TBD*
Funding Sources		
Measure D	\$	7 .3
Other Secured	\$	26.7M*
Needed	\$	3.

\*Mega Grant



### Project Status/Schedule

The environmental phase of this project is expected to 2 23.  
construction-ready in 2025, pending availability of funds for construction.





# Santa Cruz Branch Rail Line

## Project Description

The 32-mile Santa Cruz Branch Rail Line is a continuous

tremendous potential for new mobility options for residents and visitors alike.

In October 2012, the RTC completed acquisition of this 135-year-old transportation

ownership with the objective of

and opportunities. The rail corridor spans the county from Davenport to Watsonville, runs parallel to the

1

This important transportation corridor is within one mile of more than 80 parks, 25 schools, approximately half of the county's population, and provides access to the Monterey Bay National Marine Sanctuary at several key locations.

Bicycle & pedestrian path (Monterey Bay Sanctuary Scenic Trail Network (MBSST)/ Coastal Rail Trail)

Seasonal and recreational

Public transit



## Rail Projects

### ► Rail Structure Upgrades & Repairs

D sales tax and state funds, the RTC has reconstructed and made

2 17 2 22 2 23

### ► Preventative Maintenance Program - The RTC is responsible for

### ► Freight Rail Service

### ► Transit Options - In December 2022, the RTC authorized and

Junction and Santa Cruz. CalSTA awarded the project a \$3.45M Transit and

2 23

Report to build from the Transit Corridor Alternatives Analysis and clearly

documentation.

### ► Recreational Service

special event recreational rail service on the Santa Cruz Branch Rail Line.



# Rail Corridor: Infrastructure Preservation

## Program Description

The Santa Cruz County Regional Transportation Commission (RTC) acquired the Santa Cruz Branch Line (SCBRL) in 2012 for \$14.2M to expand transportation options and alternatives to driving, and plan for the future mobility needs of Santa Cruz County residents and visitors. The 135-year-old rail corridor spans 32-miles from Davenport to Watsonville and connects to regional and state rail lines.

The short-line railroad operator, St. Paul &

rail service to a number of local construction, agricultural, beverage, and biofuel companies through an Administration, Coordination, and License Agreement with the RTC. Freight rail

gases as one rail car load generally removes four truck trips from roadways and freeways.

seasonal and special event recreational rail service on a portion of the Santa Cruz Branch Rail Line.

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

In 2017 and again in 2022/2023, severe winter storms damaged the line at several locations. The RTC has completed several storm damage repairs and debris removal projects, and has programmed repairs for the remaining damaged sites.



## Program Highlights

- ▶ Inspections and repairs of railroad bridges on an ongoing basis
- ▶ Storm damage repairs and clean up resulting from the 2017 and 2022/2023 winter storms, the majority of which will be funded by state and federal disaster assistance relief funds
- ▶ Bridge evaluation repairs including the Pajaro River Bridge Rehabilitation
- ▶ including repair and rehabilitation of railroad track infrastructure, grade crossings, signals, and signage as needed
- ▶ Railbed repairs including repairs to coastal erosion near Manresa State Beach

## Total Programming

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

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



# Rail Corridor: Infrastructure Preservation





# Neighborhood Projects: Highway 9 San Lorenzo Valley Corridor Improvements

## Project Description

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

throughout the SLV. This mountainous area has high collision rates, narrow curving roadways

gaps in bicycle and pedestrian facilities, a lack

backups at a number of choke points, as well as pavement, drainage, and other assets in disrepair.

Measure D designates \$10 million for transportation projects in the Highway 9 corridor that will improve travel for residents of the SLV, beyond basic maintenance and

in identifying priority projects was the development of a comprehensive Highway 9 San Lorenzo Valley Complete Streets Corridor Plan (SLV Plan). Building on past public input

evaluates, and prioritizes transportation projects on Highway 9 and connecting county roads through the SLV that can be implemented in the short- and mid-term to address challenges along the corridor. The plan focuses on safety for pedestrians, bicyclists, and motorists; multi-modal access to schools, businesses, and bus

drainage, and other needs in this travel corridor.

The SLV Plan was accepted by the RTC in 2019,

priority projects in partnership with Caltrans, County DPW, SLVUSD, and METRO.



## Total Programming

Total Funding Secured	\$	12.85M
Funding Sources		
Measure D (Neighborhood)	\$	10M
Other*	\$	2.85M

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



# Neighborhood Projects: Highway 9 San Lorenzo Valley Corridor Improvements

## Priority Projects

3  
priority projects for the corridor,  
including the following:

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

The plan is being used to secure grants, leverage state funds (SHOPP), and facilitate subsequent design, environmental review, and construction of these and other priority projects.

## Project Delivery Strategy

The RTC, Caltrans, County of Santa Cruz, SLVUSD, and METRO are working together to in the SLV Plan. Caltrans constructed the crosswalk improvements that were funded by the Measure D-leveraged Highway Safety Improvement Program (HSIP) funds in 2020.

The RTC is collaborating on Caltrans funded safety and repaving projects. Both of these projects are currently in the Project Approval & Environmental Documentation (PA&ED) phase, with construction expected to be complete in 2027 and 2029, respectively. These projects incorporate many complete streets and other safety improvements as

improvements include sidewalks, bike lanes, crosswalk safety improvements, center turn lanes, extended turn pockets, and pedestrian refuge islands, as well as other safety elements.

The State Route 9 Complete Streets Project Initiation Document (PID) was funded by Measure D and covers Caltrans required scoping, estimating, and phasing assessments for the remaining projects in the SLV Plan. Completed in 2022, the RTC is now using Measure D funds to leverage state and federal grants to fund construction of additional improvements.

The RTC secured \$1.5 million in federal funding for Boulder Creek Complete Streets environmental review. The RTC also worked with Caltrans and the SLV School District 2 23 improve circulation to and past the elementary, middle, and high schools for all modes of transportation on Highway 9 north of Felton. This study was funded by a combination construction phases.





# Boulder Creek Complete Streets Improvements



## Project Description

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

throughout the SLV. This mountainous area has high collision rates, narrow curving roadways frequently impacted

bicycle and pedestrian facilities, a lack of

backups at a number of choke points, as well as pavement, drainage, and other assets in disrepair.

The Highway 9 Boulder Creek Complete Streets project proposes to construct pedestrian, bicycle, and transit improvements on Highway 9 and Highway 236 in the unincorporated County of Santa Cruz area known as Boulder Creek, California. Includes improving existing sidewalks, extending the sidewalk network through the commercial area, curb extensions/bulb-outs at crosswalks, bike lanes, transit stop improvements, calming measures.



## Project Highlights

- ▶ Filling gaps in the sidewalk network, and extending the sidewalk network through the commercial area
- ▶ New curb extensions/bulb-outs at crosswalks, center median
- ▶ Bike lanes/shoulders
- ▶ Transit stop improvements
- ▶ Measure D funds are being used to accelerate the project development process
- ▶ Construction expected to begin in 2027

## Project Delivery Strategy

The RTC is the sponsor and Caltrans is leading the delivery of this project. Measure D-Highway 9/SLV Complete Streets funds and other RTC discretionary funds are proposed as a local match for competitive state and federal grant applications. This project completed the Project Initiation Document (PID) phase in 2022 and will begin the environmental phase upon award of competitive grant program funds.



# Boulder Creek Complete Streets Improvements

## Project Funding

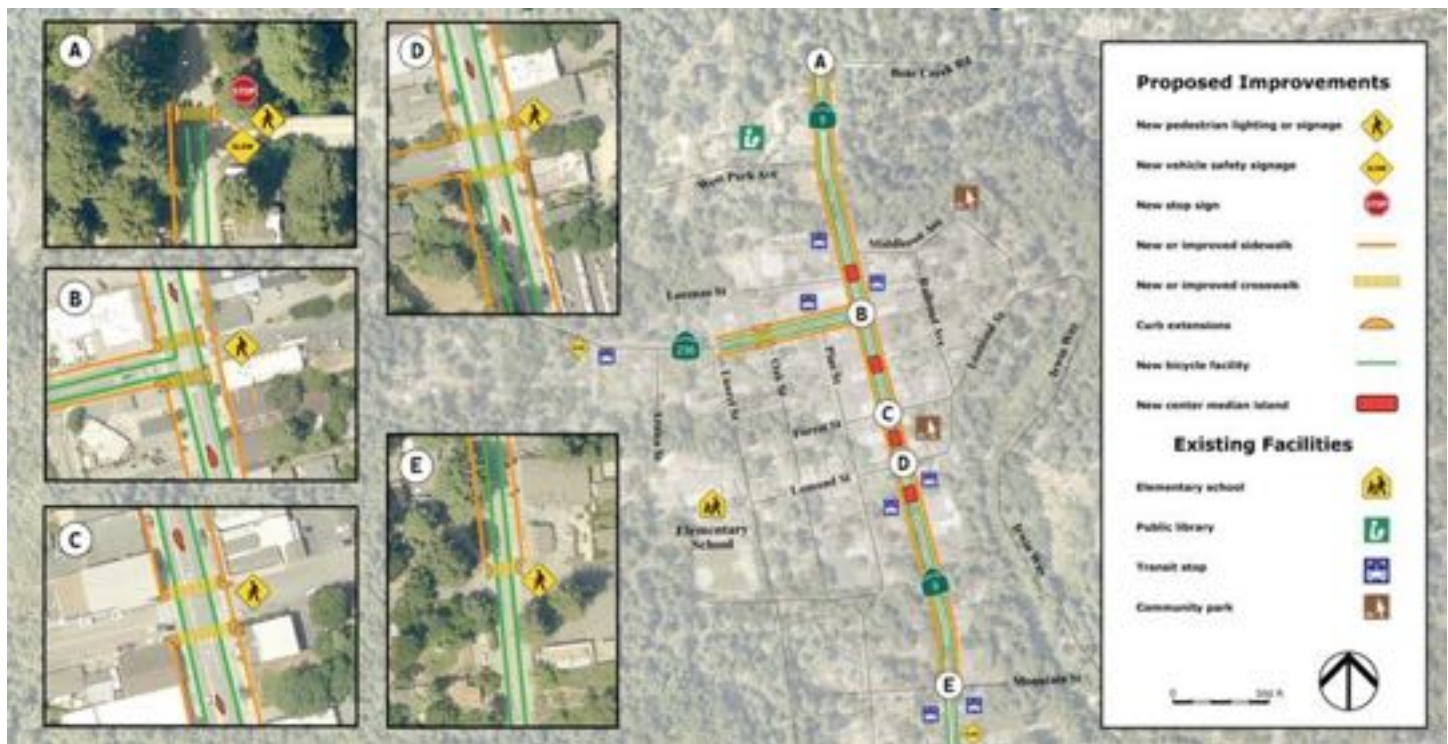
Estimated Project Cost	\$11,806,800
Funding Sources	
Federal Earmark	\$1,500,000
Measure D Match (20%)	\$2,361,360
Needed*	\$7,945,440

\*Other Funds: Federal funds will be used to leverage Measure D sales tax, State Highway Operation and Protection Program (SHOPP), Boulder Creek Business Association, County, safety and active transportation grants.



## Project Status/Schedule

The Project Initiation Document (PID) was completed in 2022. The environmental phase is scheduled to begin in early 2023, with construction scheduled for 2027 pending availability of funds.





# Neighborhood Projects: Highway 17 Wildlife Crossing

## Project Description

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

The Santa Cruz Mountains are home to a variety of wildlife species including endangered and threatened species. The area of Highway 17 at Laurel Road

for two core wildlife habitat areas on either side of the highway.

Highway 17 is the major freeway connection between the San Francisco Bay Area and the Monterey Bay Region through the Santa Cruz Mountains. More than 65,000 vehicles travel the highway each day (24 million

of culvert undercrossings or bridges  
17

wildlife moving through the Santa Cruz Mountains. Many wildlife (including mountain lions, bobcats, and deer) have been hit trying to cross Highway 17 near Laurel Road.

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



## Project Highlights

- Provides safe passage for wildlife to cross under Highway 17 near Laurel Road
- Bridges two core wildlife habitat areas on each side of Highway 17
- 6 undercrossings contribute to animal-vehicle collisions along Highway 17.
- Collaborative project between the Regional Transportation Commission, Land Trust of Santa Cruz County, and Caltrans

## Project Delivery Strategy

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



# Neighborhood Projects: Highway 17 Wildlife Crossing

## Total Programming

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

\*Includes loan payments (principal and interest)  
 \*\*Includes Land Trust and SHOPP funds.

## Project Status/Schedule

Construction started in February 2022. Most of the construction was completed at the end of 2 22 2 23.



## Funding Partners

