



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

AGENDA
Thursday, October 19, 2023
1:30 p.m.

In-Person Meeting

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

Remote Participation-Zoom

Remote participation for a) members of the public, b) nonvoting committee members/alternates, or c) voting Committee members unable to attend in person due to an emergency or for cause per AB2449 (*see end of agenda for more information and provide AB2449 justification prior to the meeting*)

<https://us02web.zoom.us/j/87482198801?pwd=TDNjZDF3aloyenFRRU5OQmZpKzBKdz09>

Meeting ID: 874 8219 8801; Passcode: 250250

Alternately participants may dial-in: 1-669-900-9128

NOTICE:

- See the end of this agenda for details about access for people with disabilities, translation services and other information.
- **Servicios De Traducción/ Translation Services:** Si gusta estar presente o participar y necesita información o servicios de traducción al español, por favor llame por lo menos con tres días laborables de anticipo al (831) 460-3218 o email info@sccrtc.org y diríjase a las páginas 3 y 4.
- **Agendas Online:** To receive email notification when the RTC Measure D Taxpayer Oversight Committee meeting agenda packet is posted on our website, please call (831) 460-3200 or visit <https://sccrtc.org/about/esubscriptions/>

1. Call to Order
2. Roll Call/Introductions
3. Consider any AB 2449 requests by voting members to participate remotely
4. Additions, deletions, or other changes to consent and regular agendas
5. Oral Communications on Matters Not on the Agenda

Members of the public may address the Committee on any item within the jurisdiction of the Committee that is not already on the agenda. At the

discretion of the chair, the amount of time for oral communications may be limited. 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.

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.

6. Approve Minutes of the September 21, 2023 ITAC meeting

REGULAR AGENDA

7. Santa Cruz Metropolitan Transit District (METRO) Rapid Corridors Study *(carried over from the September ITAC meeting)*
 - a. Presentation from John Urgo, METRO
Action: Receive update, provide input on METRO recommendations, and discuss partnering opportunities for implementation of rapid bus corridor improvements.
8. Climate Adaptation Vulnerability Assessment and Priorities Report (CAVA) – Prioritization Framework
 - a. Staff report, Brianna Goodman
Action: Provide input on the draft project framework for the Climate Adaptation Vulnerability Assessment and Priorities Report. This ITAC item will also serve as the CAVA Partner Agencies Meeting.
9. Measure D: Five-Year Programs of Projects for Regional Projects and Strategic Implementation Plan (SIP) Update
 - a. Staff report, Rachel Moriconi
Action: Recommend 5-year investments for Measure D revenues designated for regional categories/projects to the Regional Transportation Commission
10. Murray Street Bridge update
 - a. Presentation from City of Santa Cruz staff
Action: Receive update on construction and traffic control

11. Funding Program Opportunities and Updates
 - a. [RTC Consolidated Grants Call for Projects](#) – Applications due 10/25/23
 - b. [Caltrans Planning Grants](#): Applications due 1/18/24
 - Sustainable Communities planning - \$17 million available for local and regional planning that furthers state and regional goals
 - Climate Adaptation Planning- \$31.8 million available
 - Strategic Partnerships Transportation - \$1.5 million available for statewide, interregional, or regional multimodal or public transit plans in partnership with Caltrans
 - Strategic Partnerships Transit - \$3 million available
 - Caltrans District 5 Workshop: 10/12/23 1:30-3:00pm
 - c. [Active Transportation Program \(ATP\)](#) – Applications for Cycle 7 due June 2024; *meeting with potential local applicants to begin immediately following the ITAC meeting*
 - d. [Outdoor Equity Grants Program](#) (CA Parks and Recreation) – Applications due 12/14/23
 - e. [Urban Greening](#) (CA Natural Resources) – Applications due 11/20/23; \$23.7 million available; eligible projects include creating more walkable and bikeable trails
 - f. [Charging and Refueling Infrastructure for Transport in CALifornia Provided Along Targeted Highway Segments \(CRITICAL PATHS\)](#) – Applications due 11/17/23; \$20 million available to support Medium- and Heavy- Duty infrastructure along designated corridors for both electric and fuel cell electric vehicles
 - g. [Cooperative Endangered Species Conservation Fund](#) – Conservation Planning and Land Acquisition
12. Status of transportation projects, programs, studies and planning documents
 - a. Verbal updates from ITAC members
13. Next Meeting and Future Items – The next ITAC meeting is scheduled for 1:30pm on **November 16, 2023 at the RTC conference room, 1101 Pacific Ave, Ste 250**. ITAC meetings will be canceled if there are no action items to be brought before the committee.

Adjourn

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HOW TO REACH US: Santa Cruz County Regional Transportation Commission
1101 Pacific Avenue, Ste 250; Santa Cruz, CA 95060; phone: (831) 460-3200
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REMOTE PARTICIPATION –Committee Members (AB2449)

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 to two times per year due to an emergency or for cause according to requirements set forth in AB2449, as long as a quorum of the committee is present in person at the RTC office.

- 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 ITAC 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. A los miembros del público que participan por Zoom se les indica que permanezcan en silencio durante los procedimientos y que hablen solo cuando se permitan comentarios públicos, después de solicitar y recibir el reconocimiento del presidente

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

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

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

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

DRAFT MINUTES

Thursday, September 21, 2023, 1:30 p.m.

In Person: RTC Conference Room, 1101 Pacific Ave, Ste 250, Santa Cruz, CA

Online: Zoom

ITAC Members Present:

County Public Works & Planning
Capitola

Santa Cruz Public Works

Santa Cruz Planning Proxy

Scotts Valley Public Works and Planning Proxy

Watsonville Public Works

Watsonville Community Development

Association of Monterey Bay Area Governments

California Department of Transportation

Santa Cruz Metropolitan Transit District and 1 Proxy

Steve Wiesner

Kailash Mozumder

Mark Starkey

Claire Gallogly

Steve Jesberg

Murray Fontes

Justin Meek

Regina Valentine

Paul Guirguis

John Uργο

Non-Voting Committee Members/Alternates Attending Remotely:

AMBAG Alternates: Paul Hierling, Heather Adamson

Caltrans Alternates: Malinda Gallaher, Evelyn Frederic

METRO Alternate: Pete Rasmussen

Excused Absences

University of California at Santa Cruz (UCSC): Georgina Arias

RTC Staff Present - In Person: Sarah Christensen, Rachel Moriconi, Guy Preston

RTC Staff Participating Remotely: Grace Blakeslee, Tommy Travers

Others Present In-Person:

Elizabeth Byrd, County of Santa Cruz Human Services

Others Participating Remotely

Bhupendra Patel and Gina Schmidt, AMBAG

Brian Peoples

Nadene Thorne

Matt Welker, Caltrans Planning

- 1. Call to Order:** Chair Kailash Mozumder called the meeting to order at 1:30p.m.

2. **Roll Call/Introductions:** Introductions were made.
3. **Consider AB2449 request(s) for voting members to participate in the meeting remotely:** None.
4. **Additions, deletions, or changes to consent and regular agendas:** Presentation slides and public comments are posted on the [ITAC meeting webpage](#).
5. **Oral Communications on Matters Not on the Agenda:** None.

CONSENT AGENDA

6. Approved Minutes of the June 15, 2023, ITAC meeting

The Committee unanimously approved a motion (Gallogly/Fontes) approving the consent agenda, with members all members present voting “yes”.

REGULAR AGENDA

7. Chair and Vice Chair Elections

Claire Gallogly nominated Matt Starky to serve as chair and John Urgo to serve as vice chair. There were no other nominations. **The Committee unanimously approved a motion (Gallogly/Urgo) to elect Matt Starkey as chair. The Committee unanimously approved a motion (Gallogly/Starkey) to elect John Urgo as vice chair.** Committee members appreciated Chair Mozumder for his outstanding service as chair (April 2021-September 2023) and as Vice Chair (April 2019-March 2021).

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

ITAC members and RTC staff provided updates on projects, programs, studies, planning efforts, and storm damage.

Santa Cruz: Mark Starkey reported on West Cliff Drive short-term and long-term storm damage repairs; paving projects happening on Dimeo Lane, Ocean Street, East Cliff Drive, and San Lorenzo Blvd.; the new temporary METRO station on Front Street to be complete in December; and that the Murray Street bridge is expected to go out to bid in October. Claire Gallogly reported that the city has secured grants for the Downtown Library Mixed Use project, complete streets on Bay Street, sidewalks on Laurel Street, and lighting and other rehabilitation work for the San Lorenzo River Walk. The

city was also awarded a Caltrans Planning grant to update the city's Active Transportation Plan, which will be launched in January.

SCCRTC: Sarah Christensen provided updates on Highway 1 construction, including installation of cameras to see live construction of the Chanticleer bike/ped bridge. Highway 1 Bay/Porter to State Park will be under construction for the next few years, with Capitola Avenue bridge construction scheduled to start in spring 2024. Guy Preston reported that the RTC received three Caltrans Planning grants: a Rural Highway Safety plan, climate plans for Waddell Creek Bridge and San Vicente Creek Bridge, and an Access Plan along Highway 1 north coast to create more parking and safety along the highway.

METRO: John Urgo reported that METRO is purchasing 57 hydrogen buses and building a hydrogen fueling station.

Watsonville: Murray Fontes reported on completing projects on Freedom Blvd and that a planning grant was received for a Vision Zero corridor study.

County of Santa Cruz: Steve Weisner reported on storm damage repairs, finishing up summer paving projects, including the Emergency Routes Project. The 152/Holohan improvement project was awarded, but will not start construction until Spring 2024. The County received one bid for the Green Valley Multi-Use Bike Path that was significantly over the engineer's estimate and requested a spending deadline extension from Caltrans to the end of 2024. A sanitation project on East Cliff Drive between 13th and 16th Avenue will continue until next summer. The Soquel Drive Congestion Management and Buffer Bike Lane Project construction has started. The County, in partnership with the City of Watsonville and City of Santa Cruz, received a Safe Streets For All (SS4A) planning grant which has a 2 year deadline. County staff is preparing grant applications for the RTC's Consolidated Competitive Grant Program. The County has several efforts underway around Climate Change Resiliency, including work with RTC on a climate adaptation and vulnerability assessment (CAVA) for County transportation facilities and the branch rail line corridor. Counties of Monterey, San Benito, and Santa Cruz are also partnering to purchase electric vehicles and are looking into electric refuse trucks.

Claire Gallogly encouraged agencies to request site walks with Vista Center for the Blind representatives to improve accessibility. Several ITAC members expressed a desire to partner with Elizabeth Byrd from County of Santa Cruz Human Services in this regard.

Guy Preston noted that the RTC is interested in partnering with the County in the Safe Streets for All grant.

Caltrans: Paul Guirguis reported on planned road closures in the Santa Cruz Mountains, including that Highway 9 is scheduled to have separate day time closure in the first week of October. He encouraged members to sign up for Caltrans construction news releases. The call for project for the next cycle of Sustainable Transportation Planning grants begins in October, with applications due in January 2024. Malinda Gallaher reported on Local Assistance staffing changes and introduced Evelyn Frederic as the new area engineer for local agencies. She reminded agencies that the new federal fiscal year is starting and encouraged everyone to update documents and forms to receive federal funding.

Scotts Valley: Steve Jesberg reported that the Bean Creek Road project is close to completion and the city is working on citywide road patching plans, the Granite Creek Overpass project design, and the Mount Hermon Road traffic, active transportation, and signal improvement project design.

Capitola: Kailash Mozumder reported that the city issued a Request for Proposals (RFP) for the Cliff Drive Resiliency project; the city will open proposals for planning, environmental, design, and construction services for emergency relief projects. The city is planning to start construction of the Capitola Road paving project from 41st to 30th Avenue in November. The city has also started to plan for 2024 pavement projects.

9. AMBAG 2050 Metropolitan Transportation Plan (MTP)/Sustainable Communities Strategy (SCS) Update

Heather Adamson, AMBAG, presented an update on the MTP/SCS. She highlighted the Regional Growth Forecast to be completed in 2026 and uses for planning purposes and a new draft Vision which is "accessible and connected region for safe, resilient and equitable future." Feedback on the vision, goals and objectives is desired by October 16, 2023. AMBAG plans to develop a new transportation project database, update the project list, and evaluate projects using new MTP/SCS performance measurements geared toward inclusion. Next steps include regional growth forecast updates, finalizing the vision and policy goals, updating performance measurements, and continuing to implement the 2050 MTP/SCS work plan components.

Committee members inquired about inclusion of undocumented individuals in growth forecast and data being used that show decline in local population. A public comment was made by Brian Peoples about the use of VMT and possible alternatives that are less negative.

10. AMBAG Regional Travel Demand Model (RTDM)

Bhupendra Patel presented on the AMBAG GIS Data Modeling Program, federal requirements, the purpose of the RTDM upgrade and land use model.

Gina Schmidt presented on the development monitoring web tool and gave tour of the website and relevance to stakeholders. Committee member questions were regarding the context for the use of the GIS tool. Public comment: Brian Peoples commented on metrics used in RTDM.

11. Caltrans Highway 17 Resiliency and Adaptation Plan

Matt Welker, Caltrans, presented on the Highway 17 Resiliency and Adaptation Plan. The project includes defining a comprehensive multimodal corridor plan that will be replacing transportation conception reports and it will include goals for climate change resiliency and safety improvements. The plan is scheduled to be published in February of 2025. Next steps include assembling a Resilient Corridor Planning Team with members of stakeholder agencies and organizations.

Committee members and staff discussed what multimodal means in the context of this project for Highway 17, including transit, bike and pedestrian facilities at interchanges. Staff recommended that representatives from METRO, Scotts Valley, RTC and the County of Santa Cruz be involved on the planning team.

12. Santa Cruz Metropolitan Transit District Planning Updates: Reimagining METRO and Rapid Corridors

John Urgo provided an update on the Reimage METRO planning effort and highlighted the timeline of the project, public input, new improvements and frequency on bus routes, and the changes at each phase of the project and the long-range plan.

The Rapid Corridors presentation was tabled to the next ITAC meeting due to time constraints.

13. 2023 Measure D Strategic Implementation Plan Update

Guy Preston summarized proposed updates to the Measure D Strategic Implementation Plan (SIP), including a planning study for Highway 1 to improve traffic efficiency, as well as additional funds for expansion and upkeep of the Coastal Rail Trail.

Committee members inquired about specifics for the Highway Corridors Program regarding bus frequency and expressway lanes and ramps. Tommy Travers discussed the long-term plans and schedule of SIP. He requested that ITAC members provide feedback as soon as possible, with the draft plan scheduled to be completed in 2 weeks.

In response to a committee member question, staff clarified that the Measure D Expenditure Plan for Highway Corridors does not include funding for Highway 1 projects north of Santa Cruz.

14. Funding Program Opportunities and Updates

The Committee received information about several upcoming grant opportunities and shared information on potential applications, including the RTC Consolidated Grants Call for Projects, Call Trans Planning Grants, Outdoor Equity Grants Program, and RAISE Grant Program. Claire Gallogly provided an update on Active Transportation Program (ATP) Cycle 7 guidelines, requesting a site visit to discuss potential projects with California Transportation Commission (CTC) staff. The committee suggested local potential applicants meet to discuss potential projects and best practices for developing applications.

14. Next meeting. The next meeting of the ITAC is scheduled for 1:30 p.m. on October 19, 2023, at the RTC conference room, 1101 Pacific Ave, Ste 250.

Chair Mozumder adjourned the meeting at 4:10 p.m.

Minutes prepared by Anna Kalthoff, Planning Intern

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Continued from September 21, 2023 Meeting

AGENDA: September 21, 2023

TO: Interagency Technical Advisory Committee

FROM: RTC Staff

RE: Santa Cruz Metropolitan Transit District Planning Updates:
Reimagining METRO and Rapid Corridors

RECOMMENDATIONS

Staff recommends that the Interagency Technical Advisory Committee (ITAC) receive updates and provide input on the Reimagine METRO and Watsonville-Santa Cruz Rapid Corridors plans.

DISCUSSION

Reimage METRO

Reimagine METRO is a planning and public engagement process that evaluates METRO's entire bus network, re-envisioning where buses go and how often they should run to be more convenient, reliable and sustainable.

Key goals include:

- Increase the amount of service provided
- Make transit more relevant to the community's needs
- Adapt to post-COVID travel patterns
- Create a network that is useful and attractive for many people's trips

METRO has been soliciting input from riders and stakeholders through surveys, focus groups, interviews, and public meetings. METRO is currently soliciting input on Phase 1 early action service changes, proposed to start December 2023 (public hearing scheduled for the September 22 METRO board meeting). Phase 2 and 3 proposals for longer-term service modifications, including potential increases in service in 2024 and beyond are still being prepared.

Additional information is online at: <https://www.scmttd.com/reimaginemetro> and <https://amma.mysocialpinpoint.com/santa-cruz-metro-reimagine/>.

Rapid Corridors Project: Watsonville-Santa Cruz

METRO is also working with the community to identify solutions aimed at making travel by bus between the cities of Watsonville and Santa Cruz faster, more reliable, and easier to access. This study, funded through a

Caltrans Sustainable Transportation Planning grant, will identify opportunities to improve METRO's customer experience through improved travel times, better pedestrian and bicyclist access to bus stops and upgraded bus stop amenities.

Project Objectives include:

- Evaluate traffic and travel conditions along the corridor. Identify existing needs for pedestrian, bus stop amenity 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.

METRO is starting a second round of outreach on the Rapid Corridors project this fall.

SUMMARY

METRO staff will provide an update on its Reimagining METRO and Rapid Corridors projects at this meeting.

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AGENDA: October 19, 2023

TO: Santa Cruz County Regional Transportation Commission Interagency
Technical Advisory Committee

FROM: Brianna Goodman, Transportation Planner

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

RECOMMENDATIONS

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

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 wind events
- 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/providing access to disadvantaged 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.

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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

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).

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.

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 project management and support 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.
- Segment 12: Add \$216,000 based on updated project management and support cost estimates.
- 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 construction contract 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)

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 ¹					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 Segments 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.
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

	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
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 D-Highway.	Start construction FY24/25; dependent on grant funding	\$0	\$1,199,732	\$2,275,308	\$581,760	\$5,327,433	\$1,466,000	\$1,466,000	\$12,316,233	\$472,167	Carryover funds not spent in FY22/23 and add \$216k for additional project management and support costs.
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; 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.
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	\$1,297,710	\$10,592,204	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	\$13,930,459	\$5,245,906	\$10,376,221	\$16,258,369	\$3,341,329	\$62,953,449	5-Year Balance - Financing Needed (e.g. loans/bonds)	
											\$14,196,818		

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

Measure D: 5-Year Program of Projects (FY23/24-FY27/28)
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 ¹					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 anticipated additional project management and support.
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 ¹					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 ¹					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	\$1,000,000	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	\$240,000	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	\$120,000	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	\$2,400,000	Update title and description consistent with \$1.5M earmark secured. No change to total. <i>(Previously listed as grant match for future projects in the corridor.)</i>
COMPLETED PROJECTS												
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					<u>\$25,385</u>	
6	Hwy 9/SLV Complete Streets Corridor Plan	Community-based comprehensive corridor plan, identifying priority transportation projects.	Completed 6/19		\$35,000						\$35,000	
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						\$15,000	
Estimated 5-Year Measure D Expenditures				\$62,402	\$435,064	\$449,311	\$390,000	\$400,000	\$2,161,010	\$0	\$3,835,385	

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>						\$4,051,000	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>					<u>\$957,078</u>	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>						<u>\$13,990</u>	Shift some unspent funds from FY22/23 to FY23/24 and reduce total. Previously \$15k
Estimated Annual Measure D Expenditures				\$5,121	\$2,584,338	\$1,475,531	\$166,667	\$166,667	\$166,667	\$166,667	\$3,125,000	\$5,022,067	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.



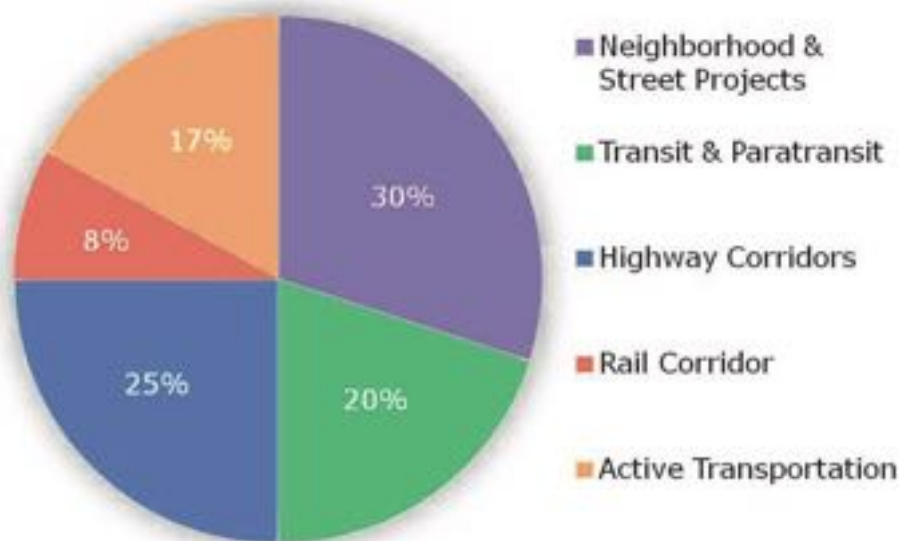
Santa Cruz County Regional Transportation Commission

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 Park, State Park-Park, and State Park-Rio del Mar-Freedom Boulevard exits

Bicycle and pedestrian over-crossings: Car-free highway overcrossings at Chanticleer Ave, Mar Vista Dr, and railroad bridges over Highway 1 in Aptos

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
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. Construction of the first project began in 2019.
- ▶ 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



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:** Phase I (Natural Bridges Drive to California Avenue) was completed in December 2020. Phase II (California Avenue to Pacific 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

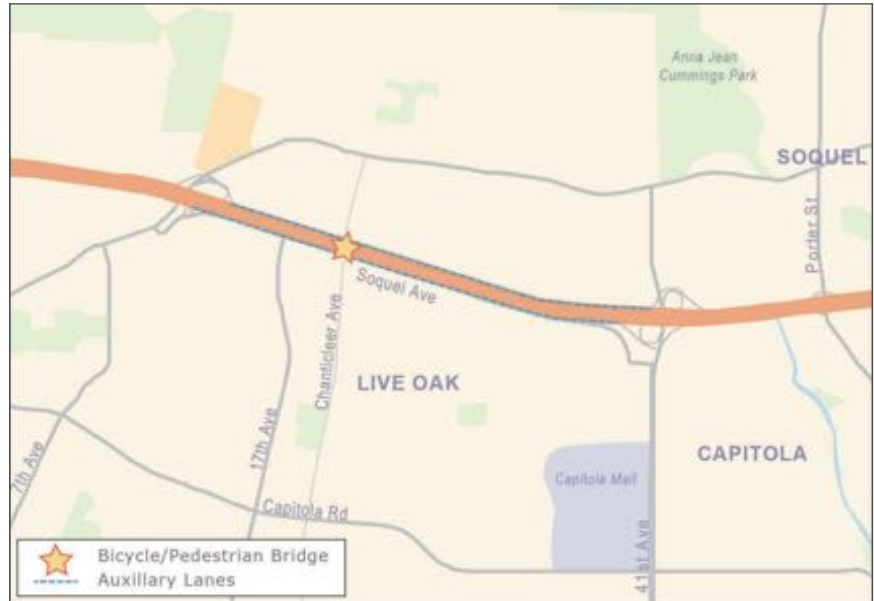
Project Description

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 off-ramp, thereby extending the weaving and merging distance between the ramps, improving traffic operations, and reducing cut-through traffic diverting to local streets and neighborhoods.

The 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 Unified Corridor Investment Study (UCS) 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

- ▶ Improves traffic operations on Highway 1
- ▶ Improves bicycle and pedestrian connectivity to regional 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.



PROJECT FACT SHEET

Updated September 2023

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

Project Funding

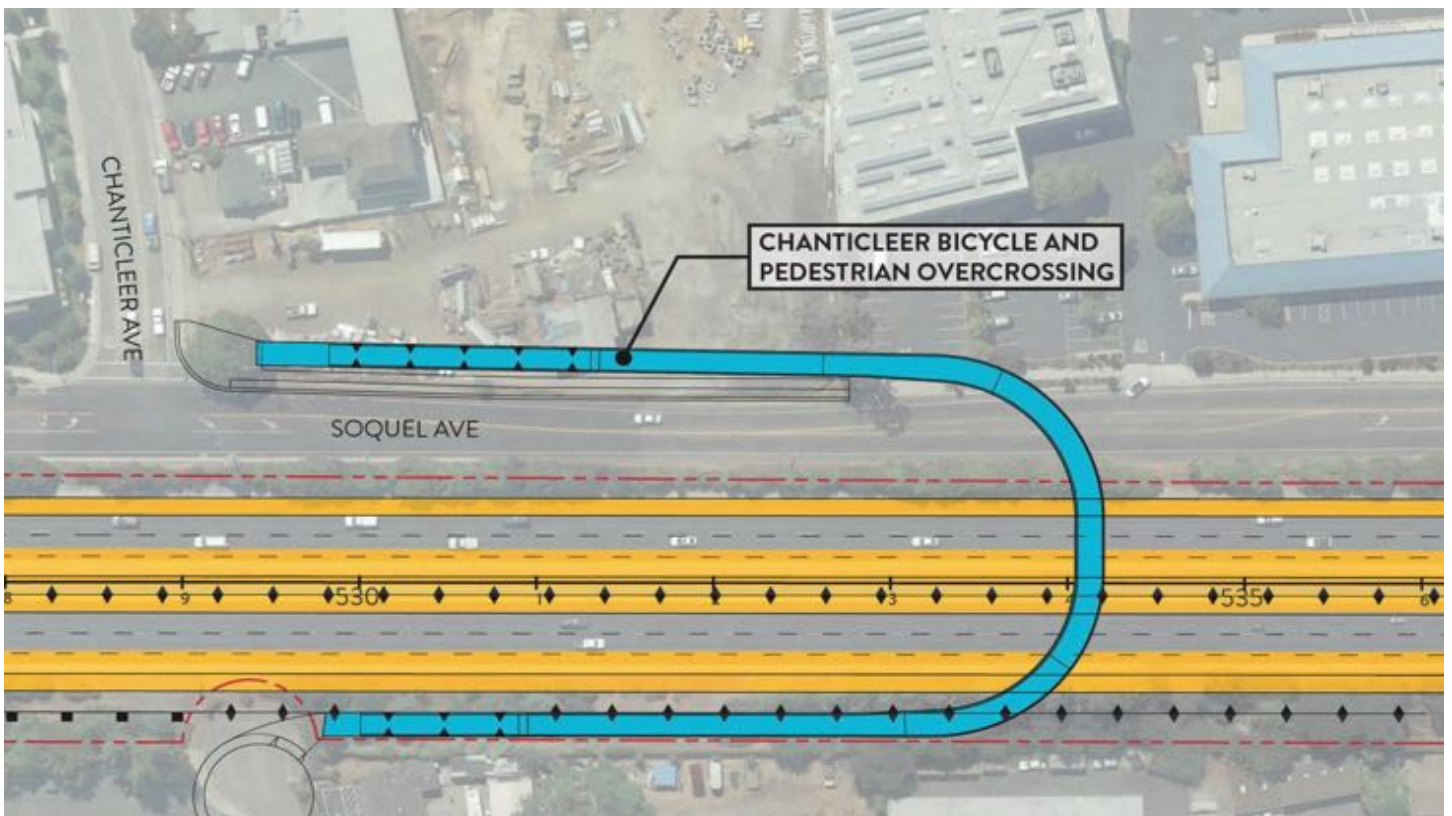
Estimated Project Cost	\$	38.6M
Funding Sources		
Measure D (Highway)	\$	5.2M
Other Secured*	\$	35.3M

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



Project Status/Schedule

The Unified Corridor Investment Study was completed in 2019. The Environmental Impact Report was certified in 2019. The final design phase is complete. The project 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 on-ramps with the next off-ramp, thereby extending the weaving and merging distance between the ramps, improving traffic operations, and reducing cut-through traffic diverting to local streets and neighborhoods.

The 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 overcrossings identified in the Highway 1 Corridor Investment



Project Highlights

- Improves traffic and safety operations on Highway 1
- Reduces cut-through traffic diverting to local streets and neighborhoods by 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

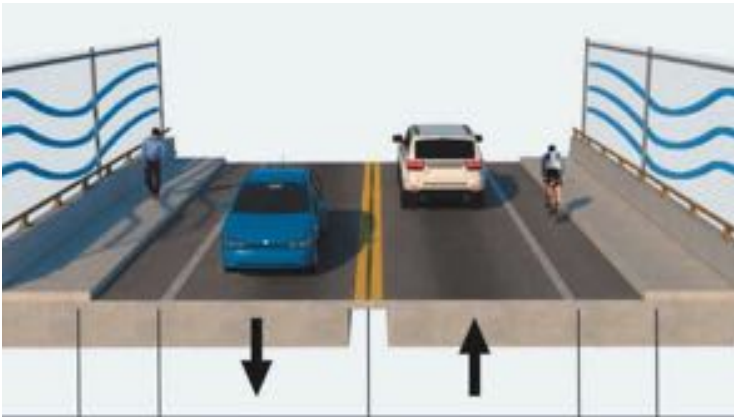
Project Funding

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

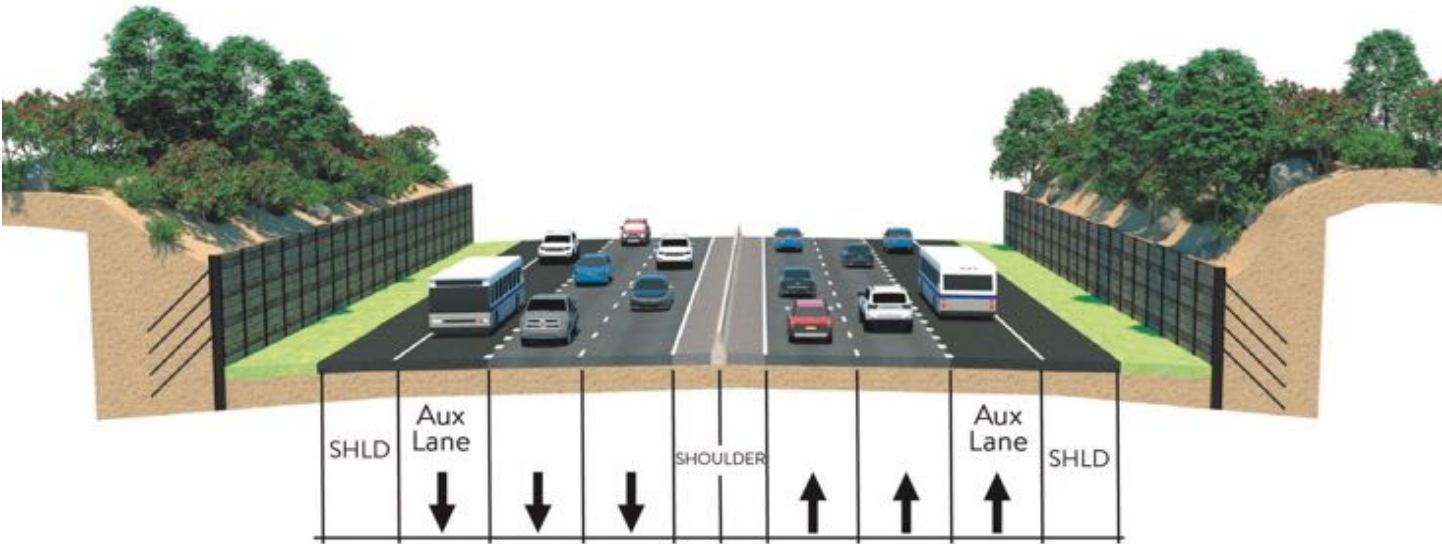
*Includes STIP and SB1 (SCCP and LPP programs) funds.

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 next off-ramp, thereby extending the weaving and merging distance between the ramps, improving traffic operations, and reducing cut-through traffic diverting to local streets and neighborhoods.

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

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



Project Highlights

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

Project Delivery Strategy

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



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	\$	70.3M
Other Secured	\$	26.7M*
Needed	\$	83.0M

*Mega Grant



Project Status/Schedule

The environmental phase of this project is expected to be completed in 2023. The project is scheduled to be 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 transportation corridor offering tremendous potential for new mobility options for residents and visitors alike.

In October 2012, the RTC completed acquisition of this 135-year-old transportation resource bringing it into public ownership with the objective of increasing transportation options and opportunities. The rail corridor spans the county from Davenport to Watsonville, runs parallel to the Highway 1 corridor, and connects to regional and state rail lines.

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.

The Corridor is being used for:

- ◇ Bicycle & pedestrian path (Monterey Bay Sanctuary Scenic Trail Network (MBSST)/Coastal Rail Trail)
- ◇ Freight rail service
- ◇ Seasonal and recreational passenger rail service

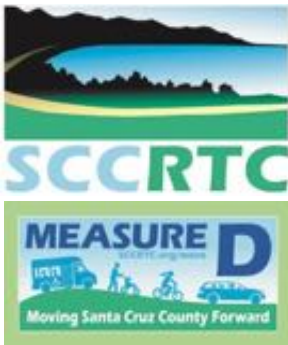
The RTC is also evaluating potential uses:

- ◇ Public transit



Rail Projects

- ▶ **Rail Structure Upgrades & Repairs** – Using a combination of Measure D sales tax and state funds, the RTC has reconstructed and made repairs to several bridges and other structures. The RTC also repaired damages caused by the storms of 2017 and 2022/2023, and is continually maintaining sections of the corridor.
- ▶ **Preventative Maintenance Program** - The RTC is responsible for maintaining the portion of the ROW outside of the St. Paul and Pacific Railroad easement. The RTC has a Preventative Maintenance Program that includes ongoing inspections and repairs to the corridor, vegetation and trash removal, and drainage maintenance. Items resulting from regularly recurring inspections and community inquiries are being tracked using ArcGIS, a mapping and analytics platform.
- ▶ **Freight Rail Service** - Freight rail service is currently provided by St. Paul & Pacific Railroad to a number of companies for commodities such as construction materials, agricultural products, beverages, and biofuels. Freight rail helps to reduce traffic and greenhouse gases as one rail carload generally removes four truck trips from roadways.
- ▶ **Transit Options** - In December 2022, the RTC authorized and programmed funds for preliminary engineering and environmental documentation for Zero Emission Passenger Rail & Trail between Pajaro Junction and Santa Cruz. CalSTA awarded the project a \$3.45M Transit and Intercity Rail Capital Program grant in April 2023 to fully fund the Concept Report to build from the Transit Corridor Alternatives Analysis and clearly define the project for further evaluation. Future project phases will include preliminary engineering, environmental analyses, and environmental documentation.
- ▶ **Recreational Service** - Big Trees Railroad currently operates seasonal and 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 & Pacific Railroad, currently provides freight 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 service helps to reduce traffic and greenhouse gases as one rail car load generally removes four truck trips from roadways and freeways. Big Trees & Pacific Railroad currently operates 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

Rail Preservation Efforts:

- ▶ 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
- ▶ Capital Maintenance efforts to comply with FRA requirements, 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.

There are significant transportation concerns throughout the SLV. This mountainous area has high collision rates, narrow curving roadways frequently impacted by steep terrain, significant gaps in bicycle and pedestrian facilities, a lack of walkways to many of the bus stops, traffic 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 safety projects led by Caltrans. A first step 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 and planning activities, the SLV Plan identifies, 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 stops; traffic operations, pavement conditions, drainage, and other needs in this travel corridor.

The SLV Plan was accepted by the RTC in 2019, and RTC staff is now focused on delivering 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

The SLV Plan identifies over 30 priority projects for the corridor, including the following:

- ▶ Pedestrian and bicycle paths to the SLV schools campus and modifications to improve traffic flow along the schools' entrances
- ▶ Modifications to Felton, 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 deliver components of the various complete streets projects defined by the community 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 identified by the community in the SLV Plan for Felton and the SLV Schools. These 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 Improvements, as defined in the SLV Plan, and is beginning preliminary design and environmental review. The RTC also worked with Caltrans and the SLV School District in 2023 to complete the SLV Schools Access Study, a preliminary engineering study to 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 of Measure D-leveraged grants and funding from the SLV Unified School District. The RTC is currently seeking grant funding for the final design, environmental review, and 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 significant transportation concerns throughout the SLV. This mountainous area has high collision rates, narrow curving roadways frequently impacted by steep terrain, significant gaps in bicycle and pedestrian facilities, a lack of walkways to many of the bus stops, traffic 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, center median islands, and other traffic 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 islands, and other traffic calming measures
- ▶ 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

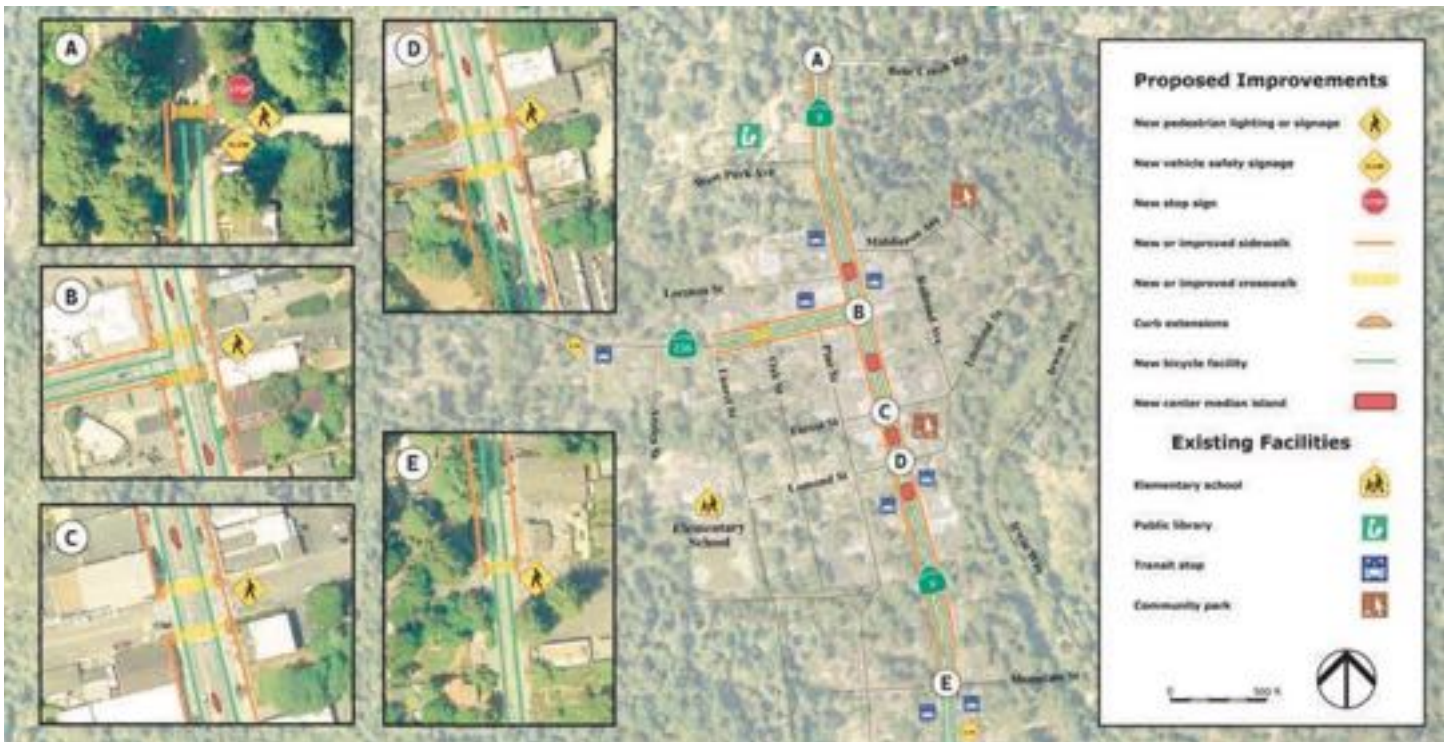
Estimated Project Cost	\$11,806,800
Funding Sources	
Federal Earmark	\$1,500,000
Measure D Match (20%)	\$2,361,360
Needed*	\$7,945,440

*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 has been identified as a critical linkage 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 vehicles a year). The dense traffic, concrete median barriers, and lack of culvert undercrossings or bridges make Highway 17 a major barrier for 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
- Traffic volumes of over 60,00 vehicles per day, combined with a concrete median barrier and a lack of adequate culvert or bridge 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

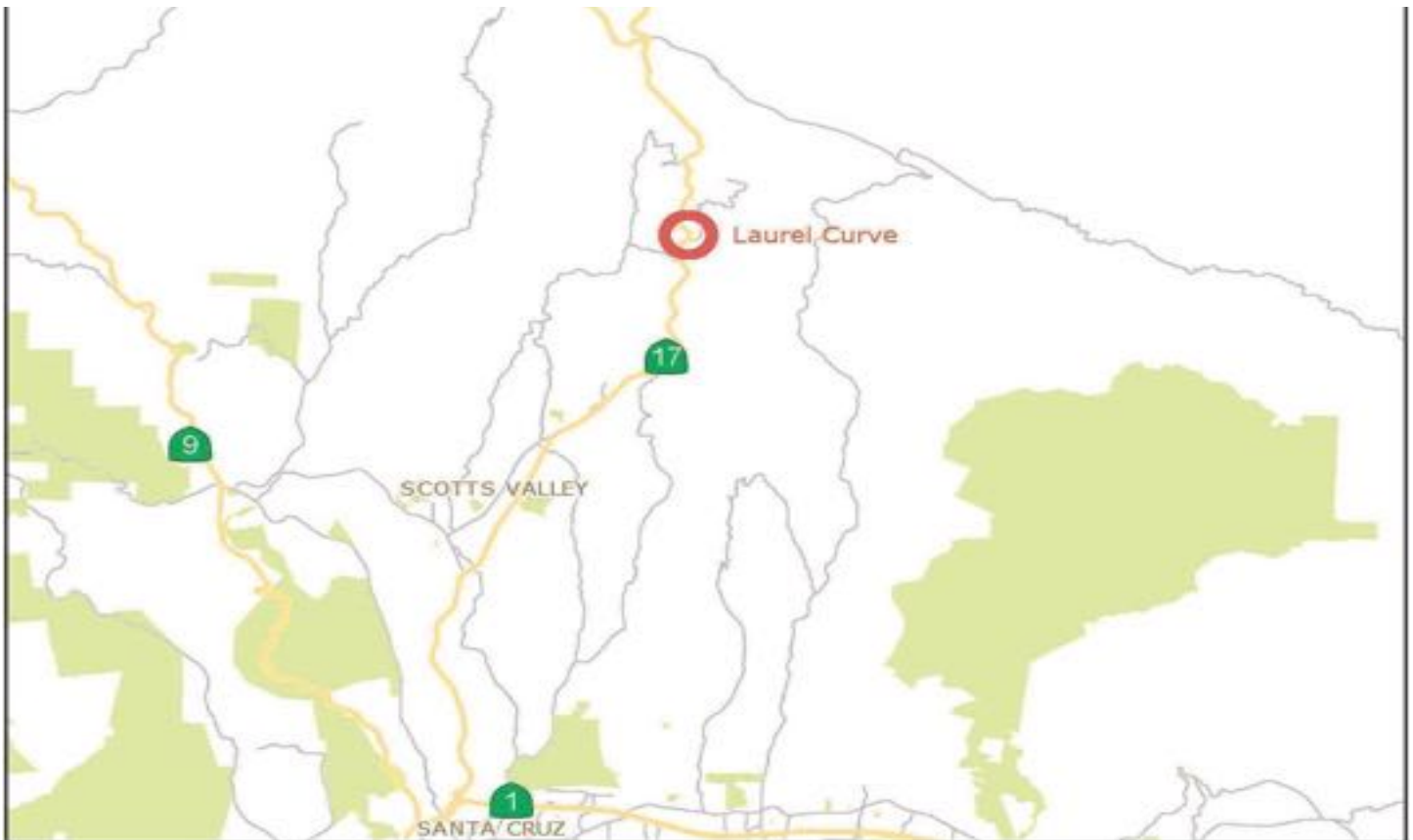
Total Programming

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

Project Status/Schedule

Construction started in February 2022. Most of the construction was completed at the end of 2022, with final striping 2023.

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



Funding Partners

