Overview

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

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 (4) and July 2013 (6)
- Two online surveys
- Telephone survey

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

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

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
Hybrid B
- Rail and BRT/express bus projects

Hybrid Summary
Hybrid A
- Mixed use near transit investments
- Complete streets
- Active transportation
- Expanded local transit
- Bus/rail projects

Hybrid B
- Baseline land use pattern
- Rail/bus projects
- Roadway investments

Santa Cruz County

<table>
<thead>
<tr>
<th>Hybrid A Only</th>
<th>Hybrid B Only</th>
</tr>
</thead>
<tbody>
<tr>
<td>Santa Cruz Branch Rail Line (less frequent than Hybrid B)</td>
<td>Santa Cruz Branch Rail Line (increased frequencies)</td>
</tr>
<tr>
<td>SR 1 auxiliary lanes and interchange improvements (Soquel to State Park)</td>
<td>SR 1 auxiliary lanes improvements (Soquel to 41st)</td>
</tr>
<tr>
<td>Watsonville – Santa Cruz BRT (increased frequencies)</td>
<td>Watsonville – Santa Cruz BRT (less frequent than Hybrid A)</td>
</tr>
</tbody>
</table>

Hybrid A and Hybrid B
- Hwy 17 Express service improvements
- 41st Avenue improvements
- Active transportation improvements
- Seasonal rail service

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

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
<table>
<thead>
<tr>
<th>Project Title</th>
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<tbody>
<tr>
<td>Riverside Bike Facilities</td>
<td>CT-P39</td>
<td>Bicycle facilities - Lee to Lakeview Road. County/City Project - Cost Unknown</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
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<tr>
<td>Riverside Drive/Hwy 129 Widening (Union-Bridge St)</td>
<td>CT-P32</td>
<td>Widen Riverside Drive (SR 129) from 2 to 4 lanes, reconstruct existing street (Union St to Bridge St.)</td>
<td>$8,000</td>
<td>$0</td>
<td>$8,000</td>
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<tr>
<td>Rodriguez St (Main St to Riverside) - buffered bike lane</td>
<td>WAT-P51</td>
<td>Evaluate and if found necessary, improve bike lane striping, add buffered lanes on Rodriguez St to delineate bike lane from vehicle parking and traffic</td>
<td>$10</td>
<td>$10</td>
<td>$0</td>
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<tr>
<td>Union/Brennan (Freedom to Riverside) - sharrowss</td>
<td>WAT-P52</td>
<td>Evaluate and if found necessary, add sharrows to Union/Brennan.</td>
<td>$5</td>
<td>$5</td>
<td>$0</td>
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<tr>
<td>Upper Watsonville Slough Trail</td>
<td>WAT-P43</td>
<td>Install bicycle/pedestrian trail</td>
<td>$650</td>
<td>$650</td>
<td>$0</td>
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<tr>
<td>Walker St Modifications (Beach St to Watsonville Slough)</td>
<td>WAT-P48</td>
<td>Repave roadway and bikelanes; repair, replace and install curb, gutter, sidewalk and curb ramps; replace and upgrade signage and striping</td>
<td>$2,700</td>
<td>$0</td>
<td>$2,700</td>
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<tr>
<td>Watsonville Shuttle</td>
<td>WAT-P27</td>
<td>Year round public transit service.</td>
<td>$250</td>
<td>$0</td>
<td>$250</td>
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<tr>
<td>Watsonville-wide HOV priority</td>
<td>WAT-P56</td>
<td>Evaluate HOV priority at signals and HOV queue bypass.</td>
<td>$50</td>
<td>$50</td>
<td>$0</td>
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<tr>
<td>West Lake Ave Modifications (Main St to Rodriguez St)</td>
<td>WAT-P41</td>
<td>Repair, replace and install curb, gutter, sidewalk and curb ramps; replace and upgrade signage and striping</td>
<td>$200</td>
<td>$0</td>
<td>$200</td>
</tr>
<tr>
<td><strong>City of Watsonville</strong></td>
<td></td>
<td><strong>Total</strong></td>
<td><strong>$149,700</strong></td>
<td><strong>$77,950</strong></td>
<td><strong>$71,750</strong></td>
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**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. $7,550, $628, $1,913
- **Countywide Specialized Transportation** - CTSA-P01: Non-ADA mandated 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
<table>
<thead>
<tr>
<th>Project Title</th>
<th>ID</th>
<th>Project Description/Scope</th>
<th>Est total</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Cliff Dr. Improvements (Rio Del Mar to Railroad Crossing)</td>
<td>CO-P29c</td>
<td>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.</td>
<td>$600</td>
<td>$0</td>
<td>$600</td>
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<tr>
<td>Clubhouse Drive Improvements (Sumner Av to Rio Del Mar Blvd)</td>
<td>CO-P32a</td>
<td>Road rehabilitation and maintenance. Roadside improvements: left lane pockets, sidewalks, bike lanes and transit turnouts.</td>
<td>$1,400</td>
<td>$0</td>
<td>$1,400</td>
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<tr>
<td>College Road Improvements (Hwy 152 to Lakeview Rd)</td>
<td>CO-P23</td>
<td>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.</td>
<td>$1,700</td>
<td>$0</td>
<td>$1,700</td>
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<tr>
<td>Commercial Way Improvements (Mission Dr. to Soquel Dr.)</td>
<td>CO-P28c</td>
<td>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.</td>
<td>$600</td>
<td>$150</td>
<td>$450</td>
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<tr>
<td>Corcoran Ave Improvements (Alice St to Felt St)</td>
<td>CO-P27c</td>
<td>Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.</td>
<td>$600</td>
<td>$150</td>
<td>$450</td>
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<tr>
<td>Corralitos Rd Left Turn Dr (Bradley Elementary School)</td>
<td>CO-51</td>
<td>Add left turn lane on Corralitos Rd at Bradley Elementary School</td>
<td>$1,000</td>
<td>$1,000</td>
<td>$0</td>
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<tr>
<td>Corralitos Road Rehab and Improvements (Freedom Blvd to Hames Rd)</td>
<td>CO-P08</td>
<td>Major rehab, transit, bike, and ped facilities. May also include drainage, merge lanes, landscaping and intersection improvements.</td>
<td>$600</td>
<td>$600</td>
<td>$0</td>
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<tr>
<td>Countywide Access Ramps</td>
<td>CO-P37</td>
<td>Construction of handicapped access ramps countywide.</td>
<td>$1,200</td>
<td>$600</td>
<td>$600</td>
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<tr>
<td>Countywide Bike Projects</td>
<td>CO-P71</td>
<td>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.</td>
<td>$4,000</td>
<td>$0</td>
<td>$4,000</td>
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<tr>
<td>Countywide General Road Maintenance and Operations</td>
<td>CO-P35</td>
<td>Ongoing maintenance, repair, and operation of roadstreet system within the unincorporated areas of the county. (Need $14M/yr. Const= $7.4M/yr)</td>
<td>$473,000</td>
<td>$285,120</td>
<td>$187,880</td>
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<tr>
<td>Countywide Sidewalks</td>
<td>CO-P41</td>
<td>Install sidewalks.</td>
<td>$70,000</td>
<td>$7,000</td>
<td>$63,000</td>
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<tr>
<td>Day Valley Rd. Improvements (entire length-Freedom Blvd to Valencia Rd)</td>
<td>CO-P31c</td>
<td>Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.</td>
<td>$1,200</td>
<td>$0</td>
<td>$1,200</td>
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<tr>
<td>East Cliff (26th to Moran Way) Sidewalk Improvement</td>
<td>CO-P77</td>
<td>Install sidewalk from 26th south to link to Moran Way.</td>
<td>$400</td>
<td>$0</td>
<td>$400</td>
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<tr>
<td>East Cliff Drive Cape Seal (12th-17th)</td>
<td>CO-66</td>
<td>Pavement maintenance, isolated section digout and asphalt replacement and cape seal on entire roadway.</td>
<td>$222</td>
<td>$222</td>
<td>$0</td>
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<tr>
<td>East Cliff Drive Improvements (32nd Ave to Harbor)</td>
<td>CO-P09</td>
<td>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.</td>
<td>$4,600</td>
<td>$2,300</td>
<td>$2,300</td>
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<tr>
<td>East Cliff Drive Pedestrian Pathway (5th-7th Ave)</td>
<td>CO-P50</td>
<td>Construct pedestrian pathway on East Cliff.</td>
<td>$1,700</td>
<td>$1,700</td>
<td>$0</td>
</tr>
<tr>
<td>East Zayante Rd Improvements (Lompico Rd to just before Summit Rd)</td>
<td>CO-P26j</td>
<td>Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.</td>
<td>$1,700</td>
<td>$425</td>
<td>$1,275</td>
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<tr>
<td>El Dorado Ave Road Improvements (Capitola Rd to RR)</td>
<td>CO-P67</td>
<td>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 roadway rehabilitation.</td>
<td>$1,750</td>
<td>$0</td>
<td>$1,750</td>
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<tr>
<td>Pine Flat Rd Improvements (Bonny Doon Rd to Empire Grade Rd)</td>
<td>CO-P28f</td>
<td>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.</td>
<td>$2,300</td>
<td>$575</td>
<td>$1,725</td>
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<tr>
<td>Pinehurst Dr Improvements (entire length)</td>
<td>CO-P27i</td>
<td>Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.</td>
<td>$650</td>
<td>$213</td>
<td>$638</td>
</tr>
<tr>
<td>Pioneer Rd. Improvements (Amesti Rd to Green Valley Rd)</td>
<td>CO-P31h</td>
<td>Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.</td>
<td>$650</td>
<td>$0</td>
<td>$850</td>
</tr>
<tr>
<td>Polo Dr. Improvements (Soquel Dr to end)</td>
<td>CO-P29g</td>
<td>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.</td>
<td>$1,400</td>
<td>$0</td>
<td>$1,400</td>
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<tr>
<td>Porter St Improvements (Soquel Dr to Paper Mill Rd)</td>
<td>CO-P26r</td>
<td>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.</td>
<td>$1,200</td>
<td>$300</td>
<td>$900</td>
</tr>
<tr>
<td>Porter Street Overlay: Capitola Limits to 288' N/O Soquel Dr</td>
<td>CO 70</td>
<td>Pavement maintenance, edge grinding, isolated section digout and asphalt replacement and 2&quot; overlay on entire roadway.</td>
<td>$341</td>
<td>$341</td>
<td>$0</td>
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<tr>
<td>Portola Ave (26th to 41st) Bike/Ped Enhancement</td>
<td>CO-P80</td>
<td>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.</td>
<td>$300</td>
<td>$300</td>
<td>$0</td>
</tr>
<tr>
<td>Quail Hollow Rd Improvements (entire length- East Zayante to Glen Arbor Rd)</td>
<td>CO-P32f</td>
<td>Road rehab and maint. Roadside improvements—left lane pockets, sidewalks, bike lanes and transit turnouts.</td>
<td>$800</td>
<td>$0</td>
<td>$800</td>
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<tr>
<td>Rancho Del Mar Shopping Center (Rail Line to State Park) bike/ped path</td>
<td>CO-P75</td>
<td>Separated bicycle facility through Rancho Del Mar Shopping Center to connect MBSSST to goods and services in shopping center and State Park Drive.</td>
<td>$300</td>
<td>$300</td>
<td>$0</td>
</tr>
<tr>
<td>Redwood Lodge Rd (Entire Length)</td>
<td>CO-P51</td>
<td>Roadway and roadside improvements including curb, gutter, sidewalk, bike lanes, left turn lanes, intersection improvements and roadway rehabilitation.</td>
<td>$3,000</td>
<td>$0</td>
<td>$3,000</td>
</tr>
<tr>
<td>Rio Del Mar Blvd. Improvements (Esplanade to Soquel Dr)</td>
<td>CO-P30n</td>
<td>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.</td>
<td>$2,900</td>
<td>$725</td>
<td>$2,175</td>
</tr>
<tr>
<td>Robertson Street Improvements (Soquel Wharf Rd to Soquel Dr.)</td>
<td>CO-P16</td>
<td>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.</td>
<td>$3,500</td>
<td>$0</td>
<td>$3,500</td>
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<tr>
<td>Rodeo Gulch Rd. Improvements (So &amp; North: Mt. View/Laurel Glen Rd to Hwy 1)</td>
<td>CO-P31l</td>
<td>Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.</td>
<td>$1,700</td>
<td>$0</td>
<td>$1,700</td>
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<tr>
<td>Roland Dr. Improvements (30th to 35th)</td>
<td>CO-P31j</td>
<td>Roadway and roadside improvements and implementation of greenway, which gives priority to bicycles and pedestrians on low volume, low speed streets including, pedestrian facilities, wayfinding and pavement markings, bicycle treatments to connect to new bike/ped connection to 41st.</td>
<td>$850</td>
<td>$0</td>
<td>$850</td>
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<tr>
<td>San Lorenzo River Valley Trail</td>
<td>CO-P46</td>
<td>15 mile, paved multi-use path for bicyclists and pedestrians from Boulder Creek to Santa Cruz.</td>
<td>$25,000</td>
<td>$0</td>
<td>$25,000</td>
</tr>
<tr>
<td>San Lorenzo Valley Trail: Hwy 9 - Downtown Felton Bike Lanes &amp; Sidewalks</td>
<td>CO-P46a</td>
<td>Install sidewalks and bicycle lanes on Hwy 9 through downtown Felton.</td>
<td>$2,200</td>
<td>$2,200</td>
<td>$0</td>
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<tr>
<td>San Lorenzo Valley Trail: Hwy 9 - North Felton bike Lanes &amp; Sidewalks</td>
<td>CO-P46b</td>
<td>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.</td>
<td>$7,400</td>
<td>$7,400</td>
<td>$0</td>
</tr>
<tr>
<td>Seabluff Dr Improvements (entire length)</td>
<td>CO-P27j</td>
<td>Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnsouts, left turn pockets, merge lanes and intersection improvement.</td>
<td>$1,700</td>
<td>$0</td>
<td>$1,700</td>
</tr>
<tr>
<td>Seabluff Dr/North Avenue Bike/Ped Connection to MBBST</td>
<td>CO-P73</td>
<td>New bike/ped connection from North Street to Aptos Village Square and Soquel Drive across MBBST to connect neighborhood to State Park goods, services and transit.</td>
<td>$300</td>
<td>$0</td>
<td>$300</td>
</tr>
<tr>
<td>Seabluff Drive (Mar Vista to State Park Bike Improvements)</td>
<td>CO-P74</td>
<td>Install bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals)</td>
<td>$100</td>
<td>$100</td>
<td>$0</td>
</tr>
<tr>
<td>Seascape Blvd Improvements (Sumner Ave to San Andreas Rd)</td>
<td>CO-P26s</td>
<td>Roadway improvements and pavement rehabilitation.</td>
<td>$600</td>
<td>$150</td>
<td>$450</td>
</tr>
<tr>
<td>Sims Road Improvements (Graham Hill Rd to La Madrona Dr)</td>
<td>CO-P17</td>
<td>Road rehab and maintenance, drainage, intersection improvements, landscaping, add bike, ped, and transit facilities.</td>
<td>$1,700</td>
<td>$425</td>
<td>$1,275</td>
</tr>
<tr>
<td>Smith Grade Improvements (entire length-Empire Grade to Bonny Doon Rd)</td>
<td>CO-P32g</td>
<td>Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnsouts.</td>
<td>$2,300</td>
<td>$0</td>
<td>$2,300</td>
</tr>
<tr>
<td>Soquel Ave Improvements (City of SC to Gross Rd)</td>
<td>CO-P18</td>
<td>Transit turnsouts, 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.</td>
<td>$3,200</td>
<td>$3,200</td>
<td>$0</td>
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<tr>
<td>Soquel Dr Improvements (Soquel Ave to Freedom Blvd)</td>
<td>CO-P19</td>
<td>Signals at Willowbrook, Aptos Creek Rd and Trout Gulch Rd. Major rehab, merge lanes, intersections improvements, signal coordination, transit turnsouts, fill sidewalk and bike facility gaps, some landscaping.</td>
<td>$7,300</td>
<td>$1,825</td>
<td>$5,475</td>
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<tr>
<td>Soquel Dr Road Improvements (Robertson St to Daubenbiss)</td>
<td>CO-P62</td>
<td>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.</td>
<td>$400</td>
<td>$400</td>
<td>$0</td>
</tr>
<tr>
<td>Soquel Dr Traffic Signal and Left Turn Lane (Robertson St)</td>
<td>CO-P58</td>
<td>Install left turn lane at signalized intersection from Soquel Dr to Robertson St and associated roadside improvements</td>
<td>$500</td>
<td>$0</td>
<td>$500</td>
</tr>
<tr>
<td>Soquel-San Jose Rd Improvements (Paper Mill Rd to Summit Rd)</td>
<td>CO-P36</td>
<td>Roadway and roadside improvements including bike lanes, sidewalks, transit turnsouts, left turn pockets, merge lanes and intersection improvements.</td>
<td>$2,500</td>
<td>$625</td>
<td>$1,875</td>
</tr>
<tr>
<td>Soquel-Wharf Rd Improvements (Robertson St to Porter St)</td>
<td>CO-P28g</td>
<td>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 turnsouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.</td>
<td>$1,000</td>
<td>$500</td>
<td>$500</td>
</tr>
<tr>
<td>Spreckels Dr Improvements (Soquel Dr to Apts Beach Dr)</td>
<td>CO-P27k</td>
<td>Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnsouts, left turn pockets, merge lanes and intersection improvement.</td>
<td>$1,200</td>
<td>$300</td>
<td>$900</td>
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<tr>
<td>Spreckels Dr/Treasure Island Dr Improvements</td>
<td>CO-P42</td>
<td>Addition of bike lanes, intersection improvements, major road rehabilitation, road maintenance, and possible drainage Improvements.</td>
<td>$600</td>
<td>$0</td>
<td>$600</td>
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<tr>
<td>State Park Drive Improvements Phase 2</td>
<td>CO-P20</td>
<td>Transit turns, two way left turn, merge lanes, signal at Seabluff, 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.</td>
<td>$1,300</td>
<td>$325</td>
<td>$975</td>
</tr>
</tbody>
</table>
### Project Title

#### School Safety Programs
- **ID**: VAR-P19
- **Project Description/Scope**: 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.
- **Est total**: $3,700
- **Total Constrained**: $1,850
- **Unconstrained**: $1,850

#### TDM individualized employer/multiunit housing program
- **ID**: RTC-P53
- **Project Description/Scope**: Implement individualized employer and multiunit housing TDM programs with incentives for existing development.
- **Est total**: $4,500
- **Total Constrained**: $2,250
- **Unconstrained**: $2,250

#### Transit Oriented Development Grant Program
- **ID**: RTC-P25
- **Project Description/Scope**: Smart growth grant program to fund TODs that encourage land use and transportation system coordination. May include joint child care/PNR/transit centers.
- **Est total**: $5,000
- **Total Constrained**: $2,500
- **Unconstrained**: $2,500

#### Transit Priority
- **ID**: VAR-P34
- **Project Description/Scope**: Install transit queues at major intersections
- **Est total**: $5,000
- **Total Constrained**: $5,000
- **Unconstrained**: $0

#### Transportation Demand Management Plan
- **ID**: VAR-P37
- **Project Description/Scope**: Collaborate with other organizations to develop a coordinated plan for transportation demand management program implementation for Santa Cruz County.
- **Est total**: $200
- **Total Constrained**: $200
- **Unconstrained**: $0

#### Transportation for Low Income Youth
- **ID**: VAR-P15
- **Project Description/Scope**: Safe, reliable transportation services for foster care children to/from school. Avg annual cost: $100k/yr
- **Est total**: $2,500
- **Total Constrained**: $0
- **Unconstrained**: $2,500

#### Transportation System Electrification
- **ID**: VAR-P07
- **Project Description/Scope**: Partnership with local gov't agencies, electric vehicle manufacturers, businesses, and Ecology Action to establish electric vehicle charging stations for EVs, plug-in hybrids, NEVs, as well as e-bikes and scooters. Work with manufacturers on developing advanced electric vehicles and educating the public regarding the ease of use and benefits of electric vehicles.
- **Est total**: $50,000
- **Total Constrained**: $0
- **Unconstrained**: $50,000

#### Uncontrolled Pedestrian Crossing Improvements
- **ID**: VAR-P31
- **Project Description/Scope**: Implement improvements to uncontrolled pedestrian crossing such as painted and/or raised crosswalks, flashing beacons and pedestrian islands.
- **Est total**: $5,000
- **Total Constrained**: $2,500
- **Unconstrained**: $2,500

### Volunteer Center

#### Volunteer Center Transportation Program
- **ID**: VC-P1
- **Project Description/Scope**: Program providing specialized transportation for out of county trips. Constrained=existing TDA allocations.
- **Est total**: $3,750

### Watsonville Airport

#### Lump Sum Watsonville Airport Capital Projects
- **ID**: AIR-P01
- **Project Description/Scope**: Projects from the Watsonville Airport Capital Improvement Program. Includes new hangers, reconstruction of aviation apron, security features, and runway extensions.
- **Est total**: $26,500
- **Total Constrained**: $12,188
- **Unconstrained**: $14,312

#### Watsonville Airport Operations
- **ID**: AIR-P02
- **Project Description/Scope**: Ongoing operations/maintenance. Average $2M/year.
- **Est total**: $44,000
- **Total Constrained**: $44,000
- **Unconstrained**: $0

### Total Within Projected Funds
- **Total**: $70,500
- **Total Constrained**: $56,188
- **Unconstrained**: $14,312

### Minimum New Funds Needed
- **Minimum New Funds Needed**: $2,751,720
- **Total**: $2,903,482
Comments on DRAFT Financially Constrained Project List  
2014 Regional Transportation Plan  
RTC Transportation Policy Workshop  
August 15, 2013

Public Comments

Comments on 2014 Regional Transportation Plan

I reviewed the draft 2014 RTP and have the following comments:

1) Expanding highway 1 in Santa Cruz County, between Soquel Drive and the San Andreas exit, should be the top priority for Santa Cruz County. Traffic is backed up on this stretch of road for many hours a day, every day, affecting thousands of people. An HOV lane would be fine if that's the easiest way to get the project approved, otherwise a standard lane would be OK too. The new La Fonta bridge is a great first step, and extending 3 lanes from Soquel to 41st street would be a terrific second step.

2) Rail is not a viable solution. Please don't spend anything more on rail than what is absolutely necessary to satisfy the conditions of any state/federal grants that were used to purchase the rail corridor. Rail is almost always a money-losing venture even in heavily populated areas, and the subsidized cost per rider in this area would likely be astronomical if there were any kind of regular rail service. In addition, I believe that this rail line would have little to no impact on improving congestion - it would just be an expensive toy.

3) As for the planned rail improvements, please take into account the possible road widening of highway 1 when considering refurbishment of the two bridges that cross it in Aptos. I don't know what is planned for those bridges, but it would obviously be a tremendous waste of money to spend a lot of money refurbishing the existing bridges if they were to be torn down later in support of widening the road.

Thank you for the opportunity to comment on these plans.

Sincerely,
Dave Upham

Karena,

The following are comments on SCCRTC 2014-2035 Transportation Plan. These comments are based on review of current agreements with CTC for funding and discussions made with CTC Staff. Based on those discussions with CTC Staff, it does not appear that the CTC Staff agrees with the significant amount of funding dedicated to the railline.

• According to the Uniform Transit Application for Proposition 116 and STIP Funds, new or increased development fees, taxes or exactions, or permit fees cannot be included in the operating budget(s) for a passenger, freight or recreational rail service. Therefore, any future plans by SCCRTC to generate additional funding through a tax measure will be in violation of funding agreement. Placing the Rail line services as part of 2014-2035 transportation plan and
enacting a tax measure to fund the transportation plan will likely result in lawsuits and SCCRTC required to return funds to State.

- According to the Uniform Transit Application for Proposition 116 and STIP Funds, if the bridge structure improvements exceeds the state funds available, SCCRTC shall use other funds to backfill the cost increases to complete the project. If SCCRTC’s plan is to reduce the scope of work for bridge / railline structure improvements to fit within the current budget and if the reduced scope of the improvements does not allow for train operations up to Davenport, along the entire corridor, the RTC would be in violation of Condition No. 3 in Resolution PA-10-06. With the low bid at $6.84M, SCCRTC does not have enough funds to complete the upgrades to the 32-mile railline.

- If no freight service can continue north of Watsonville, the SCCRTC would be in violation of Condition No. 4 in Resolution PA-10-06. This would put SCCRTC in non-compliance with STB rules, subject to remedial action.

- Railline corridor goes through neighborhoods and residential areas with the tracks within 20 feet of some properties making it impossible for rail and trail to be built on many sections of the corridor. Significant portions and key sections of the corridor do not have enough width to accommodate dual-use of corridor which is in violation of Application for Prop 116 that requires access for bikes.

- SCCRTC is not incorporating new Vehicle Technologies into their 2014-2035 Transportation Plan. Automobile manufacturers are integrating vehicle-to-vehicle (V2V) systems, designed to allow automobiles to "talk" to each other for improved safety and efficiency on the roadways. V2V is becoming a reality and the technology has been successfully demonstrated in Europe in the form of road trains. In 2012, researchers at Colombia University studied how effective vehicles equipped with V2V increase efficiency in the highway capacity due to the fact that vehicles can safely travel closer together. Their research showed that when traveling at 65 MPH, if all vehicles had V2V, the capacity can be increased by almost 300%. In the future, Highway 1 capacity could go from 6K cars per hour to 24K.

- Past Santa Cruz County studies have shown passenger train service is not viable:
  - Existing railway configuration (too many curves) limits the speed of the train to less than 10 mph
  - Low-density population within Santa Cruz County cannot sustain a commuter train
  - County budget cannot afford to subsidize a rail
  - Single track does not allow for effective service schedule
  - No large industrial operations exist to allow for high-volume freight
  - Freight operations for Northern Farmland Operations is not practical
  - No industry or business exist in the region to help sustain commuter demand

- Surface-Street improvements and planned developments are being impacted by the restrictions placed on the community by the tracks remaining in the area.

- SCCRTC’s plan for 4 rail-service trips per day is not economically viable and is a very poor return-on-investment related to increased mobility per unit cost.

Recommendation:

- The railline services (freight, passenger, recreational) has a very high probability of failing, resulting in SCCRTC having to refund the State for funds used to purchase and
upgrade the railline. SCCRTC should take actions to not continue to increase its debts. SCCRTC should not make the upgrades to the bridge structures for freight / passenger train requirements.

- SCCRTC should “railbank” the corridor and work on developing long term plans for a rail service, which will meet the requirement that it be used in the future as for rail-type services.
- SCCRTC should immediately remove the tracks (North of Watsonville) and begin building a bike/pedestrian path along the corridor and improve adjacent surface-streets.
- Based on the 2009 appraisal by Colliers – Pinkard, the corridor property is worth $87M. The table below are potential property values / sales that can be made that would still enable a bike/pedestrian path to be constructed along the corridor. If State requires SCCRTC to return funding related to Prop 116 funding for purchase of corridor, SCCRTC should sell portions of properties while still maintaining continuous corridor for bike/pedestrian path.

<table>
<thead>
<tr>
<th>Ref.</th>
<th>Local</th>
<th>Location</th>
<th>Units</th>
<th>Type</th>
<th>Value</th>
<th>Value after improvements</th>
<th>Tax Revenue (per Year)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Aptos</td>
<td>Sumner Ave</td>
<td>50</td>
<td>Single/Condo</td>
<td>$10,000,000</td>
<td>$30,000,000</td>
<td>$300,000</td>
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<tr>
<td>2</td>
<td>Aptos</td>
<td>Aptos Street/Village</td>
<td>2 to 5</td>
<td>Retail</td>
<td>$200,000</td>
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<td>3</td>
<td>Capitola</td>
<td>Park Ave</td>
<td>30</td>
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<td>$9,000,000</td>
<td>$27,000,000</td>
<td>$270,000</td>
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<tr>
<td>4</td>
<td>Capitola</td>
<td>Top of Hill/Opal Cliffs</td>
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<tr>
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<tr>
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<td>$6,000</td>
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<tr>
<td>7</td>
<td>Santa Cruz</td>
<td>30th Ave</td>
<td>1</td>
<td>Single</td>
<td>$100,000</td>
<td>$300,000</td>
<td>$3,000</td>
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<tr>
<td>8</td>
<td>Santa Cruz</td>
<td>Harbor</td>
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<td>Single/Condo</td>
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<tr>
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<td>Seabright/Murray</td>
<td>10</td>
<td>Retail/Single/Condo</td>
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<tr>
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<td>Single</td>
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<td>$6,000</td>
</tr>
<tr>
<td>13</td>
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<td>Bellevue/Young</td>
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<td>Single</td>
<td>$400,000</td>
<td>$1,200,000</td>
<td>$12,000</td>
</tr>
<tr>
<td>14</td>
<td>Santa Cruz</td>
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<td>Single</td>
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<td>$1,800,000</td>
<td>$18,000</td>
</tr>
<tr>
<td>15</td>
<td>Santa Cruz</td>
<td>Almar (tri)</td>
<td>2</td>
<td>Retail/Single</td>
<td>$400,000</td>
<td>$1,200,000</td>
<td>$12,000</td>
</tr>
<tr>
<td>16</td>
<td>Santa Cruz</td>
<td>Fair</td>
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<td>Commercial</td>
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<td>$600,000</td>
<td>$6,000</td>
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<tr>
<td>17</td>
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<td>Swift</td>
<td>2</td>
<td>Commercial</td>
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<td>$600,000</td>
<td>$6,000</td>
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<tr>
<td>18</td>
<td>Santa Cruz</td>
<td>Natural Bridges</td>
<td>1</td>
<td>Commercial</td>
<td>$100,000</td>
<td>$300,000</td>
<td>$3,000</td>
</tr>
</tbody>
</table>

Total: $25,900,000 $77,700,000 $777,000

Thanks,

Brian Peoples
408-306-5519
My Space

4-78-0
Bicycle Committee Member Comment

Hi Ginger,

Regarding City of Capitola projects, I have a few minor additions that I submit for addition to the list:

- 47th avenue, improved transition between roadway and rail tracks. Historically, individual cities are responsible for improvements to the transition. Many of the SC crossings have been improved already, but this particular crossing is pretty rough and in need of similar improvements. Perhaps this is already planned as part of the 47th Avenue Traffic Calming and Greenway line item?
- Also, not sure if you are capturing paving projects here, but Brommer between 41st and 38th is desperately in need of repaving. The condition of the bicycle lane is terrible, particularly travelling in the Santa Cruz direction, but moving out of the lane to use the motor vehicle lane is only marginally better.

Otherwise, this is a very good list. I only wish funding were available to pursue each project!

Best regards,

Andy

Andrew Ward
Senior Manager, Electrical Systems Engineering
Plantronics, Inc. 345 Encinal St., Santa Cruz, CA 95060
Office: 831.458.7412  Cell: 831.334.1459

E&DTAC Alternate Member Comment

Thanks Ginger for taking an interest in the Vienna Drive problem. Sorry I didn’t know about this planning process until yesterday. As I said there are about 180 homes up this road and no other way to get in or out! I believe it is only a matter of time (and surely less than 22 years) before the roadbed collapses at that spot. Any help will be appreciated. I’ve attached some pictures. You can see that the road is narrow and there is no way to walk down to Soquel Drive without walking in the driving lane.

Thanks
Bonnie McDonald