Agenda

1. Meeting goals
2. Project overview
3. Study approach
4. Engagement approach
5. Next steps
Meeting Goals

• TAC recommendations on the project framework
• Seeking both general input on the project framework and specific input on its:
  • Climate hazards
  • Transportation Assets
  • Prioritization metrics
Project Overview - Team

SCCRTC

- Brianna Goodman – Project Manager
- Shannon Munz - Outreach

County of Santa Cruz

- Dave Reid – OR3
- David Carlson – Planning
- Steve Wiesner – Public Works
Project Overview – Impetus & Objectives

• Extreme weather and wildfires have caused devastating impacts in Santa Cruz County.

• Climate change has and will continue to exacerbate these impacts in the future.

• Through an analysis of unincorporated county roads, the Santa Cruz Branch Rail Line, and associated bike/ped infrastructure, this project identify the order in which assets should undergo detailed climate assessments.
Project Overview – Outcomes

- The project builds off past work conducted by RTC and the County, including the 2013 vulnerability assessment.

- Through the project, the project team will:
  - Determine when and where transportation infrastructure will be vulnerable to climate hazards
  - Develop prioritization metrics that will consider severity of climate hazards, how critical the asset is to the functioning of the transportation network, and the impacts to disadvantaged and vulnerable populations
  - Engage local stakeholders and members of the public for input on project prioritization
  - Provide a priority list of transportation projects in the unincorporated county and on the SCBRL for taking next steps in identifying actions for climate resilience and implementation
  - Identify potential state and federal funding sources for climate adaptation projects
Study Approach – Climate Hazards

• Climate hazards currently being considered for this 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
  • Debris flow (driven by both precipitation and wildfire)
  • Slope failure (driven by precipitation)
  • Wildfire direct impacts
  • Extreme heat
  • Others?
The project will focus on County unincorporated roads and the Santa Cruz Branch Rail Line (SCBRL, including:

- Unincorporated county roadways (including embankments and pavement)
- Road culverts
- Road bridges
- SCBRL railway (including embankments, ballast, ties)
- SCBRL culverts
- SCBRL bridges
- SCBRL trails (existing and in design)
- Others?
Potential hazard metrics include, but are not limited to:

- 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
- Others?
Study Approach – Framework, Possible Metrics

Potential **consequence** metrics include, but are not limited to:

- 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 stakeholder as being high priority
- Whether critical facility is located along asset (or whether asset is required to access critical facility)
- Presence of bike facility 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.
- Others?
Disproportionate Impacts

• One of the CAVA objectives is to ensure prioritization accounts for how disadvantaged communities can be disproportionately affected by climate hazards
• RTC is currently developing a County-specific definition of disadvantaged communities as part of its SCC Transportation Equity Action Plan
• CAVA will utilize the definition created and vetted by the Transportation Equity Workgroup
Public & Stakeholder Engagement – Target Audiences

- Agency partners
- Community groups
- General public
- RTC and County Boards
- Stakeholder groups
  - Proactively connect with community groups with emphasis on representatives of disadvantaged groups
- Vulnerable community groups
  - Proactively connect with residents living in areas particularly vulnerable to climate hazards
Public & Stakeholder Engagement Milestones

Milestone 1: October 2023 - Draft Project Framework
- Introduce the project to the public and stakeholders and engage them in developing and vetting the project framework.

Milestone 2: June 2024 - Draft Project Prioritization
- Determine the list of priority climate adaptation transportation projects for the unincorporated county and the Santa Cruz Branch Rail Line.

Milestone 3: September 2024 - Draft Project Report
- Solicit input on the Draft CAVA Report to be considered for the final report.
Next Steps

1. Stakeholder and public engagement for first milestone
2. Formalize project framework based on available data and input received
Thank you

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