

An aerial photograph of the Scott Creek estuary. The image shows a winding river flowing through a lush green landscape of marshes and wetlands. A multi-lane highway runs parallel to the river, crossing it via a bridge. The ocean is visible on the left side of the frame, with waves breaking onto a sandy beach. The sky is clear and blue. In the top right corner, there is a small, semi-transparent rectangular inset showing a close-up of a hillside with reddish-brown soil and sparse vegetation.

Scott Creek

Coastal Resiliency Project

PRESENTED TO NORTH COAST MULTI_AGENCY WORKING GROUP

JANUARY 2022

BRANDY RIDER, OFFICE CHIEF OF TRANSPORTATION PLANNING, CALTRANS

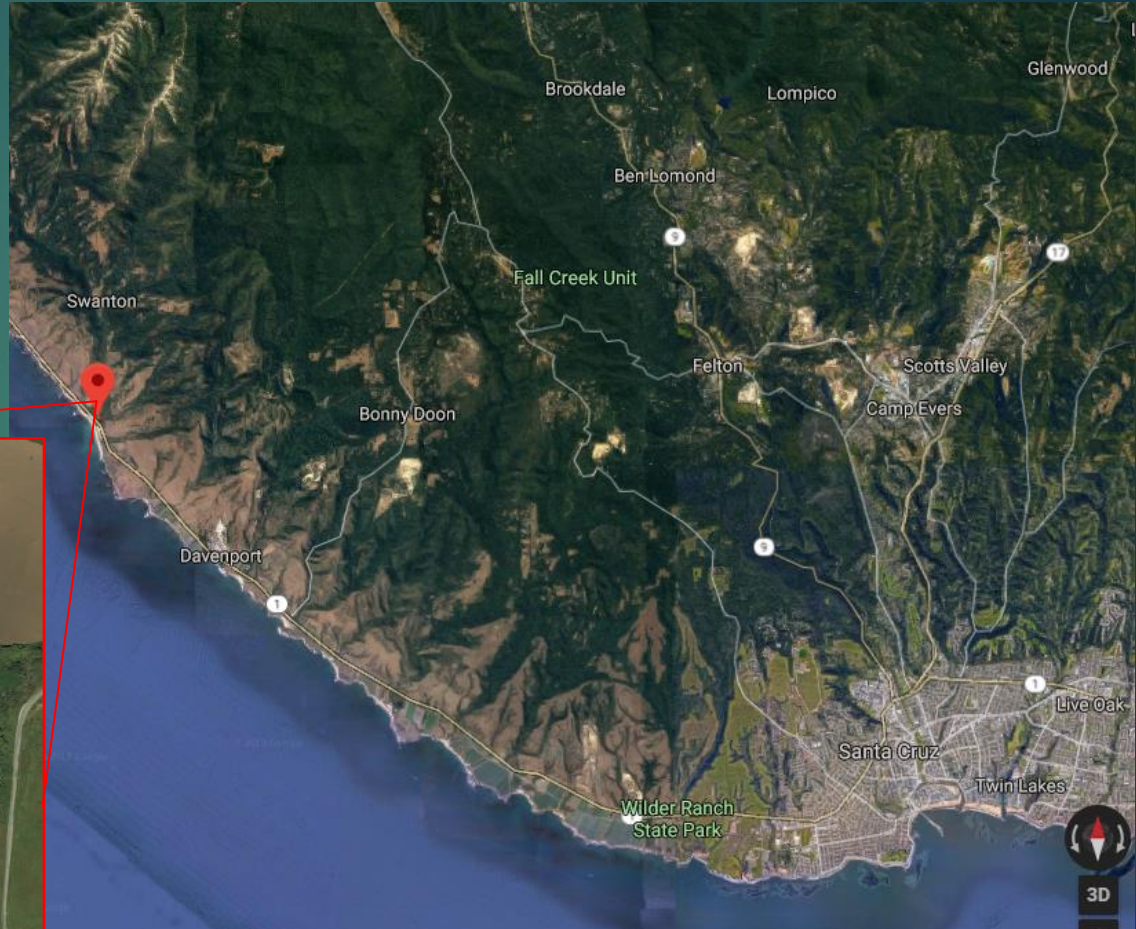
LISA LURIE, EXECUTIVE DIRECTOR, SANTA CRUZ RESOURCE CONSERVATION DISTRICT

Taking a Step Back

- ▶ In 2005, Caltrans determined that Scotts Creek and Waddell Creek bridges in northern Santa Cruz County were in need of replacement
- ▶ In 2012, replacement of these bridges was removed from Caltrans' programming budget due to lack of agreement on technical approach and mitigation.
- ▶ **In 2012, an alternative approach developed by the TAC:** use collaborative design process (IWRP) to adequately assess the ecological needs of the natural resources, *then* design an infrastructure project that takes these needs into consideration.



Scotts Creek Project Location



Resolving Conflicting Missions

- ▶ PHASE I: COMPLETE – Funded by Caltrans – Transportation Planning PPEC (\$65,000)
 - ▶ MOU signed in 2013
 - ▶ Cal Trans
 - ▶ Resource Conservation District
 - ▶ County of Santa Cruz
 - ▶ Regional Transportation Commission
 - ▶ Cal Poly Swanton Pacific
 - ▶ Advisory Group (Regulatory Agencies)
 - ▶ Technical Advisory Committee (TAC) workshops held in late 2013 and early 2014 to develop design concept and criteria
- ▶ PHASE II: 95% COMPLETE – Funded by NMFS, Coastal Conservancy & Wildlife Conservation Board Grants (\$652,155)
 - ▶ Goals: answer major technical questions put forth by TAC and Caltrans and refine restoration concept- > secure funding, collect data, develop decision support tools, continue TAC workshops, draft restoration design



Multi-Agency Project Delivery

- ▶ PHASE III: Non-SHOPP PID– Restoration Design & Bridge Design- Wildlife Conservation Funding & CDFW Prop 1 Grant (\$220,000)
 - ▶ Caltrans develops conceptual bridge span design (builds off well-vetted decision support tools and restoration design and integrates southern approach concepts and access/recreational needs)
 - ▶ Draft PID was completed in November 2021
 - ▶ Final PID scheduled for completion in the Spring 2022

Purpose & Need



Purpose

Through a multi-agency partnership, the following items are the intended outcomes of the Scotts Creek Coastal Resiliency Project:

- Implementation of a major recovery action for endangered Coho salmon as well as a suite of other listed species
- Ecological restoration of a diverse coastal resource
- Protection of critical transportation infrastructure along the coast
- Improved community and highway resilience in the face of sea level rise
- Improved public coastal access and preservation of transportation facility

Need

The Scotts Creek watershed has been designated by the National Marine Fisheries Service (NMFS) as critical to the recovery of both Coho salmon and steelhead trout. Restoring the lagoon to improve critical habitat is dependent on the placement of the transportation infrastructure. The transportation system design will be a significant aspect that will contribute to the restoration of the watershed's critical habitat function and the resiliency of the long-term vision for the transportation access for all users.



End Roadwork

North Parking Lot Access

End Bridge

1

Begin Bridge

End Retaining Wall

Begin Retaining Wall

South Parking Lot Access

Begin Roadwork

Project Design



End Bridge

1

Begin Bridge

End Retaining Wall

Begin Retaining Wall

Project Design

Coastal Access



Cost Estimates

Alternative 1A (H++ Design)

Fund Source	Fiscal Year Estimate for the Programmable Alternative								
	TBD	23/24	24/25	25/26	26/27	27/28	28/29	29/30	Total
Component	In thousands of dollars (\$1,000)								
PA&ED Support	\$3,530								\$3,530
PS&E Support				\$5,615					\$5,615
Right-of-Way Support				\$365					\$365
Construction Support							\$13,255		\$13,255
Right-of-Way Construction							\$895		\$895
							\$76,300		\$76,300
Total	\$3,530			\$5,980			\$90,450		\$99,960

*Values are escalated to mid-point of the duration of each component.

Funding Strategy



Questions & Thank you!



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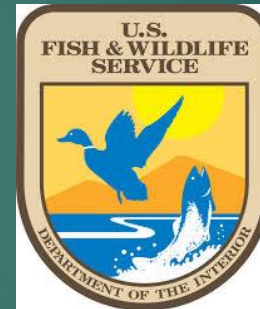
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