A G E N D A

Special
Meeting of the
Scotts Valley City Council

Date: August 21, 2013 Time: 6:30 p.m.

CITY OF SCOTTS VALLEY 1 Civic Center Drive Scotts Valley, CA 95066 (831) 440-5602	**MEETING LOCATION** City Council Chambers 1 Civic Center Drive Scotts Valley, CA 95066	**POSTING**: The agenda was posted 8-20-13 at City Hall, the SV Senior Center, the SV Library and on the Internet at www.scottsvalley.org.

CALL TO ORDER

SPECIAL SET MATTER

REGULAR AGENDA

1. Consideration of providing comments to AMBAG regarding the Metropolitan Transportation Plan and Project List

ADJOURNMENT

Agenda Item ___1____
Date: August 21, 2013

City of Scotts Valley
INTEROFFICE MEMORANDUM

DATE: August 21, 2013

TO: Honorable Mayor and City Council

FROM: Steve Ando, City Manager

SUBJECT: **Consideration of Providing Comments to AMBAG Regarding the Metropolitan Transportation Plan and Project List**

SUMMARY OF ISSUE

Council Member Bustichi requested that the Council discuss and provide direction to Council Member Aguilar, the City's representative on the Association of Monterey Bay Area Governments (AMBAG) Board, regarding the long range Metropolitan Transportation Plan (MTP) that is to be discussed by the AMBAG Board at their September 11 meeting.

On Friday, August 23, the Board of Directors for the Santa Cruz Metropolitan Transit District (METRO) will also be meeting to determine if there are any comments that they would like to forward to the AMBAG Board or the Santa Cruz County Regional Transportation Commission (SCCRTC) regarding the MTP. The staff report to the METRO Board is attached for your information.

A MTP must be in place in order for the region to be eligible for federal grant funds. By law, the regional Metropolitan Planning Organization (MPO) must develop sustainable community strategies (SCS) through the development of various scenarios. The MPO for the Santa Cruz, Monterey, and San Benito counties is AMBAG. The scenarios need to meet certain greenhouse gas reduction levels as outlined in AB 32 and SB 375. AMBAG staff presented those scenarios to the SCCRTC on August 15.

See page 21 of this staff report for the full list of projects that the SCCRTC adopted which will provide the foundation for the Santa Cruz element of the SCS that will be considered by the AMBAG Board. Council Member Bustichi would like the Council to discuss this list of projects as it appears to have a disproportionate share of the funds benefiting the south part of the county. The MTP looks to support funding these projects by passing a half-cent sales tax measure that the citizens of Scotts Valley and San Lorenzo Valley would pay but not fully benefit from them due to a large proportion of the projects being in the south county. Those projects are listed on the next page of this staff report.

The projects strictly in the south county include:

	(in millions)
Hwy 1 Auxiliary Lanes	$57
Rail Passenger Service	83
Monterey Bay Sanctuary Trail Network	40
Rail Line Track / Roadbed Upgrade	20
Total	$200

FISCAL IMPACT

The project list has an impact on the long term services and facilities supported by METRO.

STAFF RECOMMENDATION

That the Council discuss the projects adopted by the SCCRTC and provide direction to Council Member Aguilar for the AMBAG Board meeting on September 11.

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SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

DATE: August 23, 2013

TO: Board of Directors

FROM: Leslie R. White, General Manager

SUBJECT: **CONSIDERATION OF PROVIDING COMMENTS TO AMBAG AND THE SCCRTC REGARDING THE MTP/SCS SCENARIOS AND PROJECT LIST.**

I. RECOMMENDED ACTION

That the Board of Directors determine if there are any comments that they would like to forward to the AMBAG Board or the SCCRTC regarding the MTP/SCS Scenarios and Project List.

II. SUMMARY OF ISSUES

- SB 375 requires that all Metropolitan Planning Organizations develop Sustainable Communities Strategies (SCS) in the form of Scenarios.
- The Metropolitan Transportation Plan requires the development of a 20 year list of projects.
- On August 15, 2013 the SCCRTC adopted the list of projects attached to this Staff Report.
- On September 11, 2013 the AMBAG Board will be asked to adopt a Sustainable Community Strategy based upon the project lists adopted in Santa Cruz, Monterey, and San Benito Counties.
- Some Members of the AMBAG Board of Directors also are Members of the METRO Board.
- If the Board would like to provide comments regarding both the Project list and Sustainable Community Strategy to AMBAG prior to September 11, 2013 this Staff Report provides the opportunity for that discussion.

III. DISCUSSION

In order to achieve compliance with federal and state laws certain planning activities have to take place at the local and regional levels. For eligibility for federal funds a long range Metropolitan Transportation Plan (MTP) must be in place. The passage of SB 375 as the implementing legislation for the greenhouse gas (GHG) reduction targets identified and adopted with the passage of AB 32 the regional Metropolitan Planning Organization (MPO) must develop sustainable community strategies (SCS) through the development of various scenarios. The MPO for Santa Cruz, Monterey, and San Benito counties is the Association of Monterey Bay Area

Governments (AMBAG). The staff members at AMBAG have been working on developing various scenarios that would meet the planning for the sustainable communities' criteria and achieve the GHG reduction requirements outlined in AB 32 and SB 375. On August 15, 2013 the staff members from AMBAG presented the scenarios to the Santa Cruz County Regional Transportation Commission (SCCRTC). The presentation materials from the AMBAG staff members are attached to this Staff Report.

In order to have an adopted Project List in place to meet MTP requirements the SCCRTC adopted a 20 year list of projects, divided into two categories, financially constrained and financially unconstrained. The List of Projects adopted by the SCCRTC is attached to this Staff Report. The List of Projects adopted by the SCCRTC will provide the foundation for the Santa Cruz element of the SCS that will be considered by the AMBAG Board of Directors on September 11, 2013.

The attached List of Projects contains items directly and indirectly related to METRO. Some of the Members of the AMBAG Board of Directors also are Members of the METRO Board of Directors. Therefore, if the Members of the METRO Board would like to provide comments regarding the List of Projects or the SCS the meeting on August 23, 2013 would provide that opportunity.

IV. FINANCIAL CONSIDERATIONS

The implementation of both the project List and the Sustainable Community Strategy will have a financial impact on the long term services and facilities supported by METRO. The extent of the financial impact is not known at this time.

V. ATTACHMENTS

Attachment A: Sustainable Community Scenario Options

Attachment B: MTP Project List

Handout for Item 3

Monterey Bay 2035 Moving Forward

2014 MTP/SCS Scenarios

August 15, 2013

Heather Adamson, AICP
AMBAG

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Overview

- **2014 Metropolitan Transportation Plan and Sustainable Communities Strategy**
  - Process
  - Public Participation and Outreach
  - Scenario Development
    - Initial Scenarios
    - Hybrid Scenarios
- **Next Steps**

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Public Participation

- Extensive outreach and coordination for SCS development
  - Agency partners, technical, and stakeholder meetings to discuss SCS scenarios
  - Nearly 90 one-on-one meetings with local jurisdictions
  - 12 regional public workshops
    - May 2013 (6) and July 2013 (6)
  - Two online surveys
  - Telephone survey

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What is a Sustainable Community Strategy Scenario?

Land use pattern
- Population, jobs, and housing

Transportation projects, services, & strategies
- Transit
- Roadway
- Active Transportation
- Transportation demand & system management

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Initial SCS Scenarios

- Five distinct initial scenarios developed to begin scenario planning process:
  - 1 – Regional Transit Corridors
  - 2 – Expanded Community Centers/Livable Communities
  - 3 – Dispersed Growth
  - 4 – Targeted Growth and Economic Diversity
  - 5 – System Preservation
- Discussed at May and June Board meetings

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Initial SCS Scenario Evaluation

- Modeling & Performance
  - Land use assumptions
  - Transportation projects and services
- Initial SCS scenario performance
  - AMBAG Board approved performance measures
  - Scenario scorecard
- Recommend refinements for a hybrid(s) scenario

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Feedback Received

- Support for various projects (highways, transit, and bike/ped)
- Support for sustainable transportation options
  - Transit, bicycling, and walking
- Support for walkable communities
  - Sidewalks, lighting, trails, etc.
- Need for further inclusion of technology
  - Electric vehicles, personal rapid transit, etc.

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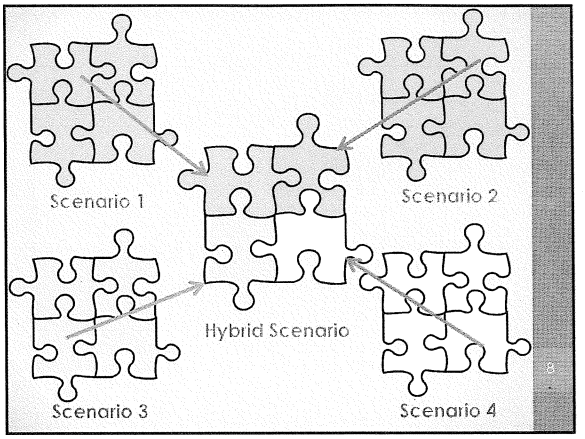

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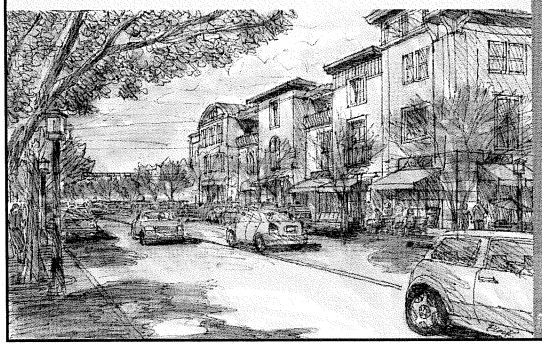
Hybrid A

- Mixed use near transit investments



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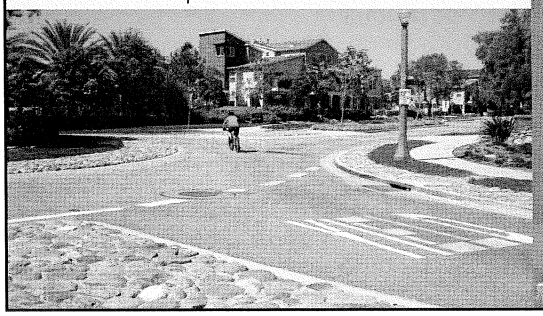
Hybrid A

- Complete streets
- Active transportation



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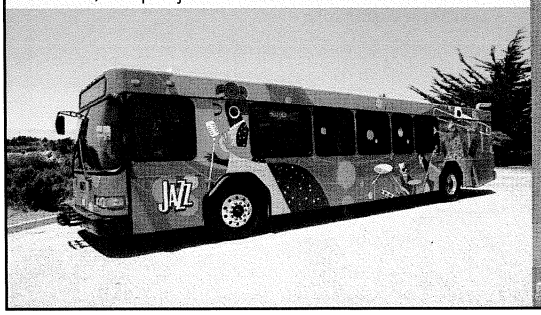
Hybrid A

- Expanded local transit
- Bus/rail projects



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Hybrid B

- Baseline land use pattern

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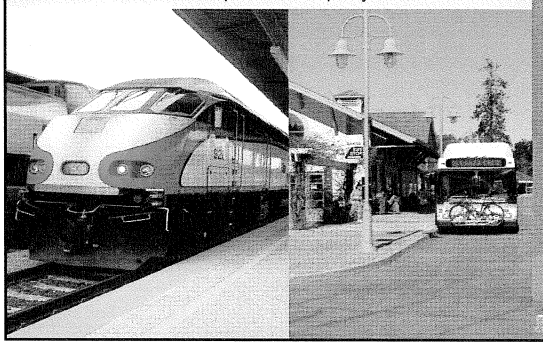
Hybrid B

- Rail and BRT/express bus projects



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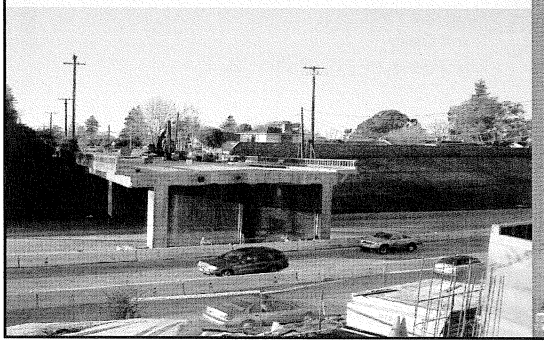
Hybrid B

- Roadway investments



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Hybrid Summary

Hybrid A	Hybrid B
• Mixed use near transit investments • Complete streets • Active transportation • Expanded local transit • Bus/rail projects	• Baseline land use pattern • Rail/bus projects • Roadway investments

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Santa Cruz County

Hybrid A Only	Hybrid B Only
• Santa Cruz Branch Rail Line (less frequent than Hybrid B) • SR 1 auxiliary lanes and interchange improvements (Soquel to State Park) • Watsonville – Santa Cruz BRT (increased frequencies) • UCSC and other bus frequency improvements	• Santa Cruz Branch Rail Line (increased frequencies) • SR 1 auxiliary lanes improvements (Soquel to 41st) • Watsonville – Santa Cruz BRT (less frequent than Hybrid A)

Hybrid A and Hybrid B

- Hwy 17 Express service improvements
- 41st Avenue improvements
- Active transportation improvements
- Seasonal rail service

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Performance Measures Preliminary Findings

- Access to Jobs
  - Better in Hybrid A
- Open Space & Farmland Preservation
  - Hybrids A & B are comparable
- Distribution of MTP/SCS Investments
  - Hybrid A slightly better for low income populations
  - Hybrid B slightly better for minority populations
- Transportation System Maintenance
  - Hybrid A slightly better

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Performance Measures Preliminary Findings (cont.)

- Equitable Transit Access
  - Better in Hybrid A
- Trips Within 30 Minutes
  - Better in Hybrid A for transit trips
  - Drive alone and carpool similar in both hybrids
- Commute Travel Time
  - Comparable in both hybrids

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Performance Measures Preliminary Findings (cont.)

- Results Pending:
  - Truck Delay
  - Alternative Transportation Trips
  - Congestion
  - Air Quality/GHG Emissions
  - Collisions

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Next Steps

- Continued SCS Scenario Refinement
  - Performance measures
  - Revisions to hybrids leading to a preferred scenario
- AMBAG Board selects preferred scenario in September 2013
- Release Draft MTP and EIR in February 2014

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Monterey Bay 2035 Moving Forward

2014 MTP/SCS Scenarios

August 15, 2013

Heather Adamson, AICP
AMBAG

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Attachment A

AGENDA: August 15, 2013

TO: Regional Transportation Commission Transportation Policy Workshop

FROM: Heather Adamson, Principal Planner, AMBAG

RE: 2014 Metropolitan Transportation Plan (MTP)/Sustainable Communities Strategy (SCS): Initial SCS Scenarios Evaluation and Recommendations for the Hybrid Scenarios

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RECOMMENDATIONS

Receive an update on the evaluation of the initial scenarios, outreach activities, and AMBAG staff recommendations for the hybrid scenarios for the 2014 Metropolitan Transportation Plan and its Sustainable Communities Strategy. The Commission is asked to provide input on the transportation and land use strategies for the preferred SCS scenario.

BACKGROUND/DISCUSSION

As the federally designated Metropolitan Planning Organization (MPO) for the tri-county Monterey Bay area region, AMBAG is required to adopt an updated Metropolitan Transportation Plan (MTP) every four years. The MTP and its Sustainable Communities Strategy (SCS) will contain specific public policies and strategies, as well as projects and programs aimed at meeting the diverse mobility needs of our growing and changing region.

Initial MTP/SCS Scenarios

As described above, based on revenue projections to 2035, five initial scenarios with a range of land use and transportation emphases were developed using prioritized project lists and other factors. The initial scenarios are (1) Regional Transit Corridors; (2) Expanded Community Centers/Livable Communities; (3) Dispersed Growth; (4) Targeted Growth and Economic Diversity; and (5) System Preservation. The intent in developing the five initial scenarios was to compare and contrast the systemwide performance of land use and transportation investments using different land use approaches and mixes of projects. The five initial scenarios were presented at the June 26, 2013 Commission meeting. Additionally, the initial scenarios and recommendations for a hybrid(s) scenario were the focus of six public workshops held around the region in July 2013.

Initial Scenarios Performance

AMBAG evaluated the various scenarios based upon AMBAG Board-approved goals, policies, and performance measures. A draft summary scorecard for the initial scenarios is included as Attachment 1.

Feedback Received on the Initial Scenarios

AMBAG staff has received feedback on the initial scenarios from a variety of sources, including technical staff, stakeholders, RTPAs Boards and staff, members of the public, and the AMBAG Board of Directors. The following summarizes the major input received. The complete workshop summaries are available online at www.movingforwardmb.org.

- Support for various projects (highways, transit, and bike/ped) that are included in the within each scenario
- Concern that specific projects (highways, transit, and bike/ped) were not included in a scenario
- Interest in including additional transit routes in certain communities
- Support for bus rapid transit and/or rail projects
- Support for sustainable transportation options
- Support for walkable communities
- Support for bike/trail improvements
- Need for further inclusion of technology such as personal rapid transit and other advanced technologies

This feedback received on the initial scenarios from a variety of sources has been used to develop two hybrid scenarios.

Public Participation and Outreach

Building on the existing Monterey Bay Area Public Participation Plan, the MTP/SCS Public Involvement Plan identifies a number of innovative strategies and tools to engage stakeholders and members of the public in the planning process. As required by SB 375, six public workshops to obtain feedback on the SCS development process were held in May 2013. An additional six public workshops and scoping meetings for the Environmental Impact Report (EIR) were held in July 2013 and attended by more than 100 people. The purpose of the workshops was to gather input from on the five initial scenarios and recommendations for a hybrid(s) scenario. A survey on the initial scenarios and priorities for a hybrid(s) scenario also is available online at www.movingforwardmb.org.

Hybrid Scenarios

The hybrid scenarios take into account the wide variety of desired investments that members of the public and stakeholders have expressed interest in by diversifying investment across modes. Based on input received to date and recognizing that

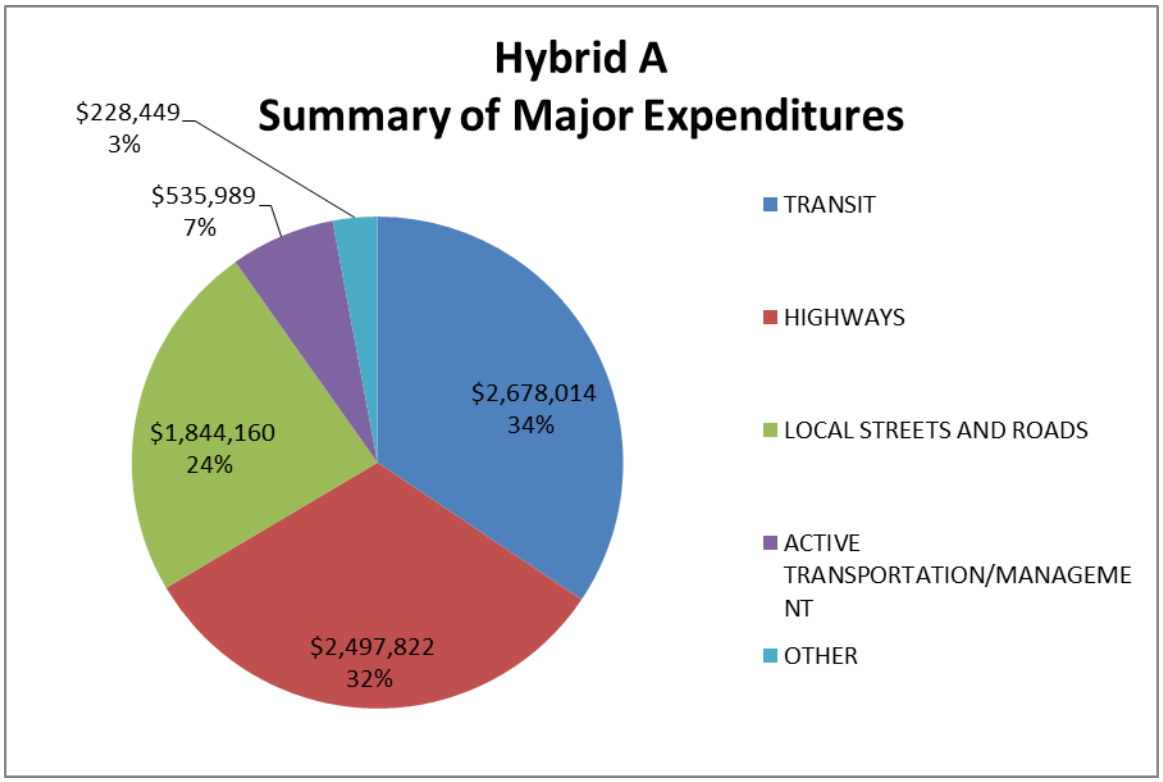
there is no one size fits all approach, the hybrid scenarios incorporate a wide variety of projects and programs.

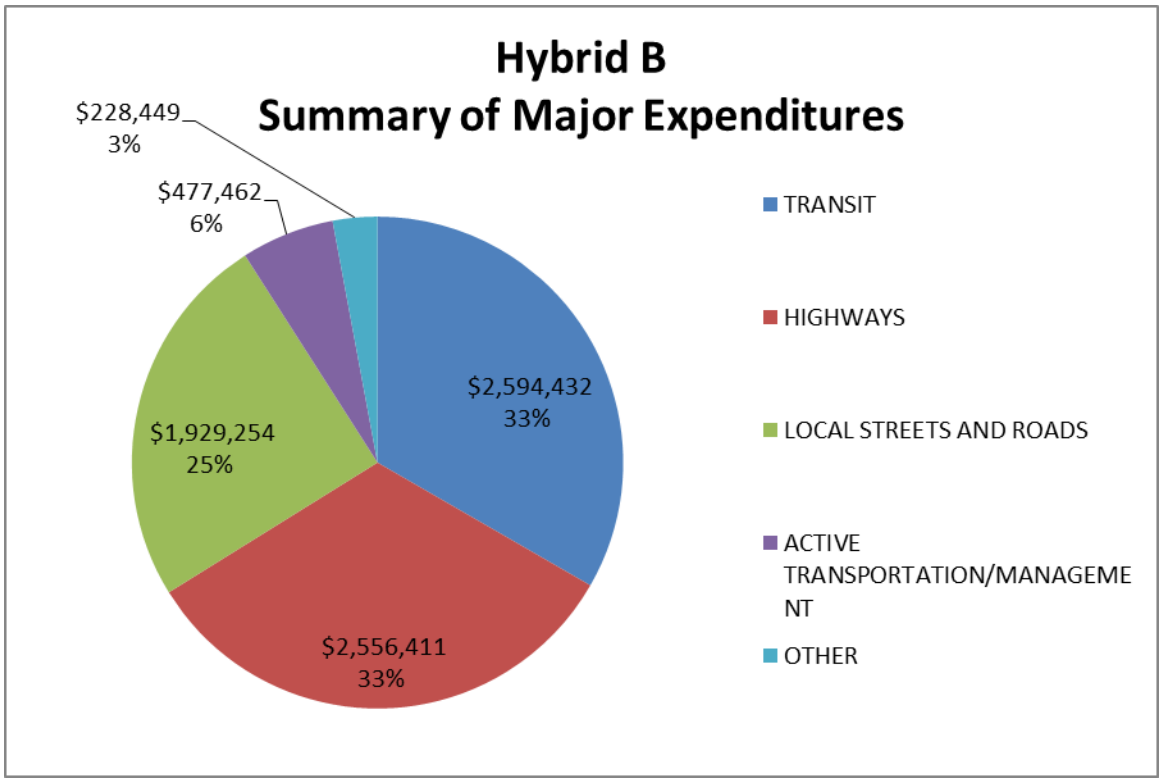
Hybrid Scenario A has a greater emphasis on active transportation facilities and transit service that is compatible with a complete streets type of approach to land use. This hybrid incorporates a land use pattern that converts commercial corridors near high quality transit into mixed use environments. Examples of projects in this scenario include bus rapid transit projects and investments in bicycle lanes.

Hybrid Scenario B assumes the baseline land use pattern as developed in coordination with local jurisdictions and has a slightly greater emphasis on maintenance and previously established regional priority transportation projects. Examples of projects in this scenario include heavier investment in rail as well local streets and roads.

Scenario Expenditure Summaries

The charts below depict the expenditures by major investment categories for the two hybrid scenarios.





Hybrid Scenarios Performance

In fall 2012, to set the stage for the development of the MTP/SCS, the AMBAG Board established policy goals and objectives including systemwide performance measures. Compared to the 2035 No Build alternative, which includes projects under construction or in advance stages of development, overall the hybrid scenarios are expected to improve the performance of the transportation system and conform to the goals and policy objectives set forth by the AMBAG Board of Directors. Draft performance measures results for the 2010 existing, 2035 No Build, and the two hybrid scenarios will be presented at the meeting.

Feedback Received on the Hybrid Scenarios

The hybrid scenarios will be presented and discussed at a number of meetings in August, including the Planning Directors Forum, Regional Advisory Committee, and RTPA Boards and the three Technical Advisory Committees. At the August 15, 2013 Commission meeting, staff will provide an overview of the comments received to date on the hybrid scenarios.

Next Steps

The AMBAG Board of Directors will be asked to select a preferred scenario in September 2013 that will become the basis of the 2014 MTP/SCS and its EIR. Once a preferred scenario is selected, staff will continue to make refinements to the

network and performance measures (based on input received) throughout the Draft 2035 MTP/SCS review period in 2014 to ensure an effective and efficient transportation network is developed for final approval. In fall 2013, the Draft 2014 MTP/SCS and its EIR documents will be prepared. The Draft 2014 MTP/SCS and EIR is expected to be released in February 2014 for a public review period. The Final 2014 MTP/SCS and its EIR is scheduled to be adopted in June 2014.

Attachments:

1. Draft Scenario Scorecard

Attachment A

Scenario Scorecard

Policy Goals	Performance Metrics	Scenario 1	Scenario 2	Scenario 3	Scenario 4	Scenario 5
Access and Mobility	Trips within 30 mins	Positive	Positive	Positive	Positive	Neutral
	Commute travel time	Positive	Positive	Neutral	Neutral	Negative
Economic Vitality	Jobs near transit	Positive	Positive	Neutral	Neutral	Neutral
	Truck delay	Neutral	Neutral	Positive	Positive	Negative
Environment	Open space preservation	Neutral	Neutral	Negative	Negative	Neutral
	Farmland conservation	Neutral	Neutral	Negative	Negative	Neutral
Healthy Communities	Alternative transportation trips	Positive	Positive	Neutral	Neutral	Positive
	Air quality	Positive	Positive	Positive	Positive	Positive
	Congestion	Neutral	Neutral	Positive	Positive	Negative
Social Equity	Distribution of transportation investments	Positive	Positive	Positive	Positive	Positive
	Equitable transit access	Positive	Positive	Neutral	Neutral	Negative
System Preservation and Safety	Maintain the transportation system	Positive	Positive	Positive	Positive	Positive

Legend

- Positive
- Negative
- Neutral

Preliminary Draft Results
July 16, 2013

Attachment B

AGENDA: August 15, 2013

TO: Regional Transportation Commission

FROM: Ginger Dykaar, Transportation Planner

RE: Financially Constrained Project List for 2014 Transportation Plans

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RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission:

1. Approve the project list for the 2014 Regional Transportation Plan (RTP) (Attachment 1), identifying constrained projects for inclusion in the Association of Monterey Bay Area Governments (AMBAG) preferred scenario for the Metropolitan Transportation Plan (MTP) Sustainable Communities Strategy (SCS) and evaluation in the program-level Environmental Impact Report (EIR).

2. Approve the attached resolution (Attachment 2) amending the RTC Budget and Work Program as shown on Exhibit A of Attachment 2 to add $7,000 to the agreement with the North American Sustainable Transportation Council (STC) for additional scenario analysis related to the RTP.

BACKGROUND

As the transportation planning agency for Santa Cruz County, the Regional Transportation Commission (RTC) is responsible for developing, implementing, and regularly updating the Regional Transportation Plan (RTP) for Santa Cruz County. RTC staff has been working with the Sustainable Transportation Council (STC) to incorporate a sustainability framework into the 2014 Regional Transportation Plan. This approach was approved by the RTC in January 2012. The goals, policies and targets for the RTP (Attachment 3) have been developed based on the Sustainable Transportation Analysis and Rating System (STARS). Strategies for advancing these goals and targets have been identified through the scenario planning process.

The RTC also works with the Association of Monterey Bay Area Governments (AMBAG) to produce and implement the Metropolitan Transportation Plan (MTP) for the Monterey Bay region. As part of the 2014 MTP, Senate Bill 375 requires AMBAG to develop a coordinated land use and transportation plan called the Sustainable Communities Strategy (SCS) to show how per capita vehicle miles traveled and associated greenhouse gas emissions will be reduced.

To more efficiently and effectively complete the two transportation plans, the RTC works with AMBAG and regional partners to develop components that can be used

for both transportation plans. These long range transportation plans include a policy element, an action element and a financial element. The action element identifies the list of transportation needs in the region through 2035. Over the past year, project sponsors, RTC committees, and members of the public have identified projects to be considered for the RTP/MTP project list (Attachment 1). The preliminary project list was approved by the RTC in March 2013. The list also includes projects identified through the Complete Streets Needs Assessment *(presented at the June RTC Policy Workshop)*.

DISCUSSION

Given the significant gap between the cost to operate, maintain, and improve the transportation system in Santa Cruz County through 2035 ($5.6 billion) and projected revenues ($2.7 billion over that same timeframe), the project list for the RTP must be divided into a "constrained" list (projects that could be implemented with foreseeable revenues through 2035) and "unconstrained" list (projects that could be funded if new revenues, above and beyond projections, are generated). In order to determine which projects will be on the "constrained" list in the RTP and MTP, RTC staff has been working closely with AMBAG staff on a scenario planning process. Scenario planning supports both the development of the MTP Sustainable Communities Strategy as well as the STARS analysis for advancing the sustainability goals of the RTP.

From the analysis of the initial scenarios, hybrid scenarios were created that bring together a mix of land use and transportation projects that best achieve regional goals and SB375 greenhouse gas emission targets. Ultimately, the constrained project list should reflect the priority projects that will most help the region advance the RTP goals and performance measures. Staff has developed recommendations for which projects should be included in the financially constrained project list (Attachment 1) based on the following:

- STARS analysis of five initial scenarios *(presented to the RTC at the June RTC Transportation Policy Workshop);*
- STARS analysis of two hybrid scenarios (see Attachment 4);
- Input received from the public through workshops, online surveys, a telephone survey of voters *(presented to the RTC at the August 1 Commission meeting)*, and direct solicitation of public input on the project list (Attachment 5);
- Input from RTC Commissioners *(comments received on the RTP project list at the June Transportation Policy Workshop)*
- Input from RTC Committees (Attachment 6)
- Information and comments from project sponsors

The mix of transportation projects proposed for the final constrained list strives to advance the majority of the targets through the 2035 timeframe with emphasis on maintenance and improving options for alternative means of transportation.

Staff recommends that the RTC approve the project list, identifying projects that could be funded with projected revenues (constrained) through 2035, for the 2014 RTP and preferred scenario of the Metropolitan Transportation Plan (MTP) Sustainable Communities Strategy (SCS) (Attachment 1). The RTC should inform staff at this meeting if there are specific projects which the RTC would like moved between the constrained and unconstrained project lists. In some instances, projects which are identified as "unconstrained" may be high priorities, but may not be financially feasible given current funding sources and projections. The RTP and MTP are long-term planning documents and priorities and funding opportunities may change during that time; therefore, projects from either the "constrained" or "unconstrained" project list may be advanced depending on the opportunities and priorities.

Budget Amendment for Additional Analysis

The Sustainable Transportation Council (STC) has been hired as a consultant to develop a sustainability framework for the 2014 Regional Transportation Plan as approved by the RTC in January 2012. As part of this work, STC has been working with RTC staff to develop methodologies for evaluating how transportation investments in each of the scenarios will advance the RTP targets. At the June 26, 2013 Transportation Policy Workshop meeting, Commissioners requested additional scenario analysis on the constrained project list with and without the assumption that a sales tax measure and vehicle registration fee measure will be approved by voters in 2016. An additional $7,000 is required for the contract with the STC to complete this analysis. The proposed budget amendment shifts $7,000 from another line for this work. In addition, the proposed budget amendment includes the carryover amount for the STC contract from the previous fiscal year. **Staff recommends that the RTC approve the attached resolution (Attachment 2) amending the RTC Budget and Work Program as shown on Exhibit A of Attachment 2 to add $7,000 to the agreement with the North American Sustainable Transportation Council (STC) for additional scenario analysis related to the RTP.**

Next Steps

- September 11, 2013: AMBAG staff will bring the preferred scenario to their board for approval which will determine the transportation projects on the "constrained" list that will undergo program-level environmental review for the MTP/RTP.
- September 19, 2013: RTC staff will bring STARS quantitative analysis to the RTC Transportation Policy Workshop for both a) the financially constrained project list assuming that a sales tax and a vehicle registration fee are approved by voters, and b) modified financially constrained project list, assuming that a sales tax and a vehicle registration fee are *not* approved by voters.
- October 2013 – February 2014: The RTC/AMBAG approved list will undergo program level environmental review.

- February 2014 - The draft RTP, MTP and EIR released for public review.
- June 2014 - Final RTP approved by the RTC and SCS/MTP approved by AMBAG.

SUMMARY

RTC staff is in the process of developing the 2014 Regional Transportation Plan and 2014 Metropolitan Transportation Plan. Staff recommends that the RTC approve the draft project list for the 2014 RTP.

Attachments:

1. Draft Constrained Project List and Summary
2. Resolution
3. Goals, Policies, Targets
4. Hybrid Scenarios Analysis
5. Public Comments
6. Bike Committee Comments

Attachment B

Santa Cruz County 2014 Regional Transportation Plan

Summary of Recommended
DRAFT Constrained Transportation Project List (Preferred Scenario)
August 2013

Background

The RTC is updating the long range Regional Transportation Plan (RTP) for 2014. As part of this process, RTC staff has been working with AMBAG and the Sustainable Transportation Council on scenario planning to analyze how different groupings of projects (scenarios) will advance goals, policies, and targets for the region's transportation system through 2035. Given funding shortfalls, not all projects can be funded or implemented.

Based on analysis of how different scenarios of transportation investments advance the RTP targets and input from the RTC, RTC Committees and public, staff has developed a draft preferred scenario that defines the constrained project list. The staff recommended draft constrained project list strives to provide a balance of investments that will provide the greatest overall benefit in advancing the targets of the RTP. Below is a summary of the types of transportation projects that are included in the proposed preferred scenario, as well as the types of projects that receive dedicated funding or have already been programmed.

A qualitative analysis is also presented which shows how the transportation investments compare in advancing the targets. The analysis was performed by scoring all the projects on their ability to advance the targets that have been identified for the RTP. Each project was given an effectiveness rating of either no ability (0), low (1), medium (2), or high (3) ability to advance each of the RTP targets. The effectiveness ratings for transportation project types particular for Santa Cruz County were determined by the Sustainable Transportation Council based on research and best practices. The effectiveness of the entire scenario for advancing the target was then determined by summing the project ratings (weighted by the cost of the project) for all the projects in each scenario. The results provide a comparative rating of the effectiveness of each scenario in advancing the targets based on the available funding.

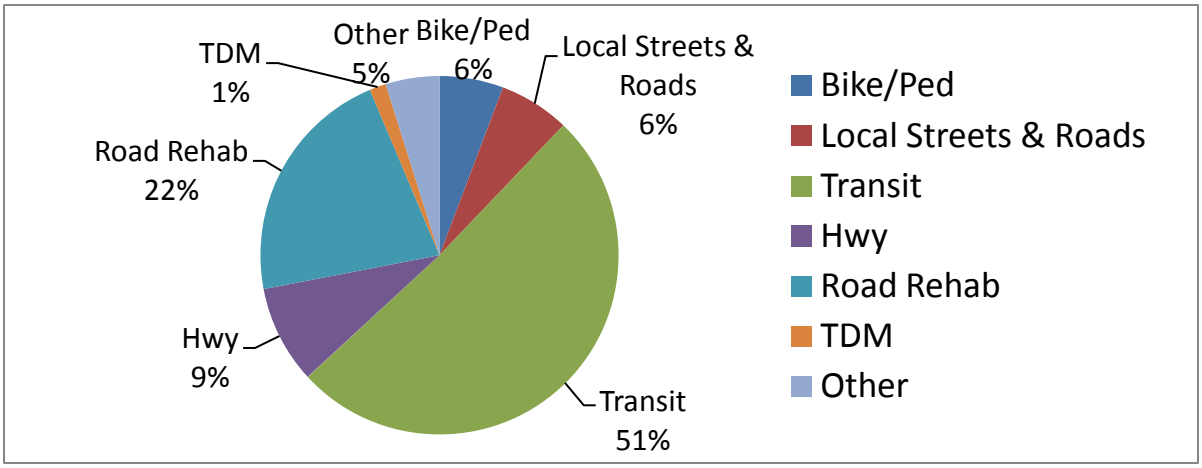
Discretionary and semi-flexible funding makes up approximately 25% of the funding identified for the Santa Cruz County Regional Transportation Plan (estimated to be $670 million including a half cent sales tax and $10/vehicle/year registration fee). The remaining 75% of funding ($2.07 billion) is dedicated to specific types of projects based on federal, state or local regulations and will continue to be funded under all scenarios.

Attachment B

Dedicated/Programmed Transportation Investments ($2.07 billion thru 2035)

- Roadway
  - Programmed local projects
- Highway
  - Caltrans SHOPP Collision Reduction/Emergency Projects - $163m, status quo funding levels (33% of need)
  - Hwy 1 - Aux lanes between Soquel to 41st Ave. - $20m
  - Freeway Service Patrol - $5m
- Transit – maintain at existing levels
  - Bus/Paratransit
    - Local bus operation and maintenance - $773m
    - Highway 17 Express - $53m
    - ADA paratransit - $101m
    - UCSC transit/ vanpool - $69m
    - Specialized transportation (non-ADA mandated) - $34m
  - Rail
    - Rail line management - $3.5m
- Bike/Pedestrian
  - Chanticleer bike/ped crossing - $7m
  - Mar Vista bike/ped crossing - $7m
  - Other programmed projects
- Maintenance
  - Roadway - Existing level of maintenance - $318m
  - Bridge Preservation - $70m
  - Caltrans SHOPP Preservation Projects – $128m, status quo funding levels (33% of need)
- Other
  - Watsonville airport projects - $56m

Distribution of Dedicated/Programmed Funds by Mode ($2.07 billion)



Attachment B

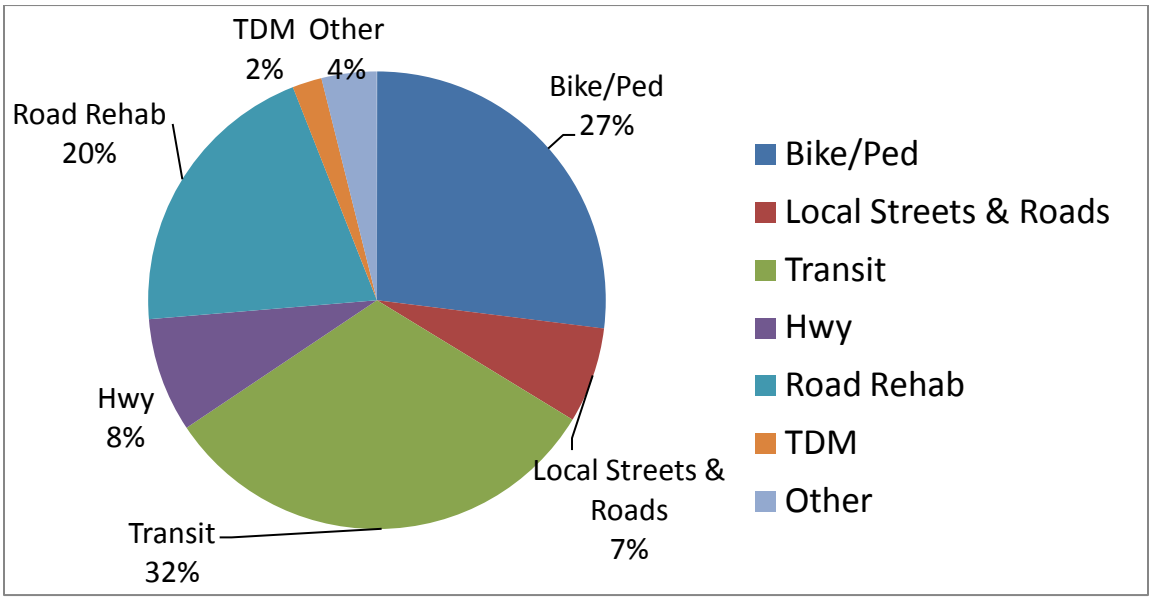
Preferred Scenario Transportation Investments

Transportation investments recommended for the preferred scenario include projects that could be funded through 2035 with (1) discretionary and semi-flexible funding (approximately 25% of projected funds- $670 million including a half cent sales tax and vehicle registration fee) and (2) approximately $2.07 billion dedicated to specific types of projects based on federal, state or local regulations, which will continue to be funded under any scenario. As summarized below, the staff recommended preferred scenario includes portions of the Highway 1 Corridor project; transit investments that help to improve travel time (e.g. bus rapid transit, transit signal priority) and expanded service on a few high ridership routes; bicycle, pedestrian and intersection projects primarily in key destination areas; phasing in rail passenger service projects; and increasing maintenance for roadways and transit approximately 50% above existing levels.

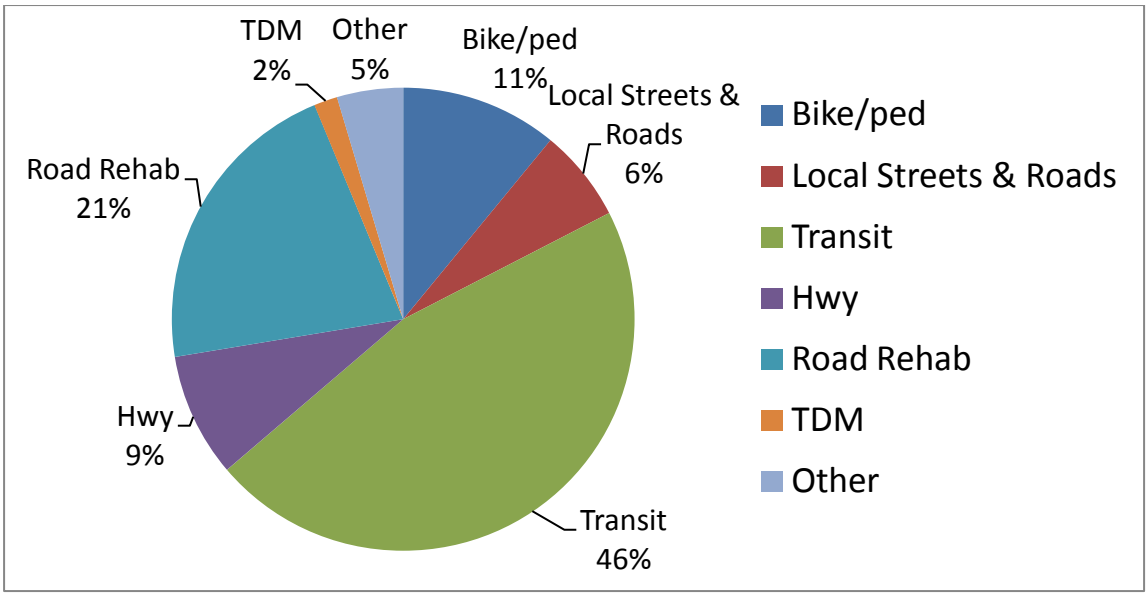
- Roadway
  - Intersection improvements – primarily in key destination or activity areas/and projects that have been identified as a higher priority by local jurisdictions
  - Transportation System Management (e.g. signal synchronization, High Occupant Vehicle signal priority)
- Highway
  - Portions of Hwy 1 Corridor project
    - Hwy 1 - Auxiliary lanes between Bay/Porter & Park Ave and Park Ave & State Park - $57m
  - Freeway Service Patrol – $5m (to maintain existing level of service in addition to $5m dedicated)
- Transit
  - Bus
    - Bus Rapid Transit (BRT) - $23m
    - High Ridership Service Expansion - $18m
    - ADA Service Expansion - $2m
    - Transit queue jumps and signal priority - $7m
  - Rail
    - Rail passenger service – $83m
  - Bus Maintenance
    - Bus Replacement - $41m – 33% of need
    - Additional maintenance - $16m
- Bike/pedestrian
  - Bike/pedestrian projects, with emphasis in key destination areas
  - Safety Education Programs
  - 45% of Monterey Bay Sanctuary Scenic Trail Network (MBSST) - $40m
  - Pajaro River Bike Path - $9m

  - San Lorenzo Valley Trail (Felton to Ben Lomond) - $7m
- Maintenance
  - Roadway - $166m above existing levels
- Transportation Demand Management – (e.g. programs to encourage travel via sustainable modes)
- Other
  - Rail line track and roadbed upgrade - $20m

Preferred Scenario - Distribution of Discretionary/Semi-Flexible Funds by Mode ($670 million)

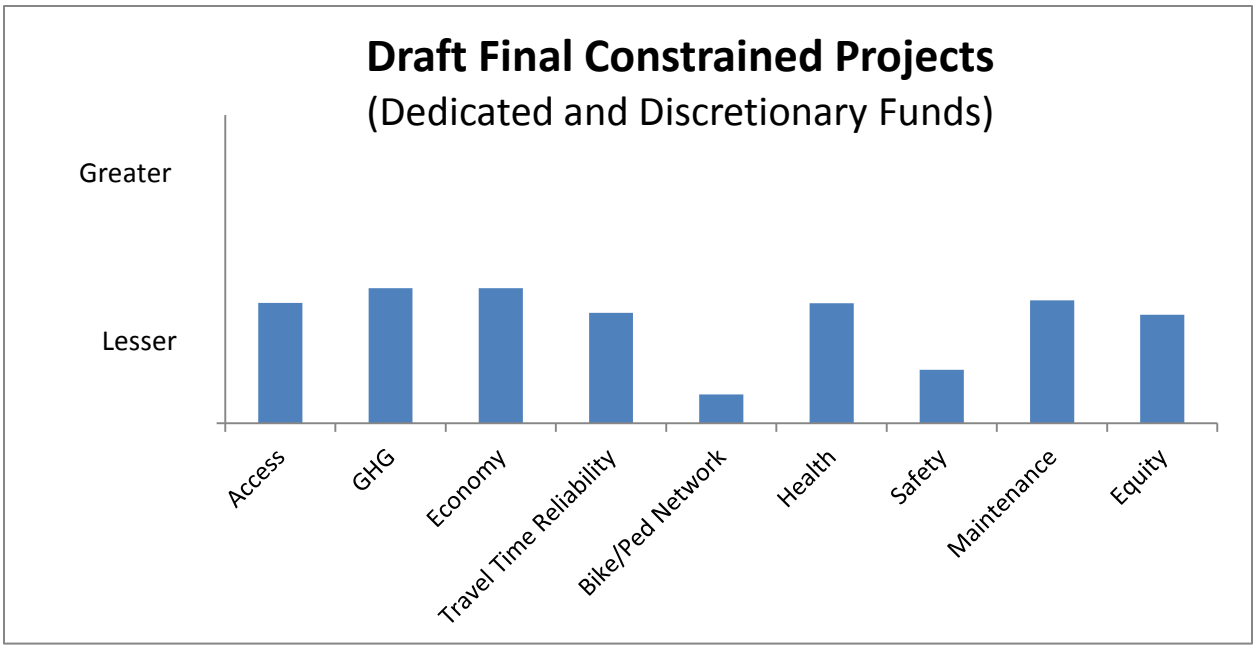


Preferred Scenario – Fund Distribution by Mode ($2.74 billion - Includes Dedicated and Discretionary Funds)



Attachment B

Ability to advance the RTP targets…



Key Points: The transportation investments for Santa Cruz County from the draft preferred scenario strive to advance all of the RTP targets. All of the targets are being invested in to some degree. The substantial investment in transit has the greatest potential to advance many of the targets. The Hwy 1 corridor projects have the potential to provide safety benefits and travel time reliability through 2035 (and if pursued further in the future, a Hwy 1 corridor project culminating in HOV lanes would provide additional improvements to the GHG reduction, economy, and travel time reliability targets). Investments in complete streets projects and improved bicycle and pedestrian connectivity including the bridges over Highway 1 will also add to advancing many of the targets. The bicycle/pedestrian network quality target has the least amount of investment and investment in improving safety is also limited. Further quantitative analysis is necessary to determine the degree to which these investments will advance the RTP targets. Local roadway maintenance under this scenario will provide 39% of the total funds needed (including the dedicated funding) to minimize the backlog of maintenance projects and maintain the local roads. Maintenance at this level of funding will provide a minor improvement in the condition of the roadways and increase the current Pavement Condition Index from 48 to approximately 49.

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DRAFT 2014 Regional Transportation Plan Project List

Constrained and Unconstrained Projects - Not Escalated

Projects listed by lead agency, in alphabetical order by project name.
Project IDs without the letter "P" in front of the number have been also included in the Regional Transportation Improvement Program.
"Constrained" represents amount of project cost that could be funded with revenues anticipated over the next 22 years.
While some projects have secured funding, this amount does not typically represent committed funds. "Unconstrained" represents amount of project cost that would need additional funding in order to be implemented.

All Figures in year 2012, '000s (thousands of dollars)

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Uncon-strained
Caltrans					
Collision Reduction & Emergency Projects	CT-P46	Various SHOPP projects that address collision reduction, mandates (including stormwater mandates) and emergency projects. (Constrained=30% of total cost)	$592,000	$163,000	$429,000
District 5 Vista Point Interpretive Display	CT-P44	Development and installation of interpretive displays at various vista point locations (EA05-0T500)	$693	$0	$693
Hwy 17 Access Management/Corridor Study	CT-P41	Prepare a SR 17 study to determine long-range solutions to access, operations and safety on this route. Cost Est. TBD.	$0	$0	$0
Hwy 17/Granite Creek Interchange Reconstruction	SV-P08	Realign/reconfigure the Granite Creek Road over crossing, add bike lanes and sidewalks. (EA 05-49380)	$8,000	$0	$8,000
Hwy 9 Operational & Safety Improvements	CT-P09e	Corridor study to identify need for shoulder widening, turnouts for buses, and turn lanes at spot locations in SLV.Cost Est. TBD.	$0	$0	$0
Minors	CT-P47	Various small SHOPP projects (less than $1 million) that reduce/enhance maintenance efforts by providing minor operational, pavement rehab, drainage, intersection, electrical upgrades, landscape and barrier improvements. (Constrained=30% of total cost)	$140,000	$42,000	$98,000
State Highway Preservation (bridge, roadway, roadside)	CT-P45	Various SHOPP projects that address bridge preservation, roadway & roadside preservation and limited mobility improvements. (Constrained=30% of cost to maintain)	$428,000	$128,000	$300,000
		Caltrans Total	**$1,168,693**	**$333,000**	**$835,693**
CHP - California Highway Patrol					
Hwy 129 Safety Program	CHP-P03	Added CHP enforcement and public education campaign on Highway 129.	$500	$0	$500
Hwy 17 Safety Program	CHP-P01	Continuation of Highway 17 Safety Program in Santa Cruz County at $100/year. Includes public education and awareness, California Highway Patrol (CHP) enhancement, pilot cars, electronic speed signs.	$2,200	$2,200	$0
Traffic Management	CHP-P02	Patrol of state route system and unincorporated roadways aimed at minimizing traffic collisions and traffic delays; and provide assistance to motorists. COST EST TBD.	$0	$0	$0
		CHP - California Highway Patrol Total	**$2,700**	**$2,200**	**$500**
City of Capitola					
38th Ave (Capitola Rd to City limit to south)-bike lanes/traffic calming	CAP-P45	38th Ave - Add bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals), traffic calming and wayfinding signage from Capitola Mall to City Limit to south, and bike/ped priority crossing of Capitola Rd to Mall.	$15	$15	$0

Attachment B

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All Figures in year 2012, '000s (thousands of dollars)

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Uncon-strained
40th Ave (at Deanes Ln)Bike/Ped connection	CAP-P46	40th Avenue N/S bike/pedestrian connection at Deanes Lane.	$5	$5	$0
40th Ave/Clares St Intersection Improvements	CAP-P38	Widen intersection and signalize	$1,500	$0	$1,500
41st Ave (Soquel to Brommer) Signal Synchronization	CAP-P49	Update synchronization of signals on 41st. Coordinate synchronization of 41st Ave with Portola, Soquel, Capitola and Hwy 1 ramps with County.	$15	$15	$0
41st Ave (Soquel to Portola) crosswalks	CAP-P47	Evaluate and if found necessary, increase number of crosswalks on 41st to closer to every 300 ft	$15	$15	$0
41st Ave/Capitola Road Intersection Improvements	CAP-P37	Widen intersection and reconfigure signal phasing	$500	$0	$500
46th/47th Ave (Clares to Cliff Dr) bike lanes/traffic calming	CAP-P40	46th/47th from Clares to Portola/Cliff - Add traffic calming and wayfinding signage to connect to Brommer and MBSST.	$15	$15	$0
47th Avenue Traffic Calming and Greenway	CAP-P30	Traffic calming and traffic dispersion improvements along 47th Ave from Capitola Rd to Portola Drive and implemention of greenway, which gives priority to bicycles and pedestrians on low volume, low speed streets including, pedestrian facilities, way finding and pavement markings, bicycle treatments to connect to MBSST.	$100	$100	$0
Auto Plaza Drive Extension to Bay Avenue	CAP-P35	Extend Auto Plaza Drive over Soquel Creek to Bay Avenue. Includes improvements to Auto Plaza Drive	$10,000	$0	$10,000
Bay Avenue Traffic Calming and Bike/Ped Enhancements	CAP-P29	Traffic calming features along Bay Avenue from Highway 1 to Monterey Avenue, including left turn pocket, buffered pedestrian facilities and bicycle treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) to address speed inconsistency between bicyclists and vehicles.	$400	$400	$0
Bay Avenue/Capitola Avenue Improvements	CAP-P08	Multimodal improvements to intersection. Roundabout	$400	$400	$0
Bay Avenue/Hill Street Intersection	CAP-P07	Intersection improvements to improve traffic flow. Roundabout	$200	$0	$200
Bay Avenue/Monterey Avenue Intersection Modification	CAP-P32	Multimodal improvements to the intersection. Include signalization or roundabout along with pedestrian, bicycle treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) and transit access.	$300	$300	$0
Brommer/Jade/Topaz St bike lanes/traffic calming (Western City Limit on Brommer to 47thAve)	CAP-P41	Add buffered bike lanes, traffic calming and wayfinding signage and bike/ped priority crossing at 41st Ave, connecting the two N/S neighborhood greenways.	$15	$15	$0
Capitola Intra-City Rail Trolley	CAP-P18	Construct & Operate Weekend Rail Trolley Service. Project includes installation of 3 stations.	$14,000	$0	$14,000
Capitola Jitney Transit Service	CAP-P15	Purchase and operate local transit service.	$1,000	$0	$1,000
Capitola Mall (Capitola Rd to Clares) bike path	CAP-P48	Separated bicycle facility through Capitola Mall parking lot to connect 38th Ave bike lanes and 40th Ave	$50	$50	$0
Capitola Village Enhancements: Capitola Ave	CAP-P34	Multimodal enhancements along Capitola Avenue.	$1,000	$1,000	$0
Capitola Village Multimodal Enhancements - Phase 2/3	CAP-P04b	Multimodal enhancements in Capitola Village along Stockton Ave, Esplande, San Jose Ave, & Monterey Av. Includes sidewalks, bike lanes, bike lockers, landscaping, improve transit facilities, parking, pavement rehab and drainage.	$3,000	$3,000	$0
Capitola-wide HOV priority	CAP-P50	Evaluate HOV priority at signals and HOV queue bypass.	$40	$40	$0

All Figures in year 2012, '000s (thousands of dollars)

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Uncon-strained
Citywide Bike Projects	CAP-P52	Bike projects based on needs identified through the Bicycle Plan. These projects are in addition to projects listed individually in the RTP.	$1,000	$500	$500
Citywide General Maintenance and Operations	CAP-P06	Ongoing maintenance, repair, and operation of road/street system within the City limits. (Const=$400K/yr; Unconst=$400K/yr)	$17,600	$12,320	$5,280
Citywide Sidewalk Program	CAP-P51	Install sidewalks to fill gaps. Annual Cost $50k/yr	$1,000	$500	$500
Citywide Traffic Calming	CAP-P17	Install traffic calming/neighborhood livability improvements.	$1,400	$0	$1,400
Clares St Bike Lanes/Sharrows (Capitola Rd to 41st Ave)	CAP-P42	Evaluate and if found necessary, add bike lanes/sharrows to Clares.	$5	$5	$0
Clares St/41st Ave bicycle intersection improvement	CAP-P43	Bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) at Clares across 41st.	$5	$5	$0
Clares Street Pedestrian Crossing west of 40th Ave	CAP-P16	Construct signalized ped x-ing 0.20 miles west of 40th Ave.	$500	$500	$0
Clares Street Traffic Calming	CAP 11	Implementation of traffic calming measures: chicanes, center island median, new bus stop, and road edge landscape treatments to slow traffic. Construct new safe, accessible ped x-ing at 42nd and 46th Av.	$425	$425	$0
Cliff Drive Improvements (combine with CAP 31 and 33)	CAP-P05	Installation of sidewalks, pedestrian crossing and slope stabilization of embankment including seawall.	$1,500	$0	$1,500
Gross/41st Ave bicycle intersection improvement	CAP-P44	Bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) from Gross E/B to 41st N/B.	$15	$15	$0
Hwy 1/41st Avenue Interchange	CAP-P01	Implement 41st Avenue & Bay Ave/Porter Ave single interchange improvements as detailed and expensed in Hwy 1 HOV project (RTC 24) as a stand alone project if the RTC project does not proceed. ($117M)	$0	$0	$0
Monterey Avenue at Depot Hill	CAP-P28	Improve vehicle ingress and egress to Depot Hill along Escalona Ave and improve pedestrian facilities.	$250	$0	$250
Monterey Avenue Multimodal Improvements	CAP-P12	Installation of sidewalks and bike lanes in area near school and parks.	$350	$350	$0
Pacific Cove Parking Lot expansion	CAP-P24	Construct multi level on Pacific Cove Parking for park-n-ride and visitor usage.	$15,000	$2,000	$13,000
Park Avenue Sidewalks	CAP 15	Installation of sidewalks, plus crosswalks at Cabrillo and Washburn to improve access to transit stops. Links Cliffwood Heights neighborhood to Capitola Village. Currently only 4 short segments of sidewalk exist.	$500	$500	$0
Park Avenue/Kennedy Drive Improvements	CAP-P09	Construct intersection improvements. Traffic signal	$350	$0	$350
Stockton Ave Bridge Rehab	CAP-P07p	Replace bridge with wider facility that includes standard bike lanes and sidewalks.	$2,500	$0	$2,500
Upper Capitola Avenue Improvements	CAP-P03	Installation of bike lanes and sidewalks on Capitola Av. (Bay Av.-SR 1) and sidewalks on Hill St. from Bay Av. to Capitola Av.	$1,300	$1,300	$0
Wheelchair Access Ramps	CAP-P27	Install wheelchair access/curb cut ramps on sidewalks citywide.	$25	$25	$0
		City of Capitola **Total**	**$76,295**	**$23,815**	**$52,480**

All Figures in year 2012, '000s (thousands of dollars)

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Uncon-strained
City of Santa Cruz					
Arana Gulch Bicycle/Pedestrian Connection (at Agnes St)	SC-P106	Bike and Pedestrian multi-purpose trail from Agnes to the Arana Gulch N-S Trail	$500	$500	$0
Arroyo Seco Trail (Medar St to Grandview St)	SC-P107	Pave exiting gravel trail and widen and pave connection to Grandview St.	$280	$0	$280
Bay Street Corridor Modifications	SC-P77	Intersection modifications on Bay St Corridor from Mission St to Escalona Dr, including widening at the Mission St northeast corner and widening on Bay. Improve bike lanes and add sidewalks to west side of Bay.	$4,000	$4,000	$0
Bay/California Traffic Signals	SC-P96	Install traffic signals for safety and capacity improvements	$500	$250	$250
Bay/High Intersection Modification	SC-P109	Install a roundabout or modify the traffic signal to include protected left-turns and new turn lanes. Revise sidewalks, access ramps and bike lanes as appropriate.	$2,000	$800	$1,200
Beach/Cliff Intersection Signalization	SC-P93	Signalize intersection for pedestrian and train safety	$200	$200	$0
Branciforte Creek Bike/Ped Crossing	SC 46	Install a bicycle/pedestrian bridge over Branciforte Creek and multi-use paths connecting the levee paths in the vicinty of San Lorenzo Park and Soquel Avenue	$2,000	$2,000	$0
Branciforte Creek Pedestrian Path Connections	SC-P95	Fill gaps in pedestrian and bike paths along and across Branciforte Creek in the Ocean-Lee-Market-May Streets area.	$3,250	$1,625	$1,625
Broadway-Brommer Bike/Ped Path (Arana Gulch Multiuse Trail)	SC 07	Install multipurpose trail through Arana Gulch to connect to existing class 2 facilities.	$4,000	$4,000	$0
Brookwood Drive Bike and Pedestrian Path	SC-P21	Provide 2-way bicycle and pedestrian travel.	$1,000	$1,000	$0
Chestnut St. Pathway	SC-P22	Install a Class 1 bicycle/pedestrian facility to connectthe east side of Neary Lagoon Park with the Depot Park path.	$550	$550	$0
Chestnut Street Bike Lanes	SC-P47	Install Class 2 bike lanes to provide connection from existing bike lanes on Laurel Street and upper Chestnut Street to proposed Class 1 bike path connections to Bay Street and Pacific Avenue/Beach Street.	$550	$550	$0
Citywide Operations and Maintenance	SC-P07	Ongoing maintenance, repair, and operation of street system within the City limits. (Const=$3.0M/yr; Unconst=$4.2M/yr)	$158,400	$93,720	$64,680
Delaware Avenue Bike lanes	SC-P23	Fill gaps in bicycle lanes.	$50	$50	$0
High St/Moore St Intersection Modification	SC-P90	Add a protected left turn to existing signalized intersection along High St at city arterial. Project is located in high pedestrian and bicycle use activity area.	$100	$100	$0
Hwy 1 - Harvey West Area Alternative Access	SC-P108	Development of an on/off ramp from NB Highway 1 to Harvey West Boulevard/Evergreen St, to improve access, especially during peak congestion times and emergencies.	$4,000	$0	$4,000
Hwy 1 Sound Wall	SC-P03	Install sound wall on Hwy 1: River to Chestnut.	$500	$0	$500

All Figures in year 2012, '000s (thousands of dollars)

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Uncon-strained
Hwy 1/9 Intersection Modifications	SC 25	Intersection modifications including new turn lanes, bike lanes/shoulders. Includes adding second left-turn lane on Highway 1 southbound to Highway 9 northbound; second northbound through lane and shoulder on northbound Highway 9, from Highway 1 to Fern Street; a right-turn lane and shoulder on northbound Highway 9; through-left turn lane on northbound River St; replace channelizers on Highway 9 at the intersection of Coral Street; sufficient lane width along the northbound through/left turn lane on Highway 9 from Fern Street to Encinal Street; new sidewalk along the east side of Highway 9 from Fern Street north to Encinal Street; new through/left turn lane on southbound Highway 9; Traffic Signal interconnect to adjacent signals. (Caltrans project ID - EA05-46580)	$6,200	$6,200	$0
Hwy 1/Mission St at Chestnut/King/Union Intersection Modification	SC-P81	Modify design of existing intersections to add lanes and upgrade the traffic signal operations to add capacity, reduce delay and improve safety. Provide acess ramps and bike lanes on King and Mission. Includes traffic signal coordination.	$4,500	$4,500	$0
Hwy 1/San Lorenzo Bridge Replacement	SC 38	Replace the Highway 1 bridge over San Lorenzo River to increase capacity,improve safety and improve seismic stability, from Highway 17 to the Junction of 1/9. Reduce flooding potential and improve fish passage. Caltrans project ID - EA05-0P460	$20,000	$1,950	$18,050
King Street Bike Lanes (entire length)	SC-P59	Install Class 2 bike lanes on residential collector street which includes some parking and landscape strip removals, and some drainage inlet modifications.	$2,000	$2,000	$0
King/Laurel Intersection Modification	SC-P114	Modify unsignalized intersection to add eastbound right turn	$100	$50	$50
Laurent/High Intersection Improvements	SC-P97	Install Traffic Signal	$400	$200	$200
Lump Sum Bike Projects	SC-P75	Bike projects based on needs identified through the Major Transportation Study and bike plan updates. These are in addition to projects listed individually in the RTP.	$4,000	$0	$4,000
Market Street Sidewalks and Bike Lanes	SC-P105	Completion of sidewalks and bicycle lanes. Includes retaining walls, right-of-way, tree removals, and a bridge modification.	$1,000	$1,000	$0
Measure H Road Projects	SC-P104	Road rehabilitation and reconstruction projects citywide to address backlog of needs using Measure H sales tax revenues.	$37,400	$37,400	$0
Mission (Hwy 1)/Laurel Intersection Modification	SC-P112	Modify traffic signal to add right-turn from Mission to Laurel and signal overlap phase.	$1,000	$750	$250
Mission (Hwy 1)/Swift Intersection Modification	SC-P113	Modify traffic signal to add Swift right-turn lane and signal overlap phase.	$100	$50	$50
Mission Street Extension Pathway	SC-P28	Replace temporary path with bi-directional bicycle/pedestrian path. Paving, lighting, signage, delineators (replacing existing K-Rail), and drainage improvements.	$75	$75	$0
Morrissey Blvd. Bike Path over Hwy 1	SC-P29	Install a Class 1 bicycle and pedestrian facility on freeway overpass.	$90	$90	$0
Morrissey/Poplar/Soquel Intersection Modification	SC-P12	Modify the roadway configuration in the Morrissey/Poplar/Soquel triangle area to improve traffic circulation and safety for all modes.	$2,000	$0	$2,000
Mott St (at Hiawatha) bike/ped connections	SC-P118	Add bike/ped connection from end of Mott to MBSST	$20	$20	$0
Murray St Bridge Replacement	SC 37	Seismic retrofit of existing Murray St. bridge (36C0108) over Woods Lagoon at harbor and associated approach roadway improvements and replacement of barrier rail. Includes wider bike lanes and sidewalk on ocean side. Include access paths to harbor if eligible.	$11,070	$11,070	$0
Murray St to Harbor Path Connection	SC-P30	Install a Class 1 bicycle/pedestrian facility.	$200	$200	$0

All Figures in year 2012, '000s (thousands of dollars)

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Uncon-strained
Neighborhood Traffic Management Improvements	SC-P73	Install traffic control devices and roadway design features to manage neighborhood traffic.	$2,500	$625	$1,875
North Branciforte/Water Intersection Modification	SC-P115	Modify traffic signal and add adiitional lanes per traffic study.	$2,000	$1,500	$500
Ocean Sreet Corridor Multiuse Transit Lane	SC-P122	Consider restricting parking to develop business access and transit (BAT) lane to serve tourism and improving transit facilities.	$400	$400	$0
Ocean St and San Lorenzo River Levee Bike/Ped Connections (Felker, Kennan, Blain, Barson Streets)	SC-P120	Improve pedestrian and bicycle facilities on side streets to connect Ocean Street with San Lorenzo River Levee path system	$600	$600	$0
Ocean St Streetscape and Intersection, Plymouth to Water	SC-P86	Implement this phase of the Ocean Street plan and modify Plymouth St to provide separate turn lanes and through lanes, widen sidewalks, pedestrian islands/bulbouts, transit improvements, street trees, street lighting and medians landscaping improvemnts. This includes pedestrian and bicycle crossing improvements and detection and connectivity to the pedestrian and bicycle path on the San Lorenzo River and adjacent neighborhoods. Include Gateway treatment.	$4,000	$4,000	$0
Ocean St Streetscape and Intersection, Water to Soquel	SC-P84	Implement this phase of the adopted Ocean Street plan including adding turn lanes on Ocean Street at the Water Street intersections, wider sidewalks, pedestrian crossing islands/bulb outs, transit improvements, street trees, pedestrian scale street lights, and medians improvements, way finding, and pedestrian and bicycle connectivity to San Lorenzo Park and neighborhoods.	$6,000	$6,000	$0
Ocean Street Widening from Soquel to East Cliff	SC-P66	Implement this phase of the Ocean Street plan that includes utility undergounding, bike lanes, wider sidewalks, pedestrian crossing islands/bulb outs, transit improvements, pedestrian scale street lights, street trees and left turn lanes at Broadway and a right-turn lane at San Lorenzo Blvd. This includes pedestrian and bicycle crossing improvements and detection and connectivity to the pedestrian and bicycle path on the San Lorenzo River and adjacent neighborhoods.	$5,000	$5,000	$0
Ocean Street/San Lorenzo River Levee Area Wayfinding	SC-P124	Install signage on the bike/ped scale to bike/ped facilities connecting key destinations.	$150	$0	$150
Park & Ride Lots	SC-P14	Construct park and ride lots within City limits.	$20,000	$0	$20,000
River (Rte 9)/Encinal Intersection Modification	SC-P111	Modify traffic signal to include new lane assignments on primarily on Encinal.	$300	$150	$150
River (Rte 9)/Fern Intersection Modification	SC-P110	Install traffic signal, sidewalk and new access ramps. Provide bikelanes on Fern.	$500	$250	$250
Riverside Ave/Second St Intersection Modification.	SC-P13	Modify intersection to reduce congestion and improve pedestrian crossing.	$75	$75	$0
Riverside Avenue (Barson to Soquel)	SC-P121	Implement pedestrian and bicycle facilities on this low volume, low speed street to better connect and provide an alternative to Ocean Street. This could include way finding, pavement marketings, bicycle treatments, and a ped/bike activiated flashers at R	$200	$200	$0
RiverSt/River Street South Intersection Modification	SC-P116	Install a roundabout or traffic signal to improve access and safety to the Downtown core, integrating bike and pedestrian facilities.	$500	$500	$0

All Figures in year 2012, '000s (thousands of dollars)

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Uncon-strained
San Lorenzo River Bike/Ped Path at RR Bridge	SC-P31	Install a Class 1 bicycle/pedestrian facility to connect the east end of the Beach Street Pathway with East Cliff Drive at the location of the current railroad bridge over the San Lorenzo River and to connect the east and west banks of the San Lorenzo River Pathway. The crossing currently only accommodates pedestrians.	$0	$0	$0
San Lorenzo River Levee Path Connection	SC-P35	Install a Class 1 bicycle/pedestrian facility conneting the end of the San Lorenzo River Levee path on the eastern side of the river, up East Cliff Drive near Buena Vista Ave.	$2,000	$2,000	$0
Seabright Avenue Bike Lanes (Pine-Soquel)	SC-P69	Install Class 2 bike lanes on arterial street to complete the Seabright Avenue bike lane corridor and connect to bike lane corridor on Soquel Avenue and Murray. Includes removal of some parking and some landscape strips.	$2,000	$2,000	$0
Seabright/Murray Traffic Signal Modifications	SC-P100	Remove split phasing on Seabright and add right-turn lane northbound.	$1,000	$1,000	$0
Seabright/Water Intersection Improvements	SC-P99	Modify unsignalized intersection to add northbound right and extend left-turn pocket.	$100	$100	$0
Shaffer Rd/Hwy 1 Signalization	SC-P92	Signalization of intersection of State Route 1 and Shaffer Rd. Project may includes some widening of Route 1 to accommodate a left turn lane.	$500	$0	$500
Shaffer Road Widening and Railroad Crossing	SC-P91	Construction of a new crossing of the Railroad line at Shaffer Rd. and widening at the southern leg of Shaffer in conjunction with development. Complete sidewalks and bike lanes.	$500	$500	$0
Sidewalk Program	SC-P09	Install and maintain sidewalks and access ramps.	$20,000	$8,000	$12,000
Soquel Ave at Frederick St Intersection Modifications	SC 42	Widen to improve eastbound through-lane transition on Soquel Ave and lengthen right-turn pocket on Frederick St. Upgrade access ramps.	$300	$300	$0
Soquel Ave Corridor Widening (Branciforte-Morrissey)	SC-P87	Minor widening and signal modifications along Soquel Ave corridor from Branciforte to Morrissey Blvd to widen sidewalks, transit improvements, improve pedestrian and bicycle detection and crossings, add a travel lane, maintain some commercial parking and improve exitsing bike lanes. Replacing the split phasing with protected left-turns at Branciforte to reduce delays for all modes of travel and GHG.	$2,250	$500	$1,750
Soquel/Branciforte/Water (San Lorenzo River to Branciforte) bike lane treatments	SC-P123	Consider bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) to address speed inconsistency and parking conflicts between bicyclists and vehicles.	$400	$400	$0
Soquel/Water (Branciforte to Morrissey) crosswalks	SC-P119	Evaluate and if found necessary implement additional crosswalks on Soquel/Water striving for 300 ft distance between crosswalks with consideration for safety, update crosswalks to more visible pattern (block).	$100	$100	$0
Storey/King Street Intersection Left-Turn Lane	SC-P76	Remove parking and modify striping forsecond southbound left turn lane.	$100	$0	$100
Swift/Delaware Intersection Roundabout or Traffic Signal	SC-P101	Install Traffic Signal or Roundabout at Intersection to improve capacity and safety.	$1,000	$500	$500
Water St (add Branciforte and Center) signal synchronization	SC-P117	Synchronize signals on Water to include Branciforte and Center to existing synchronized signals.	$200	$200	$0
West Cliff Path Minor Widening (Lighthouse to Swanton)	SC 23	Improve existing path.	$500	$500	$0
West Cliff/Bay Street Modifications	SC-P83	Signalization at all-way stop controlled intersections.	$300	$225	$75
		City of Santa Cruz **Total**	**$345,510**	**$210,525**	**$134,985**

All Figures in year 2012, '000s (thousands of dollars)

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Uncon-strained
City of Scotts Valley					
Bean Creek Road Realignment	SV-P16	Realign Bean Creek Road to intersect Scotts Valley Drive farther North to create a four way intersection.	$2,750	$0	$2,750
Bean Creek Road Sidewalks (SVMS to Blue Bonnet)	SV-P35	Fill gaps in sidewalks on Bean Creek Rd.	$400	$400	$0
Bike Rest Stops in Scotts Valley	SV-P38	Bike rest stops (including racks, water) at Camp Evers Park and Skypark.	$225	$0	$225
Bluebonnet Lane Bike Lanes	SV-P32	Add bike lanes on Bluebonnet (Bean Ck, through Skypark to Mt. Hermon/Lockewood).	$150	$150	$0
Citywide Access Ramps	SV-P06	Place handicap ramps at various locations. Avg annual cost: $8K/yr	$200	$200	$0
Citywide Bike Lanes	SV-P41	Construction of additional bike lanes and paths citywide (including Green Hills).	$3,000	$0	$3,000
Citywide General Maintenance and Operations	SV-P27	Ongoing maintenance, repairs, and operation of road/street system within the City limits. ($400K/yr const; $250/yr unconst).	$14,300	$10,400	$3,900
Citywide Sidewalk Program	SV-P05	Install sidewalks to fill gaps. Annual Cost $50k/yr	$5,000	$1,250	$3,750
Civic Center Drive Bike Lanes	SV-P33	Add bike la bike lanes to narrow road.	$400	$0	$400
El Pueblo Rd Ext . North	SV-P14	Connect El Pueblo Road via Janis Way to Victor Square, crossing Carbonero Creek.	$1,200	$0	$1,200
El Pueblo Rd Extensions	SV-P15	Connect El Pueblo Road to Disc Drive.	$400	$0	$400
El Rancho Dr. Bike Lanes	SV-P36	Add bike lanes on El Rancho within city limits.	$325	$0	$325
Emergency Access Granite Creek/Hwy 17	SV-P24	Connect Granite Creek Rd to SR 17 via Navarra Drive to Sucinto Drive, for emergency access.	$550	$0	$550
Emergency Access SV DR/Upper Willis Dr.	SV-P25	Connect Scotts Valley Drive to Upper Willis Road for emergency access.	$1,000	$0	$1,000
Emergency Access Whispering Pines	SV-P26	Connect Whispering Pines Drive to Manana Woods for emergency access.	$50	$0	$50
Emergency Access-Bethany/Glenwood	SV-P23	Connect Bethany Drive to Glenwood Drive.	$200	$0	$200
Emergency Access-Sundridge/Pueblo	SV-P22	Connect Sunridge Drive to Disc Drive for emergency access.	$400	$0	$400
Erba Lane/Terrace View/SV Drive Realignment	SV-P10	Realign Terrace View to access Scotts Valley Drive via Erba Lane.	$500	$0	$500
Glen Canyon Rd. Bike Lanes	SV-P29	Class 2 Bike lanes from Flora Lane to Green Hills. Oak Creek to Flora Ln are already complete.	$1,000	$0	$1,000
Glenwood Dr. Bike Lanes	SV-P39	Widen road to accommodate bike lanes from Scotts Valley High School to City limits.	$500	$500	$0
Green Hills Road Bike Lanes	SV-18A	'Bike lanes from Green Hills Est. to Sequoia. Serves: Baymonte Chrn, Vine Hill ES, Scotts Vly MS, HS, & Brook Knoll Schools.	$700	$700	$0
Hwy 17/Midtown Interchange	SV-P01	Construct new SR17 interchange midway between Mt. Hermon Rd and Granite Creek Rd. Will require right-of-way.	$30,000	$0	$30,000

All Figures in year 2012, '000s (thousands of dollars)

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Uncon-strained
Kings Village Rd/Town Center Entrance Traffic Signal	SV-P52	Install new traffic signal at the intersection of Kings Village Rd and new Town Center entrance (near transit center) with protected pedestrian crossings and transit signal priority. New Signalization of the intersection on Kings Village Rd at the transit center exit and future Plan street connection would provide a location for protected pedestrian crossings, and would allow transit operators to easily exit the transit center and maintain operating schedules.	$200	$100	$100
Lockhart Gulch Rd Bike Lanes	SV-P37	Add Class 2 bike lanes to narrow, primarily residential street.	$700	$0	$700
Lockwood Lane Sidewalk and Bike Lanes	SV-P40	Construct Bike Lanes and add sidewalk on the west side from Mt. Hermon to the City limit.	$500	$500	$0
Lockwood Ln Pedestrian Signal near golf course	SV-P21	Construct a pedestrian signal at unprotected ped crossing on Lockwood Lane.	$50	$50	$0
Mt Hermon Rd and Scotts Valley Drive - crosswalks	SV-P49	Increase number of crosswalks on Mt Hermon/Scotts Valley Dr, update crosswalks to block pattern, add pedestrian treatments where necessary at intersections to decrease distance across using refuge islands. Add crosswalks to all sides of intersections (particularly an issue on Scotts Valley Dr). Add HAWK signals to provide a low delay signalized crossing opportunity at select locations. Examples include the Safeway Driveway on Mt. Hermon Rd, at Victor Square/Scotts Valley Dr., and at Tramell Way/Scotts Valley Dr.	$1,000	$500	$500
Mt Hermon Rd to El Rancho Drive bike/ped connection	SV-P53	New bike/ped connection between Mt Hermon Road and El Rancho Drive whichcould include improved bike/ped facilities on existing interchange or new bike/ped crossing.	$1,000	$0	$1,000
Mt Hermon Rd/ Spring Hill Road Pedestrian Intersection Improvements	SV-P54	Improve pedestrian crossing at Spring Hills Drive and Mt. Hermon Road.	$50	$50	$0
Mt Hermon, Lockewood, Springs Lake widening	SV-P13	Widen, reconstruct and improve portions of roadway and intersection.	$4,000	$0	$4,000
Mt Hermon/King's Village Rd-Transit Signal priority	SV-P46	Transit signal priority at Kings Village Rd/Mt Hermon Rd.	$75	$75	$0
Mt Hermon/Scotts Valley - intersection improvements for bicycle treatment	SV-P50	Add bicycle treatments at Mt Hermon/Scotts Valley Dr intersection	$10	$10	$0
Mt Hermon/Scotts Valley - transit queue jump	SV-P47	Evaluate and if found to be beneficial, remove right turn islands at Mt Hermon Rd/Scotts Valley Road to add transit queue jump lanes/signals.	$600	$600	$0
Mt. Hermon Rd. Circulation Master Plan	SV-P09	Provides various circulation and access improvements to the Mount Herman corridor.	$3,500	$0	$3,500
Mt. Hermon Rd./Hwy 17 Ramps Intersection Operations Improvement Project	SV-P44	Add lane to SB off-ramp at Mt. Hermon/SR-17 interchange	$1,000	$0	$1,000
Mt. Hermon Rd./Scotts Valley Dr. Intersection Operations Improvement Project	SV-P43	Add a second westbound left-turn lane; re-stripe the northbound approach to provide separate left-turn, through and right-turn lanes; modify the signal to eliminate the split phasing and allow for protected left-turn phasing for the northbound and southbound approaches; and, modify the signal to provide right-turn overlap phasing for the westbound and northbound right-turn lanes.	$1,000	$1,000	$0
Mt Hermon Road Sidewalk Connections	SV-P30A	Add sidewalks to fill gaps in business district.	$500	$500	$0

All Figures in year 2012, '000s (thousands of dollars)

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Uncon-strained
Mt. Hermon Road/Town Center Entrance Traffic Signal	SV-P51	Install new traffic signal at the intersection of the future Town Center road that will accommodate increased pedestrian travel. Add a right-turn lane on the westbound approach.New signalizeation of the intersection at the future Town Center's primary access point on Mt. Hermon Road would provide protected pedestrian crossing, ADA accessible curb ramps and detectable surfaces on all intersection corners. Permitted left-turn phasing shall be used for the northbound and southbound approaches, while protected left-turn phasing shall be provided on the eastbound and westbound Mt. Hermon Road approaches.	$250	$125	$125
N. Navarra Dr-Sucinto Dr Bike Lanes	SV-P34	Add bike lanes to developing area behind commercial.	$600	$0	$600
Neighborhood Traffic Calming	SV-P28	Citywide traffic calming devices.	$750	$750	$0
Scotts Valley Town Center Bicycle/Pedestrian Facilities	SV-P45	Bicycle and pedestrian facilities and circulation elements within planned development.	$4,000	$2,000	$2,000
Scotts Valley-wide - greenway signage	SV-P48	Add signage for neighborhood greenways	$20	$0	$20
Sky Park Commercial Area Circulation	SV-P11	Construct infrastructure improvement for Skypark commercial area.	$2,000	$0	$2,000
Synchronize Traffic Signals along Mt. Hermon Road	SV-P42	Re-time to coordinate traffic signals along Mt. Hermon Road	$100	$100	$0
		City of Scotts Valley Total	**$85,155**	**$19,960**	**$65,195**
City of Watsonville					
2nd/Maple Ave (Lincoln to Walker) Traffic Calming and Greenway	WAT-P49	Evaluate and if found necessary, add traffic calming/bicycle traffic priority with wayfinding signage to provide access to MBSST and create low stress grid around downtown.	$15	$15	$0
5th St (Lincoln to Walker) - Traffic calming and Greenway	WAT-P50	Evaluate and if found necessary, add traffic calming/bicycle traffic priority with wayfinding signage to provide access to MBSST and create low stress grid around downtown.	$15	$15	$0
Airport Blvd (Freedom Blvd to City Limits)	WAT-P28	Road widening to accommodate extension of bicycle lane and portion of travel lane, installation of bus pull out, installation of new sidewalk and curb ramps, and roadway rehab.	$1,500	$1,500	$0
Airport Blvd Modifications (Hwy 1 to Ross Ave)	WAT-P34	Reconstruct or repave roadway and bikelanes; repair, replace and install curb, gutter, sidewalk and curb ramps; replace and upgrade signage and striping (this project completes sidewalk on Airport Blvd and connects to future Pajaro Valley High School Connector Trail)	$2,000	$0	$2,000
Alley Improvements	WAT-P36	Repair & reconstruct some alleys	$50	$50	$0
Bridge Maintenance	WAT-P35	Maintenance of bridges	$100	$100	$0
Buena Vista/Calbasas/Freedom Connection	WAT-P30	Construction of roadway connection from Buena Vista area to Freedom Blvd. Reconstruct Via Nicola.	$5,000	$0	$5,000
Citywide General Maintenance and Operations	WAT-P06	Ongoing maintenance, repair, and operation of road/street system, including bicycle and pedestrian facilities.	$55,000	$44,000	$11,000
Citywide Pedestrian Facilities	WAT-P15	Construct sidewalks and curb ramps where necessary. This work is usually combined with the annual road rehabilitation and maintenance projects. Avg annual cost: $100/yr.	$2,000	$1,000	$1,000
Citywide Transportation Projects	WAT-P24	Lump sum of transportation projects to be identified in the future. Including major rehabilitation and operational improvements ($1.2M/yr).	$24,000	$0	$24,000

All Figures in year 2012, '000s (thousands of dollars)

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Uncon-strained
Crestview/Wagner Extension	WAT-P29	Construction of roadway connection from Atkinson Lane area to SR 152. Reconstruct/widen Wagner St.	$4,000	$0	$4,000
Downtown Watsonville Universal Streets	WAT-P59	Evaluate and if feasible, implement universal streets, which are designed for pedestrians and restrict vehicular access, which facilitate new ped access.	$500	$500	$0
East Fifth St (Main St to Lincoln St)	WAT-P39	Repair, replace and install curb, gutter, sidewalk and curb ramps; replace and upgrade signage and striping	$250	$250	$0
East Lake/Hwy 152 Widening (Martinelli-Holohan)	CT-P33	Widen East Lake Av. (SR 152) from 2 to 4 lanes (Martinelli St-Holohan).	$1,000	$0	$1,000
East Lake/Madison - ped crossing	WAT-P57	Evaluate and if feasible, add pedestrian crossing (HAWK signal if ped volume warrants) at E Lake & Madison for better access to Hall Middle School.	$250	$250	$0
Freedom Blvd (Green Valley Rd to Lincoln) Bicycle and Pedestrian Improvements	WAT-P61	Evaluate and if feasible, install bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) to address speed inconsistency between bicyclists and vehicles. Complete sidewalks, including pedestrian buffer, and pedestrian island	$2,000	$2,000	$0
Freedom Blvd Improvements (Green Valley Rd to Compton Terrace)	WAT-P11	Pavement reconstruction, operation imporvements (turn lanes), installation of bike lanes, sidewalks, signing and striping. Evaluate and if feasible, install bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) to address speed inconsistency between bicyclists and vehicles. Complete sidewalks, including pedestrian buffer, and pedestrian islands at crossings.	$5,000	$2,000	$3,000
Freedom Blvd Pedestrian Crossings (Airport to Lincoln)	WAT-P62	Evaluate and if feasible, install new and improve existing uncontrolled pedestrian crossings at Roach Road, Davis Avenue, Clifford Lane, Mariposa Avenue, Alta Vista Street, Crestview Drive, Martinelli Street and Marin Street).	$500	$500	$0
Freedom Blvd Reconstruction - Phase 3 (Alta Vista to Davis)	WAT-P33	Pavement reconstruction, operation imporvements (turn lanes), installation of bike lanes, sidewalks, signing and striping. Evaluate and if feasible, install bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) to address speed inconsistency between bicyclists and vehicles. Complete sidewalks, including pedestrian buffer, and pedestrian islands at crossings.	$2,500	$0	$2,500
Freedom Blvd Reconstruction (Broadis St to Alta Vista Ave)	WAT 39	Full depth rehab (reuse existing materials), relocate utilites, traffic signal detection upgrades/install traffic cameras, concreate pads at bus stop, signage and striping, ADA upgrades to curbs and driveways, replacement of existing curb, gutter, sidwalk; modification to retaining wall between Crewtview and Alta Vista. Evaluate and if feasible, install bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) to address speed inconsistency between bicyclists and vehicles. Complete sidewalks, including pedestrian buffer, and pedestrian islands at crossings.	$3,500	$3,500	$0
Freedom Blvd Undergrounding	WAT-P38	Underground existing overhead utilities	$1,230	$1,230	$0
Freedom to Green Valley (at Hillside Avenue, Davis Avenue, Blanca Lane, Clifford Avenue, Mariposa Av	WAT-P64	Evaluate and if feasible, implement greenway, which gives priority to bicycles and pedestrians on low volume, low speed streets including, pedestrian facilities, way finding and pavement markings, bicycle treatments to connect neighborhoods to goods and s	$1,500	$0	$1,500
Green Valley Rd Modifications (Freedom Blvd to City Limit)	WAT-P45	Reconstruct or repave roadway and bikelanes; repair, replace and install curb gutter, sidewalk and curb ramps; replace and upgrade striping. Evaluate and if feasible, including pedestrian buffer and bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals).	$1,750	$1,750	$0
Green Valley Rd Modifications (Struve Slough to Freedom Blvd)	WAT-P44	Reconstruct or repave roadway and bikelanes; repair, replace and install curb, gutter, sidewalk and curb ramps; replace and upgrade signage and striping	$1,400	$1,400	$0

All Figures in year 2012, '000s (thousands of dollars)

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Uncon-strained
Hillside Ave to Freedom Blvd Ped/Bike Connection	WAT-P60	Evaluate and if feasible, install new bike/ped connection from Carey Avenue to Freedom Bouldevard between Roache Road and Green Valley Road to connect neighborhood to goods, services and transit on Freedom Boulevard. Include new crossing from new bicycle/	$300	$0	$300
Hwy 1/ Harkins Slough Road Interchange	WAT 01	Relieve congestion at Main Street (Hwy 152)/Green Valley Road intersection and Green Valley/Harkins Slough corridor. Widen bridge, add bike lanes and sidewalks. (Caltrans Project ID - EA05-OT150)	$9,800	$9,800	$0
Kearney/Rodriguez - ped crossing	WAT-P53	Evaluate and if found necessary, add pedestrian crossing at Kearney and Rodriguez with traffic calming for access to Radcliffe Elementary.	$25	$25	$0
Lower Watsonville Slough Trail	WAT-P46	Install bicycle/pedestrian trail	$650	$650	$0
Lump Sum Bicycle Projects	WAT-P19	Update the City Bicycle Plan and construction of additional routes and paths (250k/yr).	$5,000	$0	$5,000
Main St - 3 HAWK signals	WAT-P54	Evaluate and if found necessary, add Hawk signals in 3 locations on Main St	$750	$750	$0
Main St (Freedom to Riverside) Ped/Bike Enhancements	WAT-P58	Evaluate and if feasible improve ped facilities and bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) and bike boxes and bicycle priority at intersections on Main Street intersections.	$750	$750	$0
Main St Modifications (500 Block: Fifth St to East Lake Ave)	WAT-P40	Repair, replace and install curb, gutter, and curb ramps; replace and upgrade signage and striping. Evaluate and if feasible, provide bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals), and buffered sidewalk.	$600	$600	$0
Main St Modifications (City Limit to Lake Ave)	WAT-P47	Repave roadway and bike lanes; repair, replace and install curb, gutter, sidewalk and curb ramps: replace and upgrade signage and striping. Evaluate and if feasible, provide bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) and buffered sidewalks.	$1,400	$1,400	$0
Main St. (Hwy 152)/Freedom Blvd Roundabout	WAT 27a	Installation of a roundabout to replace the currently signalized intersection with safety considerations for bike/ped. Caltrans Project ID - EA05-0T150	$1,250	$1,250	$0
Main/Beach/Lake Ave Bike Facilities	CT-P38	Bicycle facilities - Main St (GV Rd to Mont Co line), Beach St (Walker to Lincoln) and Lake Ave (Main St to fairgrounds). County/City Project - Cost unknown.	$0	$0	$0
Main/Rodriguez/Union/Brennan (Freedom to Riverside) - crosswalks	WAT-P55	Evaluate and if found necessary, increase the number of crosswalks on Main St, Rodriguez, and Union/Brennan to aim for 300 ft distance between crossings. Update pattern of crosswalks to block pattern.	$100	$100	$0
Neighborhood Traffic Plan	WAT-P04	Plan to identify and address concerns regarding speeding, bicycle and pedestrian access and safety, and other neighborhood traffic issues ($5k/yr).	$100	$100	$0
Neighborhood Traffic Plan Implementation	WAT-P13	Address concerns about traffic complaints through Education, Enforcement, and Engineering solutions. Install traffic calming devices that do not impede bicyclist access ($20k/yr).	$400	$400	$0
Ohlone Parkway Improvements - Phase 2 (UPRR to West Beach)	WAT-P31	Roadway, pedestrian, and bicycle facilities.	$500	$500	$0
Pajaro Lane to Freedom Blvd Ped/Bike Connection	WAT-P63	Evaluate and if feasible, new bike/ped connection from Pajaro Lane to Freedom Blvd to connect neighborhood to goods, services and transit on Freedom Boulevard. Include new crossing from new bicycle/pedestrian facilitiy to west side of Freedom Boulevard.	$300	$0	$300
Pajaro Valley High School Connector Trail	WAT-P42	Install bicycle/pedestrian trail (this trail connects Pajaro Valley High School to Airport Blvd)	$600	$600	$0
Pennsylvania Dr/Clifford St Roundabout	WAT-P37	Installation of roundabout at existing stop sign controlled intersection	$250	$250	$0

All Figures in year 2012, '000s (thousands of dollars)

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Uncon-strained
Riverside Bike Facilities	CT-P39	Bicycle facilities - Lee to Lakeview Road. County/City Project -Cost Unknown	$0	$0	$0
Riverside Drive/Hwy 129 Widening (Union-Bridge St)	CT-P32	Widen Riverside Drive (SR 129) from 2 to 4 lanes, reconstruct existing street (Union St to Bridge St.)	$8,000	$0	$8,000
Rodriguez St (Main St to Riverside)-buffered bike lane	WAT-P51	Evaluate and if found necessary, improve bike lane striping, add buffered lanes on Rodriguez St to delineate bike lane from vehicle parking and traffic	$10	$10	$0
Union/Brennan (Freedom to Riverside) - sharrows	WAT-P52	Evaluate and if found necessary, add sharrows to Union/Brennan.	$5	$5	$0
Upper Watsonville Slough Trail	WAT-P43	Install bicycle/pedestrian trail	$650	$650	$0
Walker St Modifications (Beach St to Watsonville Slough)	WAT-P48	Repave roadway and bikelanes; repair, replace and install curb, gutter, sidewalk and curb ramps; replace and upgrade signage and striping	$2,700	$0	$2,700
Watsonville Shuttle	WAT-P27	Year round public transit service.	$250	$0	$250
Watsonville-wide HOV priority	WAT-P56	Evaluate HOV priority at signals and HOV queue bypass.	$50	$50	$0
West Lake Ave Modifications (Main St to Rodriguez St)	WAT-P41	Repair, replace and install curb, gutter, sidewalk and curb ramps; replace and upgrade signage and striping	$200	$0	$200
		City of Watsonville Total	**$149,700**	**$77,950**	**$71,750**
Consolidated Transportation					
Agricultural Worker Transportation Program	CTSA-P05	Vanpool program to agricultural work sites aimed at increasing safety and reducing vehicle trips to job sites.	$2,550	$638	$1,913
Countywide Specialized Transportation	CTSA-P01	Non-ADAmandated paratransit and other specialized transportation service for seniors and people with disabilities. Includes medical service rides, Elderday, out of county rides, Sr. Meal Site, Taxi Script, etc. Current avg annual need $2.5M. Constrained=$1.4M.	$55,000	$32,460	$22,540
Lift Line Maintenance/Operations Center	CTSA-P02	Construct a permanent maintenance center/consolidated operations facility for paratransit program (currently Lift Line).	$15,000	$0	$15,000
Medically Fragile Specialized Transportation	CTSA-P04	Non-emergency same day transportation service for medically fragile individuals. Includes operations and capital.	$13,000	$0	$13,000
Non-ADA Paratransit Service Expansion	CTSA-P03	Expansion of non-ADA paratransit system to meet needs of growing elderly and disabled populations. May include pre/post natal transport to medical appointments.	$21,000	$0	$21,000
		Consolidated Transportation Total	**$106,550**	**$33,098**	**$73,453**
County Health Services Agency					
Santa Cruz County Health Service Agency - traffic safety education	CO 50	Ongoing education program to decrease the risk and severity of collisions. Includes bicycle and pedestrian programs: Community Traffic Safety Coalition, South County coalition, and Ride n' Stride Bicycle/Pedestrian Education Program.	$6,250	$2,138	$4,113
Santa Cruz County Open Streets	VAR 01	Community events promoting alternatives to driving alone as part of a sustainable, healthy, and active life-style. Temporarily opens roadways to bicycle and pedestrian travel only, diverting automobiles to other roadways.(Average annual cost - $100k/yr)	$2,000	$500	$1,500
		County Health Services Agency Total	**$8,250**	**$2,638**	**$5,613**

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All Figures in year 2012, '000s (thousands of dollars)

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Uncon-strained
County of Santa Cruz					
17th Ave Cape Seal (Brommer to East Cliff)	CO 65	Pavement maintenance, isolated section digout and asphalt replacement and cape seal on entire roadway.	$363	$363	$0
26th Ave Improvements (entire length-Portola Dr to end)	CO-P31a	Roadway and roadside improvements on various Major Collectors including sidewalks, bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	$2,500	$0	$2,500
26th to 30th (at Lode/Quartz) Bike/Ped Connection	CO-P78	New bike/ped connection from Lode and Quartz to Moran Trail, which connects to 30th.	$500	$0	$500
35th to 41st (at Roland Way) New Ped/Bike Connection	CO-P76	New bike/ped connection between 34th and 41st Avenue at Roland Street to connect upper Pleasure Point neighborhood to goods and services near Lower 41st Avenue.	$500	$0	$500
37th/38th Ave (Brommer to Eastcliff) Multimodal Circulation Improvements and Greenway	CO-P27a	Evaluate and if feasible improve vehicle and transit access on 38th Avenue from East Cliff to Brommer and develop greenway on 37th Avenue from East Cliff to Portola. Roadway improvements may include roadway and roadside improvements including sidewalks, bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals), transit turnouts, left turn pockets, and intersection improvement.	$2,000	$500	$1,500
41st Ave (Portola to Eastcliff) Bike/Ped Enhancement	CO-P79	Install buffered sidewalks on south side of 41st Avenue between Portola and Eastcliff and bicycle treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) on 41st Avenue between Portola and Eastcliff.	$200	$200	$0
41st Ave Improvements Phase 2 (Hwy 1 Interchange to Soquel Dr)	CO-P26a	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	$1,200	$300	$900
Airport Blvd Improvements (City limits to Green Valley Rd)	CO-P02	Major rehab, addition of bike lanes, transit facilities, merge lanes, intersection improvements, sidewalks, drainage, and landscaping.	$1,200	$1,200	$0
Alba Rd Improvements (Empire Grade to State Hwy 9)	CO-P30b	Roadwork includes major rehabilitation and maintenance of the road and roadsides.	$1,700	$0	$1,700
Amesti Road Multimodal Improvements (Green Valley to Brown Valley Rd)	CO-P03	Roadway rehab and reconstruction, left turn pockets at Green Valley Road, Pioneer Road/Varni Road. Add bike lanes, transit turnouts, sidewalks, merge lanes, landscaping, and intersection improvements.	$6,000	$600	$5,400
Aptos Beach Dr Improvements (Esplande to Rio Del Mar Blvd)	CO-P27b	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	$1,200	$0	$1,200
Aptos Village Plan Improvements	CO 64	Modifications to ped, bike, and auto traffic. Add pedestrian facilities on south side of Soquel Dr; maintain existing bike lanes; new bus pullout and shelter on north side. Trout Gulbh: Replace sidewalks with standard sidewalks on east side, ADA upgrades to west side sidewalks. Install traffic signals at Soquel Dr/Aptos Creek Rd & Soq/Trout Gulch. RR crossing modifications - new crossing arms, concrete panels for vehicle and pedestrian crossings.	$3,377	$3,377	$0
Beach Road Improvements (City limits to Pajaro Dunes)	CO-P26b	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	$1,200	$300	$900
Bean Creek Rd Improvements (Scotts Valley City Limits to Glenwood Dr)	CO-P28a	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	$1,700	$425	$1,275
Bean Creek Road Improvements (Hwy 9 to Hwy 35)	CO-P04	Major rehab, add bike lanes, turnouts, merge lanes, and intersection improvements. Some landscaping and drainage improvements also.	$4,600	$690	$3,910

All Figures in year 2012, '000s (thousands of dollars)

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Uncon-strained
Bonita Dr Improvements (entire length)	CO-P29b	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	$1,200	$0	$1,200
Bonny Doon Rd Improvements (State Hwy 1 to Smith Grade Rd)	CO-P26c	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	$0	$0	$0
Bonny Doon Road Improvements	CO-P43	Construction of a Class 1 bike lane facility, addition of transit stops, intersection improvements, major road rehabilitation, road maintenance, and drainage improvements.	$8,000	$0	$8,000
Bowker Rd. Improvements (entire length-Buena Vista Dr to Freedom Blvd)	CO-P33a	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	$600	$0	$600
Branciforte Dr. Improvements (City of Santa Cruz to Vine Hill Rd)	CO-P30c	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	$1,700	$0	$1,700
Brommer and Portola Bike/Ped Connection (atThompson and Vanessa Ln)	CO-P81	New bike/ped connection between Thompson and Vanessa Lane across rail line as alternative route to 30th for low stress bicycle riders.	$300	$300	$0
Brown Valley Rd Improvements (Corralitos Rd to Redwood Rd)	CO-P26d	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	$1,200	$300	$900
Buena Vista Rd Improvements (San Andreas to Freedom Blvd)	CO-P26e	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	$2,900	$725	$2,175
Bulb Ave Road Improvements (Garden St to Capitola City Limits)	CO-P65	Roadway and roadside improvements including curb, gutter, sidewalk, bike lanes, left turn lanes, intersection improvements and roadway rehabilitation	$750	$0	$750
Cabrillo College Dr. Improvements (Park Ave to Twin Lakes Church)	CO-P30d	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	$1,200	$300	$900
Capitola Rd. Ext Improvements (Capitola Rd to Soquel Ave)	CO-P31b	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	$1,200	$0	$1,200
Carlton Rd Traffic Improvements for Trucks (Lakeview Intersection)	CO-P56	Roadway and roadside improvements including bike lanes, left turn lanes, intersection improvements and roadway rehabilitation	$750	$0	$750
Carol Way/Lompico Creek Bridge Replacement	CO-P49	Replace existing single span-two lane bridge construction of steel girders and long deck with new 30 ft wide single span flat sale concrete bridge. Include (2) 11 ft lanes and (2) 4 ft shoulders.	$1,200	$0	$1,200
Casserly Rd Improvements (Hwy 152 to Green Valley Rd)	CO-P26g	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	$750	$188	$563
Cathedral Dr. Improvements (entire length)	CO-P33b	Roadway and roadside improvements on Minor Collector. Roadwork includes major rehabilitation and maintenance of the road.	$600	$0	$600
Center Ave/Seacliff Dr Improvements (Broadway to Aptos Beach Dr)	CO-P26h	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	$1,200	$300	$900
Chanticleer Ave Improvements (Hwy 1 to Soquel Dr)	CO-P26i	Roadway and roadside improvements including bike lanes, sidewalks, drainage and intersection improvements.	$1,200	$300	$900

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All Figures in year 2012, '000s (thousands of dollars)

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Uncon-strained
Cliff Dr. Improvements (Rio Del Mar to Railroad Crossing)	CO-P29c	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	$600	$0	$600
Clubhouse Drive Improvements (Sumner Av to Rio Del Mar Blvd)	CO-P32a	Road rehabilitation and maintenance. Roadside improvements: left lane pockets, sidewalks, bike lanes and transit turnouts.	$1,400	$0	$1,400
College Road Improvements (Hwy 152 to Lakeview Rd)	CO-P23	Major road rehab, add left turn pocket at Cutter Drive. Also add bike lanes, transit turnouts, sidewalks, landscaping. Drainage improvements, merge lanes, and intersection improvements may also be needed.	$1,700	$0	$1,700
Commercial Way Improvements (Mission Dr. to Soquel Dr.)	CO-P28c	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	$600	$150	$450
Corcoran Ave Improvements (Alice St to Felt St)	CO-P27c	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	$600	$150	$450
Corralitos Rd Left Turn Ln (Bradley Elementary School)	CO 51	Add left turn lane on Corralitos Rd at Bradley Elementary School	$1,000	$1,000	$0
Corralitos Road Rehab and Improvements (Freedom Blvd to Hames Rd)	CO-P08	Major rehab, transit, bike, and ped facilities. May also include drainage, merge lanes, landscaping and intersection improvements.	$600	$600	$0
Countywide Access Ramps	CO-P37	Construction of handicapped access ramps countywide.	$1,200	$600	$600
Countywide Bike Projects	CO-P71	Bike projects based on needs identified through the Santa Cruz County Bicycle Plan and plan updates. These are in addition to projects listed individually in the RTP.	$4,000	$0	$4,000
Countywide General Road Maintenance and Operations	CO-P35	Ongoing maintenance, repair, and operation of road/street system within the unincorporated areas of the county. (Need $14M/yr. Const=$7.4M/yr)	$473,000	$285,120	$187,880
Countywide Sidewalks	CO-P41	Install sidewalks.	$70,000	$7,000	$63,000
Day Valley Rd. Improvements (entire length-Freedom Blvd to Valencia Rd)	CO-P31c	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	$1,200	$0	$1,200
East Cliff (26th to Moran Way) Sidewalk Improvement	CO-P77	Install sidewalk from 26th south to link to Moran Way.	$400	$0	$400
East Cliff Drive Cape Seal (12th-17th)	CO 66	Pavement maintenance, isolated section digout and asphalt replacement and cape seal on entire roadway.	$222	$222	$0
East Cliff Drive Improvements (32nd Ave to Harbor)	CO-P09	Roadway rehab, add left turn pockets at 26th and 30th Ave, fill gaps in bikeways and sidewalks, add transit turnouts, intersection improvements. Some landscaping and drainage improvements.	$4,600	$2,300	$2,300
East Cliff Drive Pedestrian Pathway (5th-7th Ave)	CO-P50	Construct pedestrian pathway on East Cliff.	$1,700	$1,700	$0
East Zayante Rd Improvements (Lompico Rd to just before Summit Rd)	CO-P26j	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	$1,700	$425	$1,275
Eldorado Ave Road Improvements (Capitola Rd to RR)	CO-P67	Roadway and roadside improvements including curb, gutter, buffered sidewalk, bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals), left turn lanes, intersection improvements and rodway rehabilition.	$1,750	$0	$1,750

All Figures in year 2012, '000s (thousands of dollars)

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Uncon-strained
El Rancho Dr Improvements (Mt. Hermon/Hwy 17 to SC city limits)	CO-P26k	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	$2,300	$575	$1,725
Empire Grade Chip Seal: City of SC limits to 130' N of Heller Drive	CO 67	Pavement maintenance, isolated section digout and asphalt replacement and cape seal on entire roadway.	$328	$328	$0
Empire Grade Improvements	CO-P10	Road rehab and maintenance, left turn pocket at Felton Empire Road, add bike lanes, transit facilities, some sidewalks, landscaping. Drainage improvements, merge lanes, and intersection improvements may also be needed.	$4,600	$1,150	$3,450
Esplanade Improvements (entire loop: Aptos Beach Dr to Moosehead/Aptos Beach Dr)	CO-P33c	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, traffic circles, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	$1,200	$0	$1,200
Eureka Canyon Rd Improvements (Hames Rd to Buzzard Lagoon Rd)	CO-P26l	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	$2,300	$575	$1,725
Felton Empire Road Improvements (entire length to State Hwy 9)	CO-P28d	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	$2,300	$575	$1,725
Freedom Blvd Multimodal Improvements (Bonita Dr to City of Watsonville)	CO-P11	Add bike lanes, sidewalks on some segments, transit turnouts, signalization. Left turn pockets at Bowker, Day Valley, White Rd, and Corralitos Rd. Also includes merge lanes, intersection improvements, landscaping, major rehabilitation and maintenance, drainage improvements.	$3,000	$750	$2,250
Glen Arbor Rd. Improvements (State Hwy 9 to State Hwy 9)	CO-P30f	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	$1,200	$0	$1,200
Glen Canyon Rd Improvements (Branciforte Dr to City of Scotts Valley)	CO-P26m	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	$5,800	$1,450	$4,350
Glen Coolidge Drive/Hwy 9 Bike Path	CO-P40	Class 1 bike facility from Glen Coolidge Dr to Hwy 9 to provide eastern access to UCSC.	$2,300	$0	$2,300
Glenwood Cutoff General Improvements (Glenwood Dr to Hwy 17)	CO-P61	Roadway and roadside improvements including bike lanes, left turn lanes, intersection improvements and roadway rehabilitation	$3,000	$0	$3,000
Glenwood Dr. Improvements (Scotts Valley city limits to State Hwy 17)	CO-P26n	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	$2,900	$725	$2,175
Graham Hill Road Multimodal Improvements (City of SC to Hwy 9)	CO-P12	Bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes, traffic signals. Major rehabilitation and maintenance. Drainage improvements. Signal upgrade at SR9.	$6,800	$1,700	$5,100
Granite Creek Rd. Improvements (Branciforte Dr to City of Scotts Valley)	CO-P30h	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	$1,700	$0	$1,700
Green Valley Rd Chip Seal: Devon Ln to Melody Ln (0.58 mi)	CO 68	Pavement maintenance, isolated section digout and asphalt replacement and cape seal on entire roadway.	$260	$260	$0
Green Valley Rd Pedestrian Safety Project	CO 42b	Build 6-foot wide sidewalk with some curb and gutter on NW side of Green Valley Rd from Airport Blvd to Amesti Rd (1800 ft).	$375	$375	$0
Green Valley Road Improvements	CO-P13	Add two-way left turn lanes from Mesa Verde to Pinto Lake on Green Valley Rd. Also includes some road rehab and maintenance, bike lanes, sidewalks, transit facilities, landscaping, and merge lanes.	$4,000	$1,000	$3,000

All Figures in year 2012, '000s (thousands of dollars)

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Uncon-strained
Hames Rd Improvements (entire length-Freedom Blvd to Eureka Canyon Rd)	CO-P32b	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	$3,500	$0	$3,500
Harkins Slough Rd. Improvements (entire length-Buena Vista Dr to State Hwy 1)	CO-P32c	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	$1,700	$0	$1,700
Harper St Improvements (entire length-El Dorado Ave to ECM)	CO-P33d	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	$1,200	$300	$900
Huntington Dr. Improvements (Monroe Ave to Valencia Rd.)	CO-P32d	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	$2,300	$0	$2,300
Jamison Cr. Rd Improvements (entire length-Empire Grade to Hwy 236)	CO-P32e	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	$600	$0	$600
La Madrona Dr Improvements (El Rancho Dr to City of Scotts Valley)	CO-P14	Bike lanes, sidewalks, transit turnouts, left turn pockets at Sims Road, Highway 17, and El Rancho Road), merge lanes, and intersection improvements. Also includes major rehabilitation, drainage and maintenance.	$3,500	$875	$2,625
Lakeview Road Improvements	CO-P15	Major road rehab, add left turn pocket at College Road, intersection improvements at Carlton Rd. Also add bike lanes, new transit facilities, landscaping. Drainage improvements, merge lanes, and intersection improvements may also be needed.	$1,200	$0	$1,200
Larkin Valley Rd. Improvements (San Andreas Rd to Buena Vista Dr)	CO-P30i	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	$600	$0	$600
Laurel Glen Rd. Improvements (Soquel-San Jose Rd to Mt. View/Rodeo Gulch Rd)	CO-P30j	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	$1,200	$0	$1,200
Ledyard Way Improvements (entire length-Soquel Dr to Soquel Dr)	CO-P31d	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	$600	$0	$600
Lockhart Gulch Improvements (Scotts Valley City limits to end)	CO-P31e	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	$1,200	$0	$1,200
Lockwood Lane Improvements (Graham Hill Rd to SV limits)	CO-P24	Major road rehab, add bicycle lanes, sidewalks, some transit facilities, landscaping, and intersection improvements.	$850	$213	$638
Lompico Rd. Improvements (E Zayante Rd. to end)	CO-P30k	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	$600	$0	$600
Maciel Ave. Improvements (Capitola Rd to Mattison Ln)	CO-P29e	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	$1,400	$350	$1,050
Main St Improvements (Porter St to Cherryvale Ave)	CO-P27e	Roadway and roadside improvements on Major Collector including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	$1,700	$1,700	$0
Manfre Rd. Improvements (entire length-Larkin Valley Rd to Buena Vista Dr)	CO-P33e	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	$600	$0	$600

All Figures in year 2012, '000s (thousands of dollars)

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Uncon-strained
Mar Monte Ave. Improvements (San Andreas Rd to State Hwy 1)	CO-P30l	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	$600	$0	$600
Mar Vista Drive Improvements (entire length-just before Seacliff Dr to Soquel Dr)	CO-P33f	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, buffered sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	$290	$0	$290
Mar Vista to State Park Dr New Ped/Bike Connection	CO-P72	New bike/ped connection from Mar Vista to State Park (via Sailfish or Caterberry) to connect neighborhood to State Park goods, services and transit.	$500	$0	$500
Mattison Ln Improvements (Chanticleer Ave to Soquel Ave)	CO-P26p	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	$1,400	$350	$1,050
McGregor Dr. Improvements (Capitola city limits to Searidge Rd)	CO-P33g	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	$1,200	$0	$1,200
Mesa Dr. Improvements (Vienna Drive to Ledyard Way)	CO-P31f	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	$1,200	$0	$1,200
Mill St Improvements (entire length)	CO-P27f	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	$350	$350	$0
Mountain View Rd Improvements (Branciforte Dr to Rodeo Gulch Rd)	CO-P27g	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	$1,200	$0	$1,200
Mt. Hermon Rd Overlay: Graham Hill to 1000' N of Locatelli Ln	CO 69	Pavement maintenance, isolated section digout and asphalt replacement and cape seal on entire roadway.	$836	$836	$0
Mt. Hermon Rd. Improvements (Lockhart Gulch to Graham Hill Rd)	CO-P26q	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	$2,900	$725	$2,175
Murphy Crossing Improvements	CO-P39	Bikeway on Murphy Crossing (Hwy 129 to Monterey Co line), major rehabilitation and maintenance of road, drainage improvements may also be needed.	$1,200	$0	$1,200
Nelson Rd PM 2.0 Storm Damage Repair	CO 62	Reopen roadway or build permanent bypass around 350 ft. debris that has closed road.	$1,500	$1,500	$0
Opal Cliff Dr. Improvements (41st Av to Captiola City Limits)	CO-P31g	Roadway, roadside and intersection improvements including sidewalks, bike treatments (such as buffered and/or painted bike lanes), designed to accommodate the number of users and link to East Cliff Drive.	$1,200	$300	$900
Pajaro River Bike Path System	CO-P38	Construction of a Class 1 bike path along the levees and a Class 2 bikeway on Thurwatcher Road and Beach Road.	$9,200	$9,200	$0
Paul Minnie Ave. Improvements (Rodriguez St to Soquel Ave)	CO-P29f	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	$1,200	$300	$900
Paul Sweet Road Improvements (Soquel Dr to end)	CO-P22	Major road rehab and maintenance. Also adds bike lanes, sidewalks, landscaping. Drainage improvements, merge lanes, and intersection improvements, and new transit facilities may also be needed.	$1,200	$300	$900
Paulsen Rd Improvements (Green Valley Rd to Whiting Rd)	CO-P27h	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	$1,200	$300	$900

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All Figures in year 2012, '000s (thousands of dollars)

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Uncon-strained
Pine Flat Rd Improvements (Bonny Doon Rd to Empire Grade Rd)	CO-P28f	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	$2,300	$575	$1,725
Pinehurst Dr Improvements (entire length)	CO-P27i	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	$850	$213	$638
Pioneer Rd. Improvements (Amesti Rd to Green Valley Rd)	CO-P31h	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	$850	$0	$850
Polo Dr. Improvements (Soquel Dr to end)	CO-P29g	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	$1,400	$0	$1,400
Porter St Improvements (Soquel Dr to Paper Mill Rd)	CO-P26r	Roadway and roadside improvements including buffered sidewalks and bicycle treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) to address speed inconsistency between bicyclists and vehicles, transit turnouts, left turn pockets, merge lanes and intersection improvements.	$1,200	$300	$900
Porter Street Overlay: Capitola Limits to 288' N/O Soquel Dr	CO 70	Pavement maintenance, edge grinding, isolated section digout and asphalt replacement and 2" overlay on entire roadway.	$341	$341	$0
Portola Ave (26th to 41st) Bike/Ped Enhancement	CO-P80	Install pedestrian buffer and provide pedestrian amenities such as benches. Install bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals). Increase number of pedestrian crossings to closer to 300 ft and include pedestrian	$300	$300	$0
Quail Hollow Rd Improvements (entire length- East Zayante to Glen Arbor Rd)	CO-P32f	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	$800	$0	$800
Rancho Del Mar Shopping Center (Rail Line to State Park) bike/ped path	CO-P75	Separated bicycle facility through Rancho Del Mar Shopping Center to connect MBSST to goods and services in shopping center and State Park Drive.	$300	$300	$0
Redwood Lodge Rd (Entire Length)	CO-P51	Roadway and roadside improvements including curb, gutter, sidewalk, bike lanes, left turn lanes, intersection improvements and roadway rehabilitation	$3,000	$0	$3,000
Rio Del Mar Blvd. Improvements (Esplanade to Soquel Dr)	CO-P30n	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	$2,900	$725	$2,175
Robertson Street Improvements (Soquel Wharf Rd to Soquel Dr.)	CO-P16	Left turn pocket at Soquel Wharf Rd. Add bike lanes, transit turnout, sidewalks, and rehabilitation and maintenance, drainage improvements and traffic signal. Roadside: sidewalks, landscaping, and new transit facilities.	$3,500	$0	$3,500
Rodeo Gulch Rd. Improvements (So & North: Mt. View/Laurel Glen Rd to Hwy 1)	CO-P31i	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	$1,700	$0	$1,700
Roland Dr. Improvements (30th to 35th)	CO-P31j	Roadway and roadside improvements and implemention of greenway, which gives priority to bicycles and pedestrians on low volume, low speed streets including, pedestrian facilities, way finding and pavement markings, bicycle treatments to connect to new bike/ped connection to 41st.	$850	$0	$850
San Lorenzo River Valley Trail	CO-P46	15 mile, paved multi-use path for bicyclists and pedestrians from Boulder Creek to Santa Cruz.	$25,000	$0	$25,000
San Lorenzo Valley Trail: Hwy 9 - Downtown Felton Bike Lanes & Sidewalks	CO-P46a	Install sidewalks and bicycle lanes on Hwy 9 through downtown Felton	$2,200	$2,200	$0

All Figures in year 2012, '000s (thousands of dollars)

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Uncon-strained
San Lorenzo Valley Trail: Hwy 9 - North Felton Bike Lanes & Sidewalks	CO-P46b	Install sidewalk/pedestrian path on west side, shoulder widening to 5' for bicycle lanes from Felton-Empire/Graham Hill Rd to Glen Arbor Road, Ben Lomond, including frontage of SLV elementary, middle and high schools. Includes new and replacement bike/ped bridges.	$7,400	$7,400	$0
Seacliff Dr Improvements (entire length)	CO-P27j	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	$1,700	$0	$1,700
Seacliff Dr/North Avenue Bike/Ped Connection to MBSST	CO-P73	New bike/ped connection from North Street to Aptos Village Square and Soquel Drive across MBSST to connect neighborhood to State Park goods, services and transit.	$300	$0	$300
Searidge Drive (Mar Vista to State Park) Bike Improvements	CO-P74	Install bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals)	$100	$100	$0
Seascape Blvd Improvements (Sumner Ave to San Andreas Rd)	CO-P26s	Roadway improvements and pavement rehabilitation.	$600	$150	$450
Sims Road Improvements (Graham Hill Rd to La Madrona Dr)	CO-P17	Road rehab and maintenance, drainage, intersection improvements, landscaping, add bike, ped, and transit facilities.	$1,700	$425	$1,275
Smith Grade Improvements (entire length-Empire Grade to Bonny Doon Rd)	CO-P32g	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	$2,300	$0	$2,300
Soquel Ave Improvements (City of SC to Gross Rd)	CO-P18	Transit turnouts, two way left turn lanes from Chanticleer to Mattison, merge lanes, signalization and intersection improvements. Signals at Chanticleer and Gross Rd. Roadwork: major rehabilitation and maintenance, perhaps drainage improvements. Roadside: sidewalks, landscaping, and new transit facilities.	$3,200	$3,200	$0
Soquel Dr Improvements (Soquel Ave to Freedom Blvd)	CO-P19	Signals at Willowbrook, Aptos Creek Rd and Trout Gulch Rd. Major rehab, merge lanes, intersections improvements, signal coordination, transit turnouts, fill sidewalk and bike facility gaps, some landscaping.	$7,300	$1,825	$5,475
Soquel Dr Road Improvements (Robertson St to Daubenbiss)	CO-P62	Roadway and roadside improvements including curb, gutter, sidewalk, bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals), left turn lanes, intersection improvements and roadway rehabilitation.	$400	$400	$0
Soquel Dr Traffic Signal and Left Turn Lane (Robertson St)	CO-P58	Install left turn lane at signalized intersection from Soquel Dr to Robertson St and associated roadside improvements	$500	$0	$500
Soquel-San Jose Rd Improvements (Paper Mill Rd to Summit Rd)	CO-P36	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	$2,500	$625	$1,875
Soquel-Wharf Rd Improvements (Robertson St to Porter St)	CO-P28g	Roadway and roadside improvements on various Minor Arterials including addition of bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals), transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	$1,000	$500	$500
Spreckels Dr Improvements (Soquel Dr to Aptos Beach Dr)	CO-P27k	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	$1,200	$300	$900
Spreckels Dr/Treasure Island Dr Improvements	CO-P42	Addition of bike lanes, intersection improvements, major road rehabilitation, road maintenance, and possible drainage improvements.	$600	$0	$600
State Park Drive Improvements Phase 2	CO-P20	Transit turnouts, two way left turn, merge lanes, signal at Searidge, and intersection improvements, fill gaps in bike and ped facilities including pedestrian crossing improvements, bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals). Plus, major rehabilitation and maintenance, drainage improvements, landscaping.	$1,300	$325	$975

All Figures in year 2012, '000s (thousands of dollars)

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Uncon-strained
Summit Rd Improvements	CO-P26u	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	$5,400	$1,350	$4,050
Sumner Ave. Improvements (entire length-Rio Del Mar Blvd to end [just past via Novella])	CO-P32h	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	$1,400	$0	$1,400
Thompson Ave. Improvements (entire length-Capitola Rd to end)	CO-P33h	Roadway and roadside improvements including major rehabilitation and maintenance of road and includes implemention of greenway, which gives priority to bicycles and pedestrians on low volume, low speed streets including, pedestrian facilities, way finding and pavement markings, bicycle treatments to connect to MBSST.	$1,200	$0	$1,200
Thurber Ln Improvements (entire length)	CO-P28h	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	$1,700	$425	$1,275
Thurwachter Road Bike Lanes	CO-P68	Install bicycle lanes.	$50	$0	$50
Trout Gulch Rd. Improvements (Soquel Dr. to end)	CO-P30p	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	$2,900	$0	$2,900
Valencia Rd. Improvements (Trout Gulch Rd to Valencia School Rd)	CO-P32j	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	$1,700	$0	$1,700
Varni Rd Improvements (Corralitos Rd to Amesti Rd)	CO-P28i	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	$1,200	$300	$900
Vine Hill Rd. Improvements (Branciforte/Mt. View Rd to State Hwy 17)	CO-P30q	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	$1,400	$0	$1,400
Wallace Ave. Improvements (entire length-Huntington Dr to end)	CO-P33i	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	$850	$0	$850
Webster St Improvements (Jose Ave to 16th St)	CO-P29h	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	$1,200	$0	$1,200
Wilder Ranch Bike/Pedestrian Path: Phase 2	CO 16b	Construction of a paved multi-use path for bicyclists and pedestrians from Wilder Ranch SP north. (Continuation of existing path). To be constructed in sections as funds become available.	$4,000	$0	$4,000
Winkle Ave Improvements (entire length from Soquel Dr)	CO-P27l	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	$2,300	$575	$1,725
		County of Santa Cruz Total	**$818,442**	**$359,550**	**$458,893**
Ecology Action					
Bike To Work/School Program	RTC 26	Countywide education, promotion, and incentive program to actively encourage bicycle commuting and biking to school. Coordinates efforts with local businesses, schools, and community organizations to promote bicycling on a regular basis. Provides referrals to community resources. Avg annual cost: $140K/yr-includes in-kind donations and staff time.	$3,500	$1,100	$2,400

All Figures in year 2012, '000s (thousands of dollars)

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Uncon-strained
Ecology Action Transportation Employer Membership Program	RTC 17	Community organization that promotes alternative commute choices. Work with employers, incentives for travelers to get out of SOVs including: emergency ride home, interest-free bike loans, discounted bus passes. Avg cost: $90K/yr. Coordinates with Bike to Work program.	$2,250	$1,100	$1,150
Monterey Bay Electric Vehicle Alliance (MBEVA)	VAR-P22	Help facilitate this broad collaboration of PEV advocates, businesses, union labor, manufacturers and public agencies to assist the adoption of PEV's in the Monterey Bay region. MBEVA's main goals are to: • Create PEV infrastructure in this region • Educate the public on the benefits of PEV's • Educate gov't agencies on ways to streamline PEV policy, permiting, and implementation and • Help train workforce for PEV related jobs.	$400	$0	$400
		Ecology Action Total	**$6,150**	**$2,200**	**$3,950**
SCCRTC					
511 Travel Information System	RTC-P34	Centralized multi-modal traveler information system available via phone, computer, and mobile device. Provides timely transportation information about real-time roadway conditions, incidents, transit, carpools, biking, and emergency notices. Initial start-up cost est: $200K; annual operations $100k/year.	$2,200	$2,200	$0
Bicycle Route Signage Countywide	RTC 32	Define routes, develop and install signs directing bicyclists to preferred routes to various destinations countywide.	$500	$500	$0
Bike Parking Subsidy Program	RTC 16	Subsidies for bicycle racks and lockers for businesses, schools, government agencies, and non-profit organizations are all eligible. Recipients are responsible for installation and maintenance of the equipment. Avg annual cost: $25K/yr.	$700	$700	$0
Commute Solutions Rideshare Program	RTC 02	Transportation demand management outreach, education and incentives. Includes matching service for carpools, vanpools, and bicyclists. Provides services and information about availability and benefits of alternative transportation modes, including sharing rides, transit, walking, bicycling, telecommuting, alternative work schedules, alternative fuel vehicles, and park-n-ride lots. Avg annual cost: $250k.	$6,250	$6,250	$0
County-wide bicycle, pedestrian and vehicle occupancy counts	RTC-P50	Conduct counts to assess mode split over time and assess impact of new facilities.	$400	$200	$200
Freeway Service Patrol (FSP) on Hwy 1 and Hwy 17	RTC 01	Maintain and expand tow truck patrols on Highways 1 and 17. Work with the CHP to quickly clear collisions, remove debris from travel lanes, and provide assistance to motorists during commute hours to keep incident related congestion to a minimum and keep traffic moving. Avg need: $200k/yr constrained; $400k/yr total cost	$9,200	$9,200	$0
Monterey Bay Sanctuary Scenic Trail Network - Trail Management Program	RTC 27c	Coordinate trail implementation as it traverses multiple jurisdictions to ensure uniformity; serve as Project Manager for construction of some segments; handle environmental clearance; coordinate use in respect to other requirements (closures for ag spraying, etc); solicit ongoing funding and distribute funds to implementing entities through MOUs; coordinate with community initiatives; etc	$1,000	$500	$500
Monterey Bay Sanctuary Scenic Trail Network - Design, Environmental Clearance, and Construction	RTC 27a	Design, environmental clearance and construction of a 50+ mile network of bicycle and pedestrian facilities on or near the coast, with the rail trail as the spine and additional spur trails to connect to key destinations.	$86,000	$46,500	$39,500
Monterey Bay Sanctuary Scenic Trail Network - Maintenance	RTC 27b	Maintenance of the Monterey Bay Sanctuary Scenic Trail Network - ongoing clean-up, trash/recycling removal, graffiti abatement, brush clearance, surface repairs (from drainage issues, tree root intrusion) etc.	$4,000	$2,000	$2,000

All Figures in year 2012, '000s (thousands of dollars)

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Uncon-strained
Performance Monitoring	RTC-P51	Transportation data collection to monitor goals/targets and performance measure implementation. Includes travel surveys of commuters, Transportation Demand Management plan, a low-stress bicycle network plan and parking standards plan.	$1,600	$800	$800
Planning, Programming & Monitoring (PPM) - SB45	RTC 04	Development and amendments to state and federally mandated planning and programming documents, monitoring of programmed projects. Avg annual cost: $200k/yr	$4,600	$4,600	$0
Rail Line Management	RTC-P03	Operating expenses for rail line oversight. Avg annual cost:$175K/yr.	$3,500	$3,500	$0
Rail Line Planning	RTC-P55	Long and short range planning for the rail line. Includes public outreach and stakeholder involvement.	$500	$500	$0
Rail Line: Freight Service Upgrades	RTC-P41	Upgrade rail line to FRA Class 2 to a condition for reasonable ongoing maintenance into the future. Upgrade crossings, replace jointed rail with continuously welded rail, upgrade signals, and replace ties.	$20,000	$20,000	$0
Rail Transit: Watsonville-Santa Cruz Corridor	RTC-P02	Design, construction, and operation of fixed guideway public transit between Santa Cruz and Watsonville. May be a joint project with the SCCRTC, SCMTD, and local jurisdictions. Annual op cost est: $3M/yr; capital: $2.5M/yr	$82,500	$82,500	$0
Real-Time Transit Info	RTC-P58	Develop and maintain distrubution channel for disseminating real time transit arrival and deparutre information to Santa Cruz Metro users. To be developed in coordination with Santa Cruz Metro.	$500	$500	$0
Recreational Rail Infrastructure	RTC 25	Seasonal passenger rail service on Santa Cruz Branch rail line. Infrastructure needed for the service is listed here (e.g. platforms, sidings, pedestrian & disabled access, rail vehicles). Unsubsidized operations will be provided by a private operator and operating costs are therefore not included here. All costs are estimated	$5,000	$0	$5,000
RTC Bikeway Map	RTC-P49	Update, print and distribute free SC County Bikeway Map and update GIS files as needed.	$300	$300	$0
SAFE: Call Box System Along Hwys	RTC-P01	Motorist aid system of telephone call boxes along all highways plus maintenance and upgrades. Call boxes may be used to request assistance or report incidents. Avg annual cost: $325/yr	$5,390	$5,390	$0
SCCRTC Administration (TDA)	RTC-P07	SCCRTC as Regional Transportation Planning Agency for Santa Cruz County distributes Transportation Development Act Local Transportation Funds and State Assistance Funds for planning, transit, bicycle facilities and programs, pedestrian facilities and programs and specialized transportation in accordance with state law and the unmet transit needs process. Average annual cost: $700K/yr	$14,000	$14,000	$0
SCCRTC Planning	RTC-P08	SCCRTC Planning Tasks. Includes long and short range planning, interagency coordination. Avg annual cost: $975/yr.	$19,500	$19,500	$0
School-based mobility/TDM programs	RTC-P54	Student transportation programs aimed at improving health and well being, transportation safety and sustainability and that facilitate mode shift from driving alone in a motor vehicle to active and group transportation.	$2,500	$2,500	$0
Shared Parking Program	RTC-P57	Develop tools to allow adjacent property owners to develop and share parking facilities.	$150	$150	$0
Transportation Demand Management Ordinance and User Guide	RTC-P56	Develop Model TDM Ordinance and User Guide to include provisions for both residental and non-residential projects and address program and facilities improvements in return for reductions in off-street parking requirements.	$250	$250	$0
Vanpool Incentive Program	RTC 15	Assist in start up and retention of vanpools. Includes financial incentives: new rider subsidies, driver bonuses, and empty seat subsidies. Also may include installation of wifi on vans. Avg Annual	$625	$625	$0

All Figures in year 2012, '000s (thousands of dollars)

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Uncon-strained
		SCCRTC Total	**$271,165**	**$223,165**	**$48,000**
SCCRTC/Caltrans					
1 - Hwy 1 Corridor Investment Program	RTC 24k	Tier 1 – program level design/environmental analysis to establish a Corridor Investment Program (CIP) to reduce congestion along the 9 mile section of Highway 1 between San Andreas/Larkin Valley Road (Aptos) and Morrissey Boulevard (Santa Cruz). [Projects identified below are increments of the Highway 1 CIP.]	$0	$0	$0
2 - Hwy 1: 41st to Soquel Av Auxiliary Lanes and Chanticleer Bike/Ped Bridge	RTC 24f	Construct auxiliary lanes and a bicycle/pedestrian overcrossing of Hwy 1 at Chanticleer Ave. [Project level design/environmental analysis is currently underway as part of combined Tier 1/Tier 2 environmental effort to establish a Highway 1 Corridor Investment Program (Tier 1) and take a first step toward implementation with this project (Tier 2) upon approval of the final environmental document.]	$27,000	$27,000	$0
3 - Hwy 1: Park Avenue to Bay/Porter Auxiliary Lanes	RTC 24e	Construct auxiliary lanes and reconstruct Capitola Avenue overcrossing. [Part of Highway 1 CIP project (RTC 24k) but listed here as a standalone project. (EA 05-0L090)].	$23,000	$23,000	$0
4 - Hwy 1: State Park Dr. to Park Ave. Auxiliary Lanes	RTC 24g	Construct auxiliary lanes. [Part of Highway 1 CIP project (RTC 24k), but listed as a standalone project.]	$34,250	$34,250	$0
5 - Hwy 1: Reconstruct Morrissey Interchange	RTC 24h	Reconstruct Morrissey overcrossing with enhanced pedestrian and bicycletreatments (such as buffered or painted facilities) on both sides of the overcrossing, reconfigure ramps and local streets to accommodate the new interchange, and ramp metering.[Part of Highway 1 CIP project (RTC 24k), but listed here as standalone project.]	$35,300	$0	$35,300
6 - Hwy 1: Reconstruct Soquel Avenue Interchange	RTC 24i	Reconstruct the overcrossing with enhanced pedestrian and bicycle facilities on both sides, reconfigure ramps and local streets to accommodate the new interchange, and ramp metering. [Part of Highway 1 CIP project (RTC 24k), but listed here as standalone project.]	$63,300	$0	$63,300
7 - Hwy 1: Reconstruct Bay/Porter and 41st Avenue Interchange	RTC 24j	Reconstruct highway to operate as a single interchange. Includes construction of a frontage road that includes bike lanes and sidewalks connecting the Bay/Porter and 41st Ave intersections ; reconstruction of the Bay/Porter undercrossing and the 41st Avenue overcrossing with enhanced pedestrian and bicycle treatments on both sides, and reconfiguration of ramps and local streets to accommodate local traffic and ramp metering. [Part of the Highway 1 CIP project (RTC 24k), but is listed here as a standalone project.]	$107,500	$0	$107,500
8 - Hwy 1: Reconstruct Remaining Interchanges, Auxiliary Lanes and Install Ramp Metering	RTC 24a	Auxiliary Lanes and interchange modifications not identified as separate projects (San Andreas/Larkin Valley, Freedom, Rio Del Mar, State Park and Park Avenue) , including reconfiguration of ramps and local streets for ramp meters, enhanced pedestrian and bike treatments (such as buffered or painted facilities) in each direction and sufficient width to allow addition of HOV lanes. Includes reconstruction of 2 railroad crossings in Aptos, bridge over Aptos Creek, and bike/ped overcrossing at Trevethan. [Part of the Highway 1 CIP project (RTC 24k), but is listed here as a standalone project.]	$250,000	$0	$250,000
9 - Hwy 1: Construction of HOV Lanes from Morrissey to San Andreas Rd	RTC 24m	Construction of High Occupancy Vehicle (HOV or Carpool) Lanes on Highway 1 from San Andreas/Larkin Valley to Morrissey Boulevard. Cost excludes auxiliary lanes, reconstruction of interchanges for ramp metering, over and under crossings, new bike/ped crossing at Trevethan, and traffic operation system (TOS) elements on the corridor. [These costs are listed separately (RTC 24 a,e,f,g,h,I,j). Could be expensed under a complete Hwy 1 HOV Lane project (RTC 24, $585,700) but currently expensed as a standalone project.]	$60,000	$0	$60,000

All Figures in year 2012, '000s (thousands of dollars)

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Uncon-strained
91 - Hwy 1: HOV Lanes from Morrissey to San Andreas Rd	RTC 24	Construct HOV or Carpool lanes on Highway 1 from San Andreas/Larkin Valley to Morrissey Boulevard, including auxiliary lanes, reconstruction of interchanges with enhanced bike and pedestrian facilities, arterial and ramp modifications to allow ramp metering, a new bike/ped crossing at Trevethan, and traffic operation system (TOS) element. [Cost if built in entirety: $585,700. See stand alone projects (RTC f,e,g,h,i,j,a,m) for cost of incremental implementation.]	$0	$0	$0
92 - Hwy 1: TSM Project from Morrissey to San Andreas Rd.	RTC 24n	Construct the TSM project alternative as described in the Tier 1 environmental study to establish a Highway 1 Corridor Investment Program. Project includes auxiliary lanes, modifications of interchanges with enhanced bike and pedestrian treatment, arterial and ramp modifications to allow ramp metering, a new bike/ped crossing at Trevethan, and traffic operation system (TOS) element. [Cost if built in entirety, rather than incrementally: $249,100. Assumes RTC 24f has been completed.]	$0	$0	$0
Hwy 1 Bicycle/Ped Overcrossing at Mar Vista	RTC 30	Construct a bicycle/pedestrian overcrossing of Hwy 1 in vicinity of Mar Vista Drive, providing improved access to Seacliff and Aptos neighborhoods and schools.	$7,550	$7,550	$0
Hwy 1 Ramp Metering: Southern Sections	CT-P01	Installation of ramp meters at interchanges from Mar Monte Ave to Hwy 129/Riverside Dr.	$20,000	$0	$20,000
		SCCRTC/Caltrans Total	**$627,900**	**$91,800**	**$536,100**
SCMTD					
ADA Paratransit Bus Replacements	MTD 02	Replace vans for ADA paratransit fleet (including Accessible Taxi program). Avg cost: $65k each for 34 vans every 5 years.	$13,000	$4,320	$8,680
ADA Paratransit Service - Continuation of Existing Service	MTD-P10C	Operation & maintenance cost of existing Paratransit service. Avg Annual Cost: $4.6M	$101,000	$101,000	$0
ADA Service Expansion	MTD-P11	Add capacity to meet increased trip demand thru 2035. Assumes 3% increase/year starting in 2010. Annual avg: $140k.	$3,500	$1,750	$1,750
Bike Station at Capitola Mall	MTD-P23	Establish bike station at Capitola Mall, especially to serve UCSC. Would be joint mall, UCSC, MTD project.	$1,000	$0	$1,000
Bikes on Buses Expansion	MTD-P20	Add additional space for bikes on buses when/if new technology becomes available.	$1,500	$750	$750
Bus Rapid Transit	MTD-P15	Construct park & ride lots, transit centers and operate grade-separated bus rapid transit to reduce congestion on Highway 1.	$25,920	$23,328	$2,592
Bus Rebuild and Maintenance	MTD-P31	Rebuild engines; Fleet maintenance equipment.	$2,500	$2,500	$0
Bus Stop Upgrades	MTD-P09	Install, replace, repairs, and otherwise improve bus shelters and stops.	$8,100	$2,100	$6,000
Commuter/Subscription Bus Program	MTD-P18	Capital and operating for subscription buses to areas not currently served by express buses (similar to large vanpool)	$2,000	$0	$2,000
Deviated Fixed-Route Pilot Program	MTD-P43	Pilot project allowing buses to make minor route modifications to address needs of senior and disabled riders.	$100	$0	$100
Disaster Response Mobile Command	MTD-P34	Field unit for Disaster Response Management	$500	$0	$500
Electric Non-Fleet Vehicles	MTD-P47	Replace 14 vehicles to EV.	$560	$560	$0
EV Fast Charging Stations	MTD-P48	Install 5 electric vehicle charging stations at transit centers	$1,000	$1,000	$0

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All Figures in year 2012, '000s (thousands of dollars)

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Uncon-strained
Hwy 1 Express Buses	MTD-P27	Hwy 1 express bus replacements - 6 Buses @ $500k ea. Replace every 12 years	$6,000	$1,980	$4,020
Hwy 17 Express Service - Cont. of Existing Service Levels	MTD-P10B	Operation & maintenance cost of existing bus service. Avg annual cost: $2.4M.	$53,000	$53,000	$0
Hwy 17 Express Service Expansion	MTD-P12	Add trips to extend service hours for Highway 17 express. Capital and Operating costs. Annual expansion cost: $175K/yr.	$4,500	$2,250	$2,250
Inter-County Paratransit Connection	MTD-P44	Establish paratransit connection location with Santa Clara County.	$1,250	$1,250	$0
Local Transit - Continuation of Existing Service Levels 2010-2035	MTD-P10	Operation & maintenance cost of existing local fixed route bus service (Based on 2010budget-$34M/year).	$773,000	$773,000	$0
Local Transit Service Restoration and Expansion	MTD-P14	Restore local service to 2001 levels, then expand service 10% including expanded service within SLV, City of SC and Watsonville, express buses, improved service to industrial areas. $6.7M/yr operating, $9M capital costs (9 buses & onetime replacement)	$177,000	$7,080	$169,920
Metro Bus Replacements	MTD-P04	Replace fleet at the end of normal bus lifetime (every 12 years, ~$500K each).	$125,500	$43,090	$82,410
Metro facilities repair/upgrades	MTD-P36	Maintain and upgrade physical plant.	$3,785	$3,785	$0
MetroBase Phase II	MTD-P38	Expansion to 150 bus fleet; purchase new property	$15,000	$0	$15,000
Non-Revenue Vehicles	MTD-P32	Replace support vehicles	$1,200	$0	$1,200
Pacific Station- Bike Station	MTD-P49	Establish bike station at Pacific Station.	$400	$400	$0
ParaCruz Mobile Data Terminals; Radios	MTD-P30	Install mobile data terminals in vehicles	$732	$732	$0
ParaCruz Operating Facility	MTD-P28	Design, Right-of-Way and construction for new ParaCruz Operating Facility	$12,000	$0	$12,000
Parking Structure	MTD-P39	Joint venture w/City of Santa Cruz Tannery Arts Center	$4,000	$0	$4,000
Replacement Transit Fareboxes	MTD 18	Electronic registering fareboxes, includes prepaid card fare collection program. Future replacement needs from 2015-2035 unconstrained.	$9,100	$2,350	$6,750
Santa Cruz Metro Center/Pacific Station Renovation	MTD 13	Renovate main transit center in downtown Santa Cruz to accommodate additional bus lanes, parking, new transit plaza, and mix of other land uses. Part of larger redevelopment project that includes housing and retail.	$12,000	$2,100	$9,900
Senior/Disabled/Low-Income Fixed-Route Transit Incentives	MTD-P42	Incentives to encourage fixed-route bus ridership. May include free/reduced rates for seniors during off-peak hours, free bus passes to ADA eligible persons, bus pass subsidies for low income riders transportation to employment, collapsible shopping carts and other incentives to encourage use of fixed-route system.	$3,125	$2,500	$625
Signal Priority/Pre-Emption for Buses	MTD-P21	Enable coach operators to actuate traffic signals to prolong green or change red lights to improve transit running time.	$2,000	$2,000	$0
Small Bus Fleet	MTD-P24	Purchase smaller buses for travel through residential neighborhoods. Cost currently unknown.	$0	$0	$0
Solar Panels for MetroBase	MTD-P29	Energy reduction through installation of solar panels on the new MetroBase Facilities	$6,000	$0	$6,000
Transit Mobility Training Program Expansion	MTD-P19	Expand public outreach and training to encourage fixed route, rather than Paratransit, use. Outreach may also involve other partners (ex. DMV, doctors, senior centers, etc). Avg annual cost: $80K/yr	$1,200	$600	$600

All Figures in year 2012, '000s (thousands of dollars)

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Uncon-strained
Transit Security and Surveillance Systems	MTD-P33	Enhance passenger safety and facilities security. Emergency response systems.	$1,100	$1,100	$0
Transit System Technology Improvements	MTD-P35	Automated Data Processing software, telephones, portable computers, servers, Customer Information Kiosks, digital ID processing equipment. Maintain and upgrade office software and hardware, bandwidth, web site, phone network, to enhance productivity, customer service and maintain functionality.	$5,310	$980	$4,330
Transit Technological Improvements	MTD-P06	Automatic Vehicle Locator system on all METRO buses. Real time bus arrival/departure displays at stops. IT software and hardware upgrades for scheduling, customer service, planning systems. Upgrades every 5 years.	$7,350	$1,838	$5,513
Transit/Paratransit Driver Emergency Training	MTD-P45	Provide training equipment for drivers on new mobility devices (scooters, motorized wheelchairs) plus emergency training and biohazard container and clean-up kits for vehicles.	$250	$250	$0
UCSC Bus Service Expansion	MTD-P13	Increase frequency on routes serving UCSC to eliminate standing loads: Capital and Operating costs.	$14,000	$7,000	$7,000
Water Harvesting for River St.	MTD-P40	Water capture for bus wash facility	$1,500	$0	$1,500
Watsonville Transit Center Improvements	MTD-P46	Upgrades to Watsonville Transit Center.	$1,000	$1,000	$0
		SCMTD Total	**$1,401,982**	**$1,045,593**	**$356,390**
Seniors Council					
Senior Employment Ride Reimbursement	RTC-P43	Reimburse low income seniors for transit expenses to/from employer sites.	$1,600	$1,600	$0
		Seniors Council Total	**$1,600**	**$1,600**	**$0**
UCSC					
Alternative Fuel Fleet Vehicles	UC-P64	Purchase and upgrade fleet vehicles to alt. fueled vehicles (refuse trucks, street sweepers, fleet cars, etc.)	$3,000	$0	$3,000
Alternative Fuel/Electric shuttle vehicles	UC-P22	Capital acquisition of vehicles.	$10,000	$0	$10,000
Bike Shuttle Vehicle Acquisition	UC-P51	Acquire more alt fueled vehicles for bike shuttle (and possible expansion)	$500	$0	$500
Bus Tracking and AVL Transit Programs	UC-P62	GPS bus tracking and Automatic Vehicle Locator programs inform travelling population of transit locations so they can make informed mode choices	$250	$250	$0
Coastal Marine Campus Bike Improvements	UC-P49b	Includes covered bike parking, racks, and showers	$300	$300	$0
Coastal Marine Campus Pedestrian Improvements	UC-P49c	Includes covered bike parking, racks, and showers	$2,000	$2,000	$0
Coastal Marine Campus Roadway and Transit Improvements	UC-P49a	New Central Roadway/transit shelters and amenities, parking.	$7,000	$4,000	$3,000
College Nine/Communications Pedestrian Bridge	UC-P39	Construct pedestrian bridge.	$1,000	$0	$1,000
College Nine/Crown College Pedestrian Bridge	UC-P37	Construct pedestrian bridge.	$1,500	$0	$1,500
Coolidge Overlook	UC-P42	Improve overlook for parking, benches and signage for Sanctuary.	$600	$0	$600

All Figures in year 2012, '000s (thousands of dollars)

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Uncon-strained
Disability Van Service	UC-P75	Operate disability van service ($240k/yr).	$5,280	$5,280	$0
East Collector Transit Hub	UC-P46	New transit hub at East Collector (East Remote) lot	$5,000	$0	$5,000
Electric Vehicle Charging Stations	UC-P65	Add additional electrical infrastructure and install electric vehicle charging stations around campus	$300	$300	$0
Great Meadow Bike Path Safety Improvements	UC-P60	Bikeway safetyand maintenance improvements; potential for separate pedestrian improvements to minimize conflicsts	$3,000	$900	$2,100
Hagar/McLaughlin Intersection Improvements	UC-P10	Signal, pedestrian safety improvements(including new crosswalk) and roadway improvements.	$500	$0	$500
Hagar/Steinhart Intersection Improvements	UC-P14	Signal, pedestrian safety improvements, roadway improvements.	$1,000	$0	$1,000
Hagar-Coolidge Connector Road/Hagar/East Remote Intersection Improvements	UC-P47	New roadway connector, including bicycle lanes, between Hagar Drive and Coolidge, plus Hagar/East Remote Intersection Improvements: signal, pedestrian safety improvements and roadway improvements.	$3,000	$0	$3,000
Heller Drive Bicycle Lanes (Empire Grade to Porter College)	UC-P56	Add Class II bicycle lanes in downhill direction as feasible.	$800	$0	$800
Kerr/Porter Rd Pedestrian Bridge ADA Upgrades	UC-P72	Modify bridge to improve access	$3,000	$0	$3,000
Kresge/Core West Pedestrian Bridge: ADA Upgrades	UC-P57	Modify bridge to enhance ADA access.	$3,000	$0	$3,000
McLaughlin Drive Bike Lanes/Pedestrian Enhancements	UC-P30	Install Class 2 bike lanes and enhance pedestrian circulation on University campus roadway.	$2,500	$0	$2,500
Meyer Drive Extension/Jordan Gulch Bridges	UC-P04	Extension of Meyer Drive from existing Meyer Drive to Hagar Drive. Includes construction of two bridges, pedestrian, and bicycle facilities.	$20,000	$0	$20,000
Northern Entrance	UC-P08	Construct new access road including Cave Gulch Bridge to Empire Grade and road and bicycle lanes to Northern Heller Dr. for access and fire safety.	$10,000	$0	$10,000
Northern Loop Roadway	UC-P07	Construct new roadway, including bicycle lanes, on upper campus. Will be phased. Phase I: Chinquapin Extension to support Social Science 3.	$18,000	$0	$18,000
Parking Management Technology Improvements	UC-P68	Updating existing parking management tecnologies to allow for more effective management, additional parking management at Coastal Marine Campus and 2300 Delaware site	$400	$400	$0
Pedestrian Directional Map/Wayfinding System	UC-P38	Develop and install signs throughout campus.	$500	$500	$0
Porter/Performing Arts Pedestrian Bridge	UC-P36	Construct pedestrian bridge.	$1,000	$0	$1,000
Science Hill/North Academic Core Pedestrian Bridge	UC-P40	Construct pedestrian bridge.	$1,000	$0	$1,000
Sidewalk/pedestrian Improvements	UC-P50	Widen sidewalks/improve ped access in areas of campus	$5,000	$0	$5,000
Solar PVs on Campus Parking Lots	UC-P71	Install new solar arrays on campus parking lots. Cost TBD.	$0	$0	$0
Spring Street Bikeway	UC-P34	Construct bikeway connecting Spring Street to Hagar Ct.	$300	$0	$300

All Figures in year 2012, '000s (thousands of dollars)

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Uncon-strained
Steinhart Way Multimodal Improvements	UC-P03	Roadway improvements for shuttles, bikes and pedestrians.	$500	$0	$500
Transit Pullouts and Shelters Enhancements	UC-P19	Construction and installation of transit pullouts and reconstruction of shelters throughout campus.	$1,500	$0	$1,500
Transit Vehicles (ongoing)	UC-P23	Ongoing capital acquisition of transit vehicles for on-campus transit and University shuttles.	$5,000	$5,000	$0
Transportation-Related Stormwater Management Projects	UC-P66	Retrofitting existing transportation facilities and developing new facilities with new stormwater management techniques	$1,000	$1,000	$0
Traveller Safety Education/Information Programs	UC-P61	Bike/pedestrian safety programs; light and helmet giveaways, safety classes, distracted driver programs, bus etiquette program	$100	$100	$0
UCSC - Metro Station Bus Rapid Transit Improvements	UC-P48	Bus Rapid Transit Improvements between Metro Station, Bay Street Corridor, and UCSC Roadways	$5,000	$0	$5,000
UCSC Bicycle Facilities	UC-P55	Add bicycle facilities on campus roadways and paths. Lump sum of projects,including but not limited to UCSC Bicycle Plan that are not listed individually elsewhere in the RTP	$1,000	$0	$1,000
UCSC Bicycle Parking Improvements	UC-P33	Install bicycle parking facilities to serve bicycle commuters to the University.	$500	$500	$0
UCSC Bike Loan Program	UC-P52	Develop and implement a bike loan program for UC affiliates	$1,000	$0	$1,000
UCSC Bike Showers/Storage Lockers	UC-P32	Install showers and storage facilities to serve bicycle commuters to the University.	$600	$0	$600
UCSC Commute Counseling Program	UC-P69	staffing, program development to indivually market to UCSC affiliates on more sustainable means of travel to campus	$3,000	$3,000	$0
UCSC Commuter Incentive Programs	UC-P70	Provide ongoing support and development of new programs to encourage travel to campus via sustainable modes of travel	$1,500	$1,500	$0
UCSC Lump Sum Roadway Maintenance	UC-P59	Repaving and rehabilitation of roadways on UCSC campus to maintain existing network	$10,000	$3,000	$7,000
UCSC Main Entrance Improvements	UC-P01	Realign roadway, transit pullout/shelter, relocate bike parking, construct pedestrian path, historic resource analysis. Work may be done in conjunction with City Roundabout project.	$2,000	$0	$2,000
UCSC Parking Operations & Maintenance	UC-P73	Operate and administer the parking operations for UCSC including planning, TDM, marketing and debt service.	$68,200	$68,200	$0
UCSC Pedestrian/Transit Zone	UC-P44	Pedestrian safety improvements including, colored/textured asphalt and signage at various locations on core campus roadways.	$1,000	$0	$1,000
UCSC Traffic Control	UC-P58	Non-traditional traffic control/crossing guard program at key intersections on UCSC campus to improve pedestrian and vehicle safety, reduce conflicts, improve travel times. Operating costs	$2,500	$2,500	$0
UCSC Transit Service	UC-P74	Operate the on campus shuttle service and Night Owl ($2.73m/year).	$60,060	$60,060	$0
UCSC Vanpool Program	UC-P63	Maintain, operate and expand upon UCSC vanpool program	$8,400	$8,400	$0
West Gate Improvements	UC-P02	Improve kiosk and turnaround for redirected traffic on Heller/Empire Grade.	$500	$0	$500
Zimride Emergency Preparedness Database	UC-P67	Creating a new database through Zimride to have emergency response evacuation of UCSC campus	$300	$0	$300
		UCSC Total	**$283,390**	**$167,190**	**$116,200**

All Figures in year 2012, '000s (thousands of dollars)

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Uncon-strained
Various Agencies					
Bicycle Sharrows	VAR-P03	Install sharrows (shared roadway marking) designating areas where bicyclists should ride on streets, especially when bicycle lanes are not available. To be implemented by local jurisdictions.	$500	$250	$250
Bicycle Treatments for intersection improvements (ADD)	VAR-P32	Add painted bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike detection and signals), at major intersections.	$5,000	$5,000	$0
Bike Share	VAR-P16	Establish and maintain an urban centered bike share program allowing county residents to access loaner bikes at key locations such as downtowns, transit centers, shopping districts, and tourist destinations.	$5,000	$0	$5,000
Bike-Activated Traffic Signal Program	VAR-P05	Provide traffic signal equipment to ensure that the traffic signals will detect bicycles just as cars are detected and ensure that the appropriate traffic signal phase is activated by the bicycles.	$1,000	$1,000	$0
Cabrillo College TDM Programs	RTC 33	Provide students and employees at all four Cabrillo College campuses with education, promotion, and incentives that support the use of sustainable transportation modes. Develop information, programs and services customized to meet the transportation needs of the Cabrillo College community. 'Provide Sustainable Transportation education, promotion, and Go Green program enrollment to Cabrillo College students and employees. Partner with Cabrillo staff and students to reduce SOV trips to the Aptos, Watsonville and Scotts Valley campuses. Provided targeted information and services to Cabrillo members.	$1,515	$795	$720
Carsharing Program	VAR-P06	Program to assist people in sharing a vehicle for occasional use. Implementing Agency TBD, varies.	$2,500	$0	$2,500
Climate Action Transportation Programs	RTC-P48	Projects that reduce greenhouse gas emissions through reducing vehicle trips and vehicle miles traveled, increasing fuel efficiency and expanding use of alternatively fueled vehicles. Includes comprehensive outreach and education campaigns, a countywide emergency ride home for those using alternatives, and TDM incentive programs: $100k/year.	$2,500	$1,250	$1,250
Complete Streets Area Plan	VAR-P28	Detailed complete street circulation and design plans, including consideration of greenways, for specific areas identified for intensitified development in Sustainable Communities Strategy.	$2,000	$400	$1,600
Complete Streets Implementation	VAR-P27	Additional projects for complete streets implementation that would fall under the Complete Streets Guidlelines.	$10,000	$0	$10,000
Coolidge Drive Reconstruction	VAR-P23	Reconstruction of roadway and bike lane	$3,000	$0	$3,000
Countywide Pedestrian Planning Grant	RTC-P32	Grant to encourage local jurisdictions to prepare pedestrian plans.	$300	$150	$150
Countywide Pedestrian Signal Upgrades	RTC-P26	Grant program to fund installation of audible and count-down intersection equipment to facilitate crossings by visually and mobility impaired persons.	$2,000	$1,000	$1,000
Countywide Senior Driving Training	VAR-P24	Coordinate and enhance current programs that help maturing drivers maintain their driving skills and provides transitional info about driving alternatives. (Current programs are run by AARP and CHP.)	$80	$80	$0
Eco-Tourism - Sustainable Transportation	VAR-P17	Provide sustainable transportation information, incentives and promotions to the estimated one million visitors to Santa Cruz County. Work with the Santa Cruz County Conference and Visitors Council, local lodgings, and tourist attractions.	$1,000	$500	$500
Hwy 1 Bike/Ped Bridge (Cabrillo-New Brighton)	CT-P07a	Construction of bike/ped bridge connecting New Brighton State Beach and Cabrillo College as part of larger Nisene SP to the Sea trail concept. Lead agency TBD.	$8,000	$0	$8,000

All Figures in year 2012, '000s (thousands of dollars)

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Uncon-strained
Local Arterial ITS Infrastructure	VAR-P11	ITS (Intelligent Transportation Systems): advanced electronics and information technologies to increase the safety and efficiency of the surface transportation system, including vehicle detection devices along major arterials in urbanized areas to alert motorists of incidents.	$600	$0	$600
Lump Sum Bridge Preservation	VAR-P14	Painting, Barrier Rail Replacement, Low Water Crossing, Rehab, and Replacement bridges for SHOPP and Highway Bridge Program (HBP)	$69,500	$69,500	$0
Mission St/Hwy 1 Bike/Truck Safety Campaign	VAR-P18	Partnership with road safety shareholders including Caltrans, UCSC, City of Santa Cruz, Ecology Action, trucking companies and others to improve bike/truck safety along the Mission Street corridor. Provide safety presentations, videos, brochures, safety equipment, etc.	$500	$500	$0
Mobility Management Center	VAR-P04	Centralized one-stop-shop for information and resources on specialized transportation options. May be combined with 511 or 211 efforts. Implementing agency TBD. Est. annual cost: $100-300k/yr	$7,500	$0	$7,500
Neighborhood Greenways	VAR-P33	Implement greenways which gives prioritiy to bicycles and pedestrians on low volume, low speed streets including, way finding and pavement markings, bicycle treatments in areas identified for more intensified development in Sustainable Communities Strate	$5,000	$0	$5,000
Park and Ride Lot Development	VAR-P26	Upgrade and maintain existing park and ride lots for commuters countywide. Secure additional park and ride lot spaces for motorized vehicles and bicycles. Long range plan: identify, purchase land, construct Park & Ride lots.	$8,000	$2,000	$6,000
Planning for Transit Oriented Development for Seniors	VAR-P25	Evaluate opportunities for Transit Oriented Development serving seniors.	$75	$75	$0
Plugin Electric Vehicle Access, Education & Promotion	VAR-P21	Target motorist looking for a cleaner vehicle by providing access, education and promotion on ever evolving plugin electric vehicles (PEV). Provide PEV car share, rental and demo drives, educational workshops, online, and hard copy information. Promote through current Ecology Action groups, partners, media and other available sources.	$800	$0	$800
Public Transit Marketing	VAR-P20	Initiatives that increase public transit ridership including discount passes, free fare days, commuter clubs, and promotional and marketing campaigns.	$1,500	$750	$750
Public/Private Partnership Bicycle and Pedestrian Connection Plan	VAR-P29	Develop model for assisting local jurisdictions in working with private property owners to allow bicycle and pedestrian access through private property in areas identified for more intensified development in Sustainable Communities Strategy.	$150	$150	$0
Public/Private Partnership Transit Stops and Pull Outs Plan	VAR-P30	Develop model for assisting local jurisdictions in working with businesses to install transit pullouts and shelters on property in areas identified as high quality transit corridors in Sustainable Communities Strategy.	$150	$150	$0
Safe Paths of Travel	VAR-P08	Regional program to construct and/or repair pedestrian facilities adjacent to high frequency use origins and destinations, particularly near transit stops.	$3,000	$3,000	$0
Safe Routes to Schools Studies	VAR-P10	Studies to assess pedestrian and bicycle safety near schools.	$200	$200	$0
Safety Plan	VAR-P36	Develop a safety plan that addresses traffic related injuries and fatalities for all modes of transportation.	$200	$200	$0
School Complete Streets Projects	VAR-P35	Implement ped/bike programs and facilities near schools.	$10,000	$0	$10,000

All Figures in year 2012, '000s (thousands of dollars)

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Uncon-strained
School Safety Programs	VAR-P19	Bicycle and walking safety education and encouragement programs targeting K-12 schools in Santa Cruz County including Ecology Action's Safe Routes to School and Bike Smart programs. Type of programs include classroom and on the bike safety training in an age appropriate method, a variety of bicycle, walking, busing and carpooling encouragement projects ranging from bike to school events, to incentive driven tracking, and educational support activities.	$3,700	$1,850	$1,850
TDM individualized employer/multiunit housing program	RTC-P53	Implement individualized employer and multiunit housing TDM programs with incentives for existing development.	$4,500	$2,250	$2,250
Transit Oriented Development Grant Program	RTC-P25	Smart growth grant program to fund TODs that encourage land use and transportation system coordination. May include joint child care/PNR/transit centers.	$5,000	$2,500	$2,500
Transit Priority	VAR-P34	Install transit queues at major intersections	$5,000	$5,000	$0
Transportation Demand Management Plan	VAR-P37	Collaborate with other organizations to develop a coordinated plan for transportation demand management program implementation for Santa Cruz County.	$200	$200	$0
Transportation for Low Income Youth	VAR-P15	Safe, reliable transportation services for foster care children to/from school. Avg annual cost: $100k/yr	$2,500	$0	$2,500
Transportation System Electrification	VAR-P07	Partnership with local gov't agencies, electric vehicle manufacturers, businesses, and Ecology Action to establish electric vehicle charging stations for EV's, plug-in hybrids, NEV's, as well as ebikes and escooters. Work with manufacturers on developing advanced electric vehicles and educating the public regarding the ease of use and benefits of electric vehicles.	$50,000	$0	$50,000
Uncontrolled Pedestrain Crossing Improvements	VAR-P31	Implement improvements to uncontrolled pedestrian crossing such as painted and/or raised crosswalks, flashing beacons and pedestrian islands.	$5,000	$2,500	$2,500
		Various Agencies Total	**$227,470**	**$101,250**	**$126,220**
Volunteer Center					
Volunteer Center Transportation Program	VC-P1	Program providing specialized transportation for out of county trips. Constrained=existing TDA allocations.	$3,750	$0	$3,750
		Volunteer Center Total	**$3,750**	**$0**	**$3,750**
Watsonville Airport					
Lump Sum Watsonville Airport Capital Projects	AIR-P01	Projects from the Watsonville Airport Capital Improvement Program. Includes new hangers, reconstruction of aviation apron, security features, and runway extensions.	$26,500	$12,188	$14,312
Watsonville Airport Operations	AIR-P02	Ongoing operations/maintenance. Average $2M/year.	$44,000	$44,000	$0
		Watsonville Airport Total	**$70,500**	**$56,188**	**$14,312**
		Total Within Projected Funds		**$2,751,720**	
		Minimum New Funds Needed			**$2,903,482**

***For several projects no cost est was available thus was not included in this total**

Attachment B

RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of August 15, 2013
on the motion of Commissioner
duly seconded by Commissioner

A RESOLUTION AMENDING THE FY2013-14 BUDGET AND WORK PROGRAM AS SHOWN ON EXHIBIT A TO PROVIDE FOR ADDITIONAL ANALYSYS OF THE PROPOSED 2014 REGIONAL TRANSPORTATION PLAN PROJECT LISTS

WHEREAS, the Santa Cruz County Regional Transportation Commission (SCCRTC), as the state-designated Regional Transportation Planning Agency, is required to prepare and periodically update a long-range Regional Transportation Plan (RTP) for Santa Cruz County pursuant to State law;

WHEREAS, the Commission has focused the 2014 Regional Transportation Plan on sustainability principles;

WHEREAS, the North American Sustainable Transportation Council has been developing a system for evaluating transportation plans with respect to sustainability entitled the Sustainable Transportation Analysis and Rating System (STARS);

WHEREAS, analysis of the financially constrained project list by the North American Sustainable Transportation Council will provide information on how well the constrained projects advance the RTP sustainability targets; and

WHEREAS, analysis of the preferred scenario on how well the constrained projects advance the RTP targets with and without a sales tax and vehicle registration fee will be performed as requested by Commissioners at the June 26, 2013 Transportation Policy Workshop.

NOW BE IT RESOLVED BY THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION:

1. The FY 2013-14 Budget and Work Program for the Santa Cruz County Regional Transportation Commission (RTC) is hereby amended as shown in Exhibit A, to further analyze the proposed 2014 Regional Transportation Plan project lists.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

ABSENT: COMMISSIONERS

_____
Neal Coonerty, Chair

Attachment B

ATTEST:

_____

George Dondero, Secretary

Exhibit A: FY 2013-14 Budget and Work Program – amended pages

Distribution: STC, RTC Fiscal

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EXHIBIT A

PLANNING EXPENDITURES: 721600/721700/721750

EXPENDITURES	FY13-14 APPROVED 6/26/13	FY13-14 PROPOSED 8/15/13	DIFFERENCE	NOTE
Staff & Overhead by Program				
Plan Coordination	103,648	103,648	0	
Unified Corridor Study	116,607	116,607	0	
Complete streets plan	34,095	34,095	0	
Work Program	30,000	30,000	0	
Public Information	15,000	15,000	0	
Bicycle/Pedestrian Planning	50,429	50,429	0	
Bike Signage Plan	20,000	20,000	0	
Monterey Bay Sanctuary Scenic Trail (MBSST) Network	100,000	100,000	0	
Specialized Transportation	50,959	50,959	0	
Safe Paths to Transit	6,500	6,500	0	
Regional Transportation Plan for MTP	233,450	233,450	0	
Regional Travel Demand Model	35,000	35,000	0	
Transportation Improvement Program (TIP)	188,173	188,173	0	
Highway & Roadway Planning	74,000	74,000	0	
Subtotal Staff and Overhead	**1,057,861**	**1,057,861**	**0**	
Services & Supplies				
Passthrough Programs				
Bike To Work Program (Ecology Action)	50,000	50,000	0	
Bike & Ped Safety (Community Traffic Safety Coalition)	100,000	100,000	0	
Safe Paths to Transit	160,000	160,000	0	
Bike Signage Program	61,024	61,024	0	
Professional Services (contracts)				
Sacramento Assistant	-	-	0	
Washington Assistant	44,600	44,600	0	
Engineering and Other Technical Consultants	50,000	43,000	-7,000	- Shifted to "STARS for RTP" line for additional analysis of RTP project lists
Environmental Document for MTP/RTP	57,500	57,500	0	
STARS for Regional Transportation Plan	-	15,800	15,800	- Carryover from FY 2012-13 and for additional analysis of RTP project lists
MBSST Network Master Plan Consultant	210,000	210,000	0	
Unified Corridor Investment Plan Consultant	50,000	50,000	0	
RTC Work Element Related Items				
Traffic Monitoring services	15,000	15,000	0	
Printing RTP, RTIP, other Documents and Pub Info Materials	12,000	12,000	0	
MBSST Network Plan Outreach	20,000	20,000	0	
Transfer to Rail/Trail Authority	110,000	110,000	0	
Subtotal Services & Supplies	**940,124**	**948,924**	**8,800**	
TOTAL EXPENDITURES	**1,997,985**	**2,006,785**	**8,800**	

Attachment B

PLANNING DETAIL: 721600/721700/721750

EXPENDITURES	FY13-14 PROPOSED 8/15/13	TDA	RTC FUND	RPA	FHWA PL - AMBAG	SGC Grant (AMBAG)	STIP PPM	FHWA Earmark	Fed 5304 Part Plang	New Freedom Grant	Coastal Conserv	RSTPX
SALARIES, Benefits & Overhead												
Plan Coordination	103,648	9,422	-	84,226	10,000							
Unified Corridor Study	116,607	23,416	10,000	-	-				83,191			
Complete streets plan	34,095	14,677	5,491			13,927						
Work Program	30,000	3,118	-	6,882	20,000							
Public Information	15,000	15,000	-	-	-							
Bicycle/Pedestrian Planning	50,429	5,429	-	20,000	-		25,000					
Bike Signage Plan	20,000	-	-									20,000
Monterey Bay Sanctuary Scenic Trail (MBSST) Network	100,000	-	-					100,000				
Specialized Transportation	50,959	6,375	-	44,584								
Safe Paths to Transit	6,500	1,500	-							5,000		
Regional Transportation Plan for MTP	233,450	80,396	-	80,021	50,000		23,033					
Regional Travel Demand Model	35,000		-	10,000	10,000		15,000					
Transportation Improvement Program (TIP)	188,173	50,736	10,000	16,933	10,000		100,504					
Highway & Roadway Planning	74,000	19,713	-	54,287								
Salaries, Benefits & Overhead Subtotal	**1,057,861**	**229,782**	**25,491**	**316,933**	**100,000**	**13,927**	**163,537**	**100,000**	**83,191**	**5,000**	**-**	**20,000**
Services & Supplies												
Passthrough Programs												
Bike To Work Program (Ecology Action)	50,000	50,000	-									
Bike & Ped Safety (Community Traffic Safety Coalition)	100,000	100,000	-									
Safe Paths to Transit	160,000		-							160,000		
Bike Signage Program	61,024		-									61,024
Professional Services												
Sacramento Assistant	-	-	-									
Washington Assistant	44,600	44,600	-									
Engineering and Other Technical Consultants	43,000	30,000	13,000									
Environmental Document for MTP/RTP	57,500	57,500	-									
STARS for Regional Transportation Plan	15,800		15,800				-					-
MBSST Network Master Plan Consultant	210,000		-					60,000			150,000	
Unified Corridor Investment Plan Consultant	50,000		-						50,000			
RTC Work Element Related Items												
Traffic Monitoring services	15,000	10,000	5,000									
Printing RTP, RTIP, other Documents and Pub Info Materials	12,000	12,000	-				-					
MBSST Network Plan Outreach	20,000	-	-					20,000				
Transfer to Rail/Trail Authority	110,000	98,629	11,371									
Subtotal Services & Supplies	**948,924**	**402,729**	**45,171**	**-**	**-**	**-**	**-**	**80,000**	**50,000**	**160,000**	**150,000**	**61,024**
TOTAL EXPENDITURES	**2,006,785**	**632,511**	**70,662**	**316,933**	**100,000**	**13,927**	**163,537**	**180,000**	**133,191**	**165,000**	**150,000**	**81,024**

Attachment B

Attachment B

Revised Draft Transportation Plan Goals, Targets[1] and Policies

Underline/strikeout reflects substantative revisions since RTC approval (May 2012) to provide clarification.

- **GOAL 1. Improve people's access to jobs, schools, health care and other regular needs in ways that improve health, reduce pollution and retain money in the local economy.**

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

TARGETS:

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

1A. Increase the percentage of people that can travel to key destinations[2] within a 30-minute walk, bike or transit trip by 20 percent by 2020 and 40 percent by 2035.

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

1B. Reduce per capita fuel consumption and greenhouse gas emissions by 1 percent by 2020 and 5 percent by 2035[3].

1C. Re-invest in the local economy $5 million/year[4] by 2020 and $10 million/year by 2035 from savings resulting from lower fuel consumption due to a reduction in vehicle miles traveled.[5]

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

1Di. Improve travel time reliability[6] for vehicle trips.[7]

1Dii. Improve multimodal level of service[8] for walk and bicycle trips to and within key destinations.[9]

Improve health by increasing the percentage of trips made using active transportation options, including bicycling, walking and transit.

[1] Base years have been identified for most targets to allow for qualitative analysis. Base years vary by target between 2001 and 2010, depending on available data.
[2] Key destinations consider employment and population centers, and multimodal trip destinations.
[3] Through a reduction in vehicle miles traveled and improved speed consistency.
[4] 2012 dollars
[5] 10 million per year equates to $107 per household per year. Assumes $4 per gallon.
[6] Travel time reliability is important since being late to work, an appointment, or for a delivery has substantial repercussions for travelers and businesses. Literature from the Federal Highway Administration (FHWA) and many academic journals cite travel time reliability as a more important measure than average travel time between destinations because people must try to plan around the unpredictable nature of travel.
[7] Qualitative target to be further developed in future planning effort.
[8] Multimodal level of service for walk and bike trips considers, but is not limited to, roadways speeds, presence and quality of bicycle and pedestrian facilities including crossings and buffers from traffic.
[9] Qualitative target to be further developed in future planning effort.

1E. Decrease single occupancy mode share by 4 percent by 2020 and by 8 percent by 2035[10].

POLICIES:

1.1. *Transportation Demand Management* (TDM)*:* Expand demand management programs that decrease the number of vehicle miles traveled and result in mode shift.

1.2. *Transportation System Management*: Implement Transportation System Management programs and projects on major roadways across Santa Cruz County that increases the efficiency of the existing transportation system.

1.3. *Transportation Infrastructure:* Improve multimodal access to and within key destinations.

1.4. *Transportation Infrastructure:* Ensure network connectivity by closing gaps in the bicycle, pedestrian and transit networks

1.5. *Land Use:* Support land use decisions that locate new facilities close to existing services, particularly those that service transportation disadvantaged populations.

➢ GOAL 2. Reduce transportation related fatalities and injuries for all transportation modes

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

TARGETS:

Improve transportation safety, especially for the most vulnerable users.

2A. Reduce injury and fatal collisions by mode by 20 percent by 2020 and by 50 percent by 2035.

2B. Reduce total number of high collision locations[11].

POLICIES:

2.1 *Safety:* Prioritize funding for safety projects and programs that will reduce fatal or injury collisions.

2.2 *Safety:* Encourage projects that improve safety for youth, vulnerable users, and transportation disadvantaged.

2.3 *Emergency Services:* Support projects that provide access to emergency services.

2.4 *System Design:* Reduce the potential for conflict between bicyclists, pedestrians and vehicles.

[10] An 8 percent decrease in single occupancy vehicle mode share includes increasing bicycle trip mode share to 10 percent and pedestrian mode share to 14 percent by 2035 and bicycle trip mode share to 6 percent and pedestrian trip mode share to 8 percent by 2020.

[11] Qualitative target to be further developed in future planning effort.

Attachment B

- **GOAL 3. Deliver access and safety improvements cost effectively, within available revenues, equitably and responsive to the needs of all users of the transportation system, and beneficially for the natural environment.**

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

TARGETS:

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

3A. Increase the average local road pavement condition index to 57 by 2020 and 70 by 2035.

3B. Reduce the ~~lane miles~~ number of transportation facilities in "distressed" condition[12] by 3 percent by 2020 and 5 percent by 2035.

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

3C. Increase the percentage of people who are transportation disadvantaged due to income, age, race, disability, or limited English proficiency that are within a 30-minute walk, bike or transit trip to key destinations by 20% by 2020 and 40% by 2035.

3D. Ensure transportation services (and impacts) are equitably distributed to all segments of the population.

Solicit broad public input.

3E. Maximize participation from diverse members of the public in RTC planning and project implementation activities.[13]

POLICIES:

3.1 *Cost Effectiveness & System Maintenance:* Maintain and operate the existing transportation system cost-effectively and in a manner that adapts the current transportation system to maximize existing investments.

3.2 *Coordination:* Improve coordination between agencies in a manner that improves efficiencies, reduces, and duplication (e.g. paratransit and transit; road repairs; signal synchronization; TDM programs).

3.3 *System Financing:* Support new or increased taxes and fees that reflect the cost to operate and maintain the transportation system.

3.4 *Equity:* Demonstrate that planned investments will reduce disparities in safety and access for transportation disadvantaged populations.

3.5 *Ecological Function:* Deliver transportation investments in a way that increases tree canopy, where appropriate, improves habitat and water quality, and enhances sensitive areas.

[12] Includes street (pavement, sidewalks, bike lanes, and other road components) and transit facilities. "Distressed" pavement has a Pavement Condition Index under 50.

[13] Qualitative target to be further developed in future planning effort.

3.6 *Public Engagement:* Solicit broad public input on all aspects of regional and local transportation plans, projects and funding actions.

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Santa Cruz County 2014 Regional Transportation Plan

Hybrid Scenario Descriptions and STARS Qualitative Analysis

Transportation Investments through 2035

August 2013

Background

The RTC is updating the long range Regional Transportation Plan (RTP) for 2014. As part of this process, RTC staff has been working with AMBAG and the Sustainable Transportation Council on scenario planning to analyze how different groupings of projects (scenarios) will advance goals, policies, and targets for the region's transportation system through 2035. Given funding shortfalls, not all projects can be funded or implemented.

The first step of the scenario planning process was to develop five scenarios with distinctly different types of transportation investments to analyze how the scenarios advance the RTP targets. Two hybrid scenarios have been developed based on results of the analysis of the initial scenarios and input from the RTC, RTC Committees and the public. The hybrid project lists strive to provide a balance of investments that will provide the greatest overall benefit in advancing the targets of the RTP. Below is a summary of the types of transportation projects that are included in the two hybrid scenarios as well as the types of projects that receive dedicated funding or have already been programmed.

A qualitative analysis is also presented which shows how the transportation investments compare in advancing the targets. The analysis was performed by scoring all the projects on their ability to advance the targets that have been identified for the RTP. Each project was given an effectiveness rating of either no ability (0), low (1), medium (2), or high (3) ability to advance each of the RTP targets. The effectiveness ratings for transportation project types particular to Santa Cruz County were determined by the Sustainable Transportation Council based on research and best practices. The effectiveness of the entire scenario for advancing the target was then determined by summing the project ratings (weighted by the cost of the project) for all the projects in each scenario. The results provide a comparative rating of the effectiveness of each scenario in advancing the targets based on the available funding.

Discretionary and semi-flexible funding makes up approximately 25% of the funding identified for the Santa Cruz County Regional Transportation Plan (estimated to be $670 million including a half cent sales tax and vehicle registration fee). The remaining 75% of funding ($2.07 billion) is dedicated to specific types of projects based on federal, state or local regulations and will continue to be funded

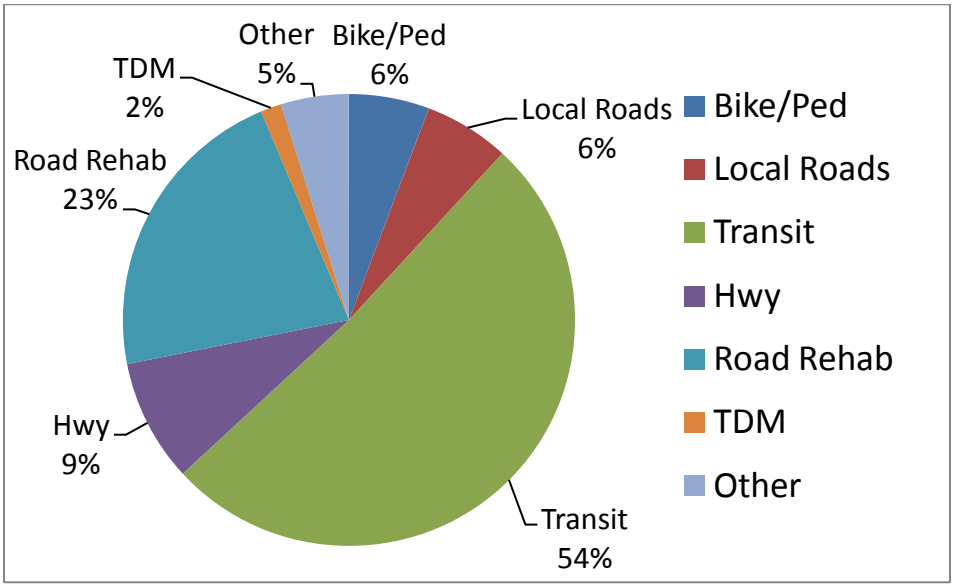
under all scenarios. The projects in the hybrid scenarios have been analyzed for their ability to advance the targets separately from the dedicated/programmed projects in order to see more clearly how the transportation projects in the hybrid scenarios compare in advancing the targets.

Dedicated/Programmed Transportation Investments ($2.07 billion thru 2035 - Included in all Scenarios)

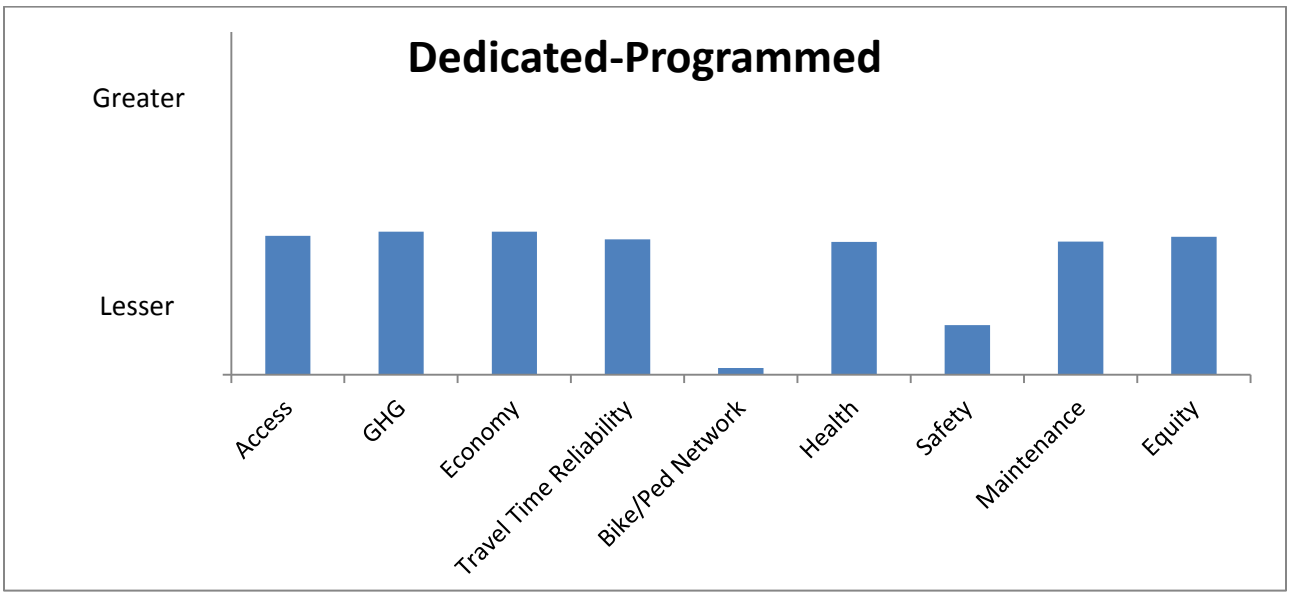
- Roadway
  - Programmed local projects
- Highway
  - Caltrans SHOPP Collision Reduction/Emergency Projects - $163m, status quo funding levels (33% of need)
  - Hwy 1 - Aux lanes between Soquel to 41st - $20m
  - Freeway Service Patrol - $5m
- Transit – maintain at existing levels
  - Bus/Paratransit
    - Local bus operation and maintenance - $773m
    - Highway 17 Express - $53m
    - ADA paratransit - $101m
    - UCSC transit/ vanpool - $69m
    - Specialized transportation (non-ADA mandated) - $34m
  - Rail
    - Rail line management - $3.5m
- Bike/Pedestrian
  - Chanticleer bike/ped crossing - $7m
  - Mar Vista bike/ped crossing - $7m
  - Other programmed projects
- Maintenance
  - Roadway - Existing level of maintenance - $318m
  - Bridge Preservation - $70m
  - Caltrans SHOPP Preservation Projects – $128m, status quo funding levels (33% of need)
- Other
  - Watsonville airport projects - $56m

Attachment B

Distribution of Dedicated/Programmed Funds by Mode ($2.07 billion)



Ability to advance the RTP targets….



Key Points: The transportation investments for Santa Cruz County from dedicated funds show that almost all of the targets are being invested in with the exception of bicycle/pedestrian network quality. Projects that improve safety are also limited. Local roadway maintenance investments are at existing levels which are only about 25% of the funds needed to maintain local roads and minimize maintenance backlogs. Maintenance at this minimum level of funding would create greater deterioration of our roadways over time and decrease the Pavement Condition Index.

Attachment B

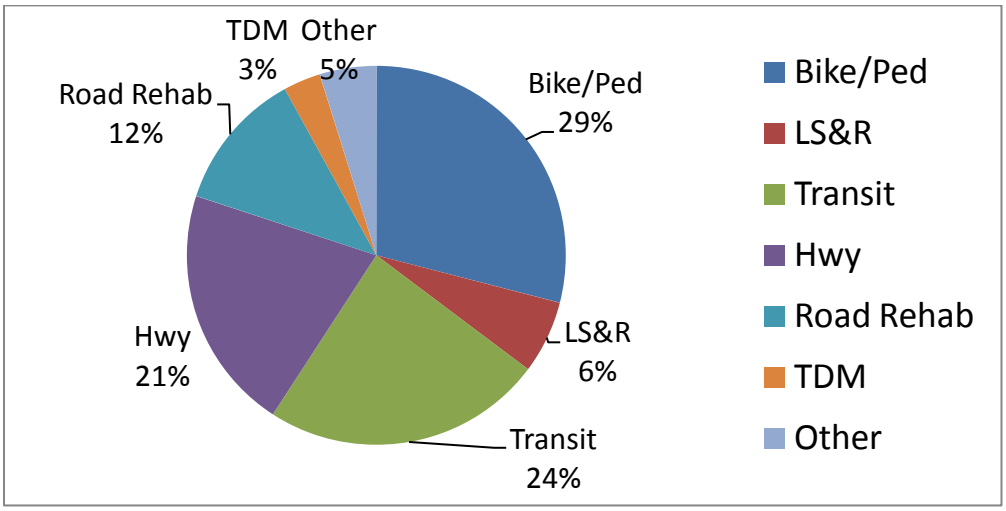
Hybrid A Transportation Investments

Transportation investments in this scenario are in addition to the dedicated/ programmed projects summarized above and are constrained to discretionary funds projected to be available through 2035 ($670 million). Hybrid scenario A includes portions of the Highway 1 Corridor project; transit investments that help to improve travel time (e.g. bus rapid transit, transit signal priority) and expand service on a few high ridership routes; bicycle, pedestrian and intersection projects primarily in key destination areas; phasing in rail passenger service projects; and an additional amount of maintenance of approximately 20% for roadways and transit above existing levels.

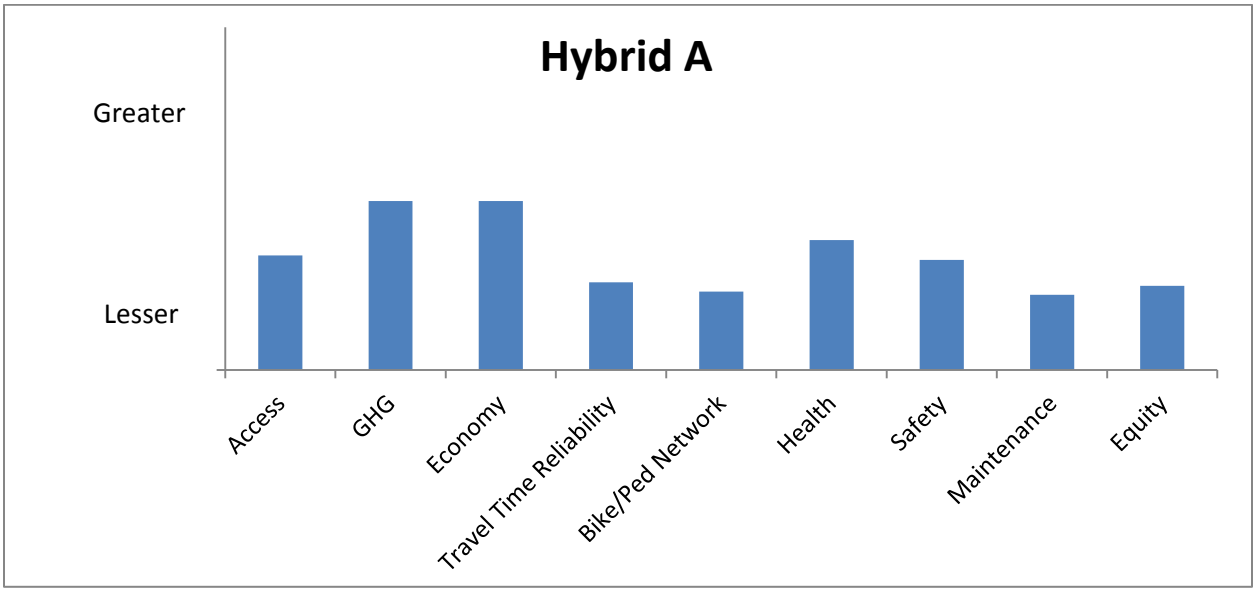
- Roadway
  - Intersection improvements – primarily in key destination or activity areas/and projects that have been identified as a higher priority by local jurisdictions
  - Transportation System Management (e.g. signal synchronization, High Occupant Vehicle signal priority)
- Highway
  - Portions of Hwy 1 HOV lane project
    - Hwy 1 - Auxiliary lanes between Bay/Porter & State Park and State Park & Park Ave - $57m
    - Hwy 1 Interchange Expansions - Morrissey and Soquel - $99m
  - Freeway Service Patrol - $5m to provide existing level of service
- Transit
  - Bus
    - Bus Rapid Transit (BRT) - $26m
    - Hwy 17 Express Expansion - $5m
    - High Ridership Service Expansion - $13m
    - ADA Service Expansion - $4m
    - Transit queue jumps and signal priority
  - Rail
    - Limited Rail passenger service – $25m
  - Bus Maintenance
    - Bus Replacement - $25m – 20% of need
    - Additional maintenance - $14m
- Bike/pedestrian
  - Bike/pedestrian projects, with emphasis in key destination areas
  - Safety Education Programs
  - 50% of Monterey Bay Sanctuary Scenic Trail Network (MBSST) - $40m
  - Pajaro River Bike Path - $9m
  - San Lorenzo Valley Trail (Felton to Ben Lomond) - $7m
- Maintenance

- Roadway - $90m, an additional 20% of annual need funded after existing budget funded in dedicated/programmed
- Transportation Demand Management – (e.g. programs to encourage travel via sustainable modes)
- Other
  - Rail line freight upgrade - $20m

Hybrid A - Distribution of Discretionary/Semi-Flexible Funds by Mode ($670 million)



Ability to advance the RTP targets….

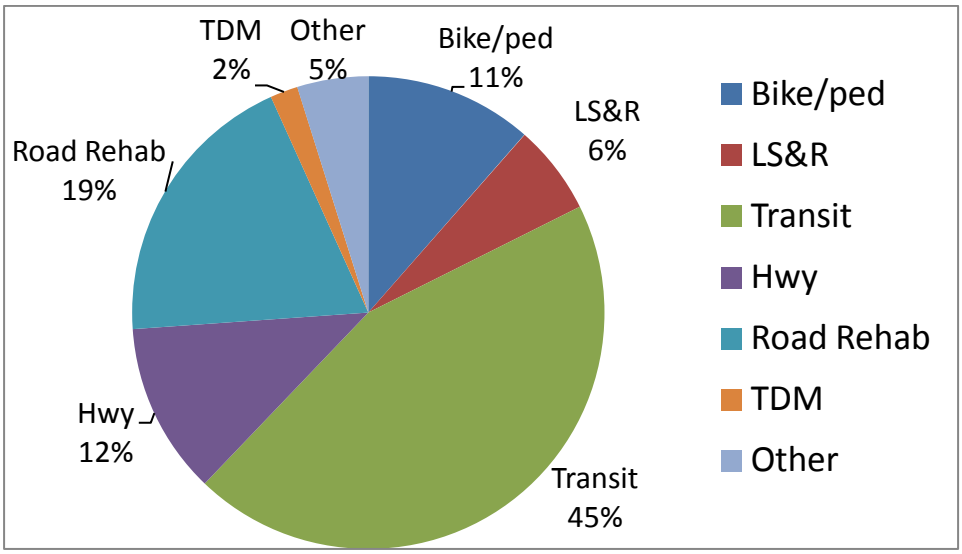


Key Points: Focusing investments on the range of project types as summarized above for Hybrid A shows that almost all the targets are being invested in.

Attachment B

Complete streets projects with improved bicycle, pedestrian and transit quality and connectivity show benefits in many of the targets. The Hwy 1 corridor projects provide safety benefits and travel time reliability through 2035 (and if pursued further in the future, a Hwy 1 corridor project culminating in HOV lanes would provide additional improvements to the GHG reduction, economy, and travel time reliability targets). Local roadway maintenance under this scenario will provide 33% of the funds needed (including the dedicated funding) to minimize the backlog of maintenance projects and maintain the local roads. Maintenance at this level of funding is just under the amount that is needed to maintain the current Pavement Condition Index of 48.

Hybrid A- Distribution of Discretionary with Dedicated Funds by Mode ($2.74 billion)



Attachment B

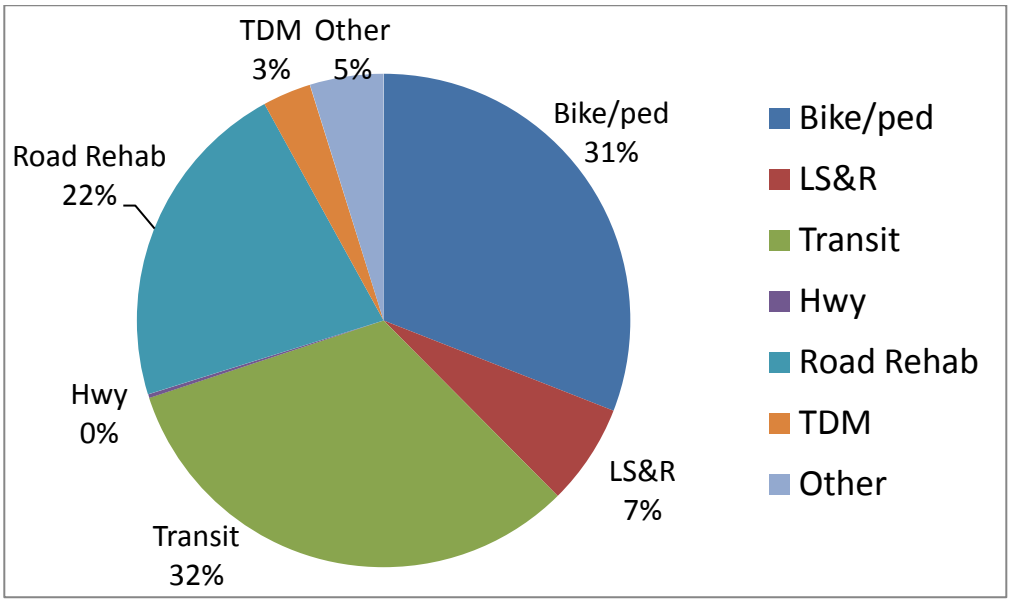
Hybrid B Transportation Investments ($670 million)

Transportation investments in this scenario are in addition to the dedicated/ programmed projects summarized above and are constrained to discretionary funds projected to be available through 2035 ($670 million). Hybrid scenario B includes an additional amount of funding for roadway and transit maintenance of approximately 40-50% of annual need above existing budgets; bicycle, pedestrian and intersection projects primarily in key destination areas; an increased investment in rail passenger service; transit investments that improve travel time (e.g. bus rapid transit, transit signal priority); and expansion of ADA and Hwy 17 transit service.

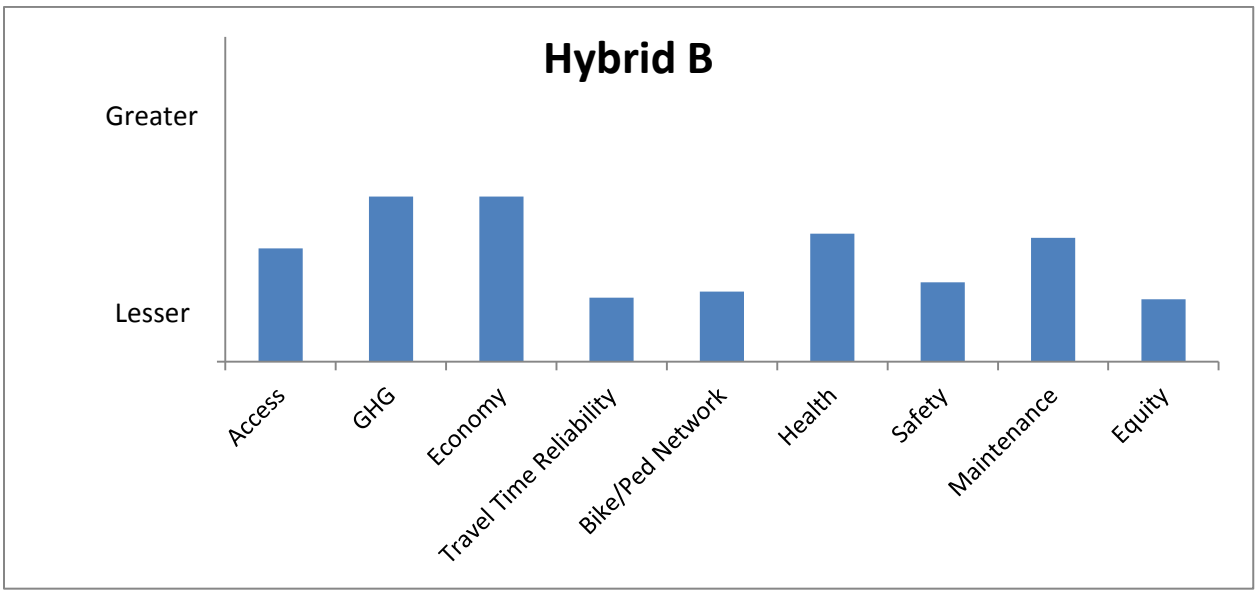
- Roadway
  - Intersection improvements – primarily in key destination areas/and projects that have been identified as a higher priority by local jurisdictions
  - Transportation System Management (e.g. signal synchronization, High Occupant Vehicle signal priority)
- Highway
  - Freeway Service Patrol - $4m
- Transit
  - Bus
    - Limited Bus Rapid Transit - $16m (60% of project cost)
    - Hwy 17 Express Expansion - $5m
    - ADA Service Expansion - $4m
    - Transit queue jumps and signal priority
  - Rail
    - Rail passenger service – $83 m (Estimated 4 round trip daily between Watsonville and Santa Cruz)
  - Maintenance
    - Bus Replacement - $41m – 33% of need
    - Additional maintenance - $16m
- Bike/pedestrian
  - Bike/pedestrian projects, with emphasis in key destination areas
  - Safety Education Programs
  - 50% of MBSST - $40m
  - Pajaro River Bike Path - $9m
  - San Lorenzo Valley Trail (Felton to Ben Lomond) - $7m
- Maintenance
  - Roadway - $191m, an additional 50% of need funded above existing budgets funded in dedicated/programmed (40% for unincorporated county)
- Transportation Demand Management – (e.g. programs to encourage travel via sustainable modes)

- Other
  - Rail line freight upgrade - $20m

Hybrid B - Distribution of Discretionary/Semi-Flexible Funds by Mode ($670 million)



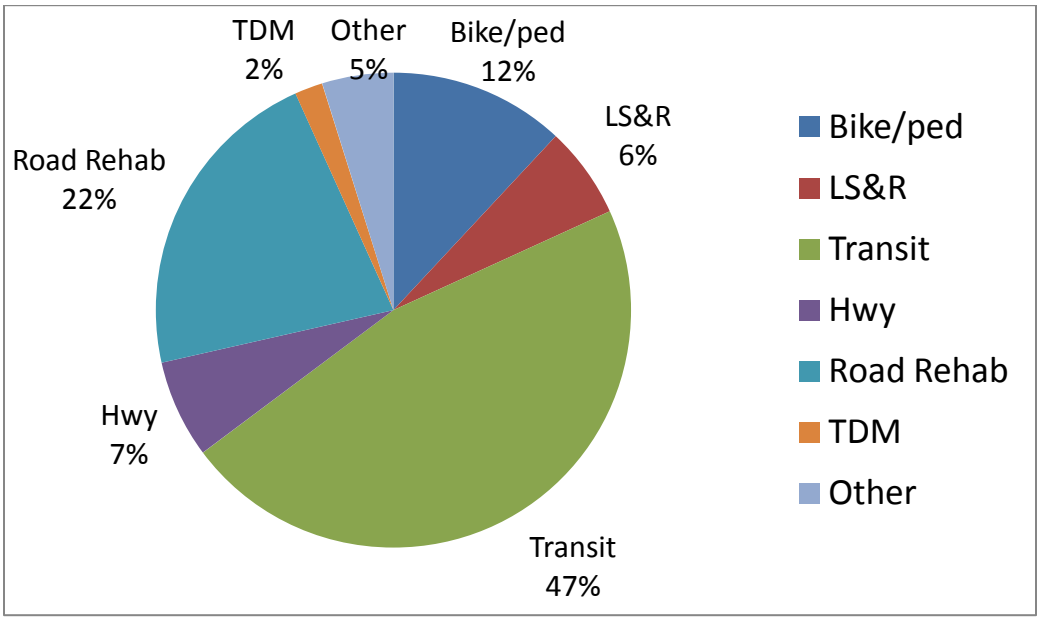
Ability to advance the RTP targets….



Key Points: Focusing investments on the range of project types as summarized above for Hybrid B shows that almost all the targets are being invested in. Compared to Hybrid A, there is greater investment in maintenance and less in travel time reliability. Complete streets projects with improved bicycle, pedestrian and transit quality and connectivity show benefits in many of the targets. A larger investment in rail projects increases these benefits. Local roadway maintenance

under this scenario will provide approximately 40% of the funds needed (including the dedicated funding) to minimize the backlog of maintenance projects and maintain the local roads. Maintenance at this level of funding will provide a minor improvement in the condition of the roadways and increase the current Pavement Condition Index from 48 to approximately 50.

Hybrid B - Distribution of Discretionary and Dedicated Funds by Mode ($2.74 billion)



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