Attachment 5

PROJECT FACT SHEET
Highway 1 41st-Soquel Auxiliary Lanes and Chanticleer Bike/Pedestrian Bridge
Design & Right-of-Way Phases

1. Implementing Agency: **Santa Cruz County Regional Transportation Commission (RTC)**

2. Amount of STIP Funding Requested: **$4,000,000**

3. Project Description/Scope: **Add auxiliary lanes northbound (NB) and southbound (SB) on Highway 1 connecting 41st Avenue and Soquel Drive on/off ramps. Add bicycle/pedestrian bridge over Highway 1 at Chanticleer Avenue.**

4. Project Cost by Mode:

Road Rehab	Road –Auto Serving	Bicycle	Pedestrian	Transit	TDM*	TSM*	Planning	TOTAL
5%	68%	10%	15%		1%	1%		100%

**TDM=Transportation Demand Management (ex. rideshare programs); TSM=Transportation System Management (ex. ITS, signal sync)*

5. Project Location/Limits: **Highway 1 – 41st Avenue interchange to Soquel Drive interchange**

6. Project Length in miles (if applicable): 1.5 miles

7. Implementation Schedule: Design and Right-of-Way start FY13/14

8. Cost Estimate**:**

Environ-mental (PA/ED)	Design (PS&E)	ROW	Construction*	Total Project Cost
Part of HOV EIR	***$2,700,000***	***$1,300,000***	*$23,000,000*	***$27 million***

**Note- RTC not considering construction funds at this time*

Project Benefits

9. **Highway 1 is the most heavily traveled roadway in Santa Cruz County, carrying over 100,000 vehicles per day. Extended hours of daily congestion on Highway 1 result in: by-pass traffic on local arterials, compromising the safety and operational efficiency of the local roadway network serving motorized and non-motorized travel; increased travel times and delay; and increased environmental impacts to air quality and noise along Highway 1 and local roadways.**

Regional Significance	**Section of roadway serves over 100,000 vehicles per day; Serves commute, visitor, truck, emergency vehicle, bicycle, and pedestrian travel**
Safety (Hazard elimination)	**Reduce incidents by providing more distance for merging and weaving; provide safe bike/pedestrian access across freeway**
Mobility(Provides congestion relief, support for alternative modes)	**Project will reduce congestion northbound and southbound - during both AM and PM peak periods including:** • Average Travel Time &Travel Delay (vehicle hours of delay) • Number of Vehicle Trips (vehicle throughput) • Freeway Travel Time (vehicle hours of travel)

	• Travel Distance (vehicle miles of travel) • Increase bicycle and pedestrian access
Accessibility (Opportunity and ease of reaching desired destinations.)	**Increases access to medical facilities, schools, neighborhoods by all**
Reliability	**Project aimed to reduce incidents and increase reliability of system for all modes**
Productivity (throughput, increase vehicle occupancy, reduce SOV)	**Project aimed at increasing bicycle and pedestrian mode share, improving access to park and ride lot and productivity of bus system.**
System Preservation	**Project will resurface existing lanes extending the useful life of approximately 4 miles of freeway mainlines.**
Air Quality/ Global Warming/Environment	**Project expected to reduce congestion and idling; plus shift travelers to bicycle and pedestrian.**
Return on Investment/ Lifecycle Cost	**Materials used aimed at extending life of facilities, and roadway to be resurface to extend useful life**
Deliverability/ Risks to Project Cost, Funding or Schedule	**CEQA/NEPA environmental clearance, Right-of-way acquisition, and permitting could impact schedule; release of STIP funds by CTC (though potential issue for all STIP projects)**
Project funding	**ROW and Design phases proposed to be 100% STIP-funded**
Economic Benefits (jobs created, etc)	**Project anticipated to generate medium level of jobs, be used by visitors and facilitate goods movement**
Enhancement Projects- agree to use Conservation Corps*	**Yes – Bike/Ped Bridge**

**SCCRTC is mandated by SB286 to give priority for TE funds to project sponsors that are working with/agree to work with local or state Conservation Corps*

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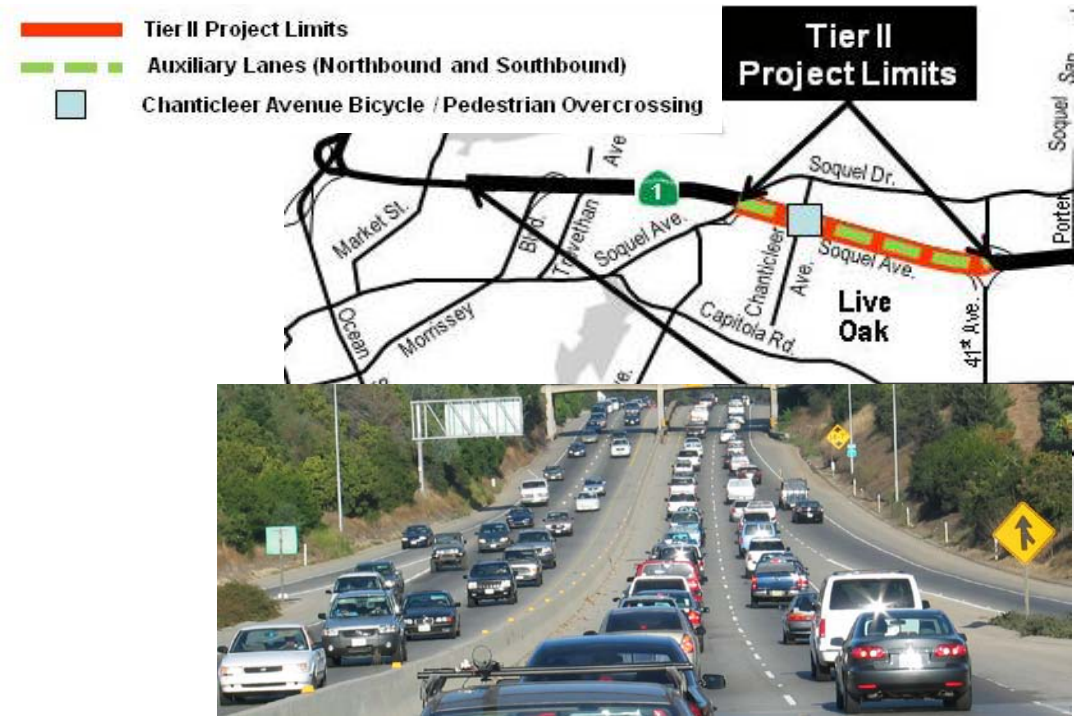

PROJECT FACT SHEET

Highway 1 41st-Soquel Auxiliary Lanes and Chanticleer Bike/Pedestrian Bridge

Design & Right-of-Way Phases

1. Implementing Agency: **Santa Cruz County Regional Transportation Commission (RTC)**

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4. Project Cost by Mode:

Road Rehab	Road –Auto Serving	Bicycle	Pedestrian	Transit	TDM*	TSM*	Planning	TOTAL
5%	68%	10%	15%		1%	1%		100%

**TDM=Transportation Demand Management (ex. rideshare programs); TSM=Transportation System Management (ex. ITS, signal sync)*

5. Project Location/Limits: **Highway 1 – 41st Avenue interchange to Soquel Drive interchange**

6. Project Length in miles (if applicable): 1.5 miles

7. Implementation Schedule: Design and Right-of-Way start FY13/14

8. Cost Estimate**:**

Environ-mental (PA/ED)	Design (PS&E)	ROW	Construction*	Total Project Cost
Part of HOV EIR	***$2,700,000***	***$1,300,000***	*$23,000,000*	***$27 million***

**Note- RTC not considering construction funds at this time*

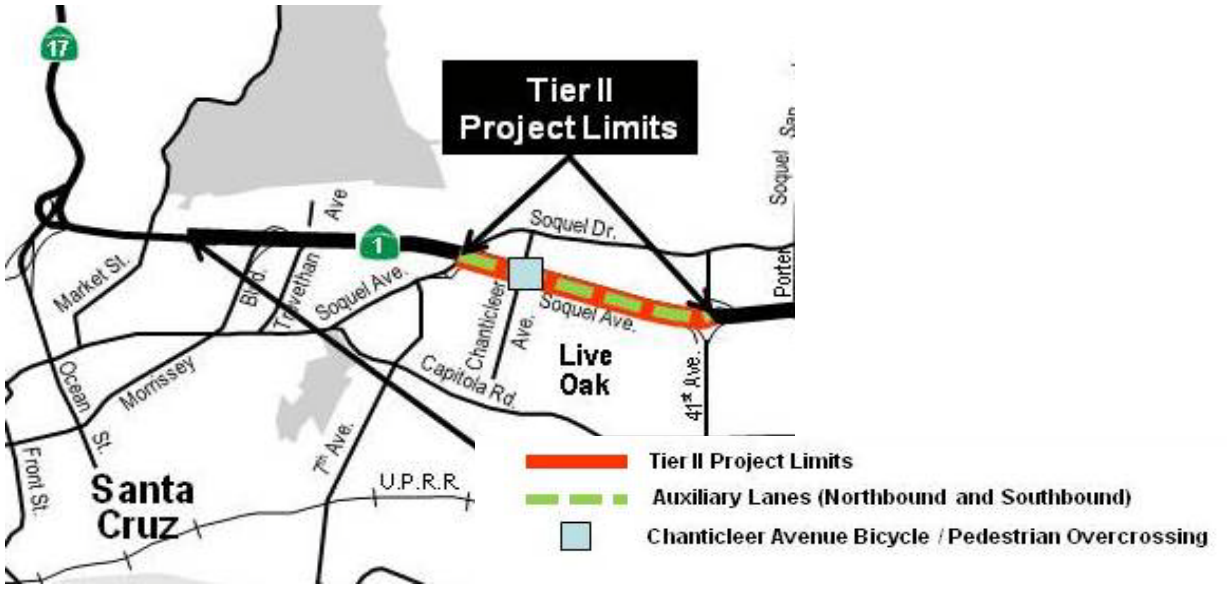
Project Benefits

9. **Highway 1 is the most heavily traveled roadway in Santa Cruz County, carrying over 100,000 vehicles per day. Extended hours of daily congestion on Highway 1 result in: by-pass traffic on local arterials, compromising the safety and operational efficiency of the local roadway network serving motorized and non-motorized travel; increased travel times and delay; and increased environmental impacts to air quality and noise along Highway 1 and local roadways.**

Regional Significance	**Section of roadway serves over 100,000 vehicles per day; Serves commute, visitor, truck, emergency vehicle, bicycle, and pedestrian travel**
Safety (Hazard elimination)	**Reduce incidents by providing more distance for merging and weaving; provide safe bike/pedestrian access across freeway**
Mobility(Provides congestion relief, support for alternative modes)	**Project will reduce congestion northbound and southbound - during both AM and PM peak periods including:** • Average Travel Time &Travel Delay (vehicle hours of delay) • Number of Vehicle Trips (vehicle throughput) • Freeway Travel Time (vehicle hours of travel)

	• Travel Distance (vehicle miles of travel) • Increase bicycle and pedestrian access
Accessibility (Opportunity and ease of reaching desired destinations.)	**Increases access to medical facilities, schools, neighborhoods by all**
Reliability	**Project aimed to reduce incidents and increase reliability of system for all modes**
Productivity (throughput, increase vehicle occupancy, reduce SOV)	**Project aimed at increasing bicycle and pedestrian mode share, improving access to park and ride lot and productivity of bus system.**
System Preservation	**Project will resurface existing lanes extending the useful life of approximately 4 miles of freeway mainlines.**
Air Quality/ Global Warming/Environment	**Project expected to reduce congestion and idling; plus shift travelers to bicycle and pedestrian.**
Return on Investment/ Lifecycle Cost	**Materials used aimed at extending life of facilities, and roadway to be resurface to extend useful life**
Deliverability/ Risks to Project Cost, Funding or Schedule	**CEQA/NEPA environmental clearance, Right-of-way acquisition, and permitting could impact schedule; release of STIP funds by CTC (though potential issue for all STIP projects)**
Project funding	**ROW and Design phases proposed to be 100% STIP-funded**
Economic Benefits (jobs created, etc)	**Project anticipated to generate medium level of jobs, be used by visitors and facilitate goods movement**
Enhancement Projects- agree to use Conservation Corps*	**Yes – Bike/Ped Bridge**

**SCCRTC is mandated by SB286 to give priority for TE funds to project sponsors that are working with/agree to work with local or state Conservation Corps*



PROJECT FACT SHEET
State & Federally Mandated
Planning, Programming, and Monitoring

1. Implementing Agency: **Santa Cruz County Regional Transportation Commission (RTC)**

2. Amount of STIP Funding Requested: **$300,000**

3. Project Description/Scope: **As the state-designated Regional Transportation Planning Agency for Santa Cruz County, the RTC is required to administer certain funds, monitor projects, and conduct a variety of planning and programming duties. This includes coordination with Caltrans on state highway projects and development of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP). Collectively the CTC identifies these duties as Planning, Programming, and Monitoring (PPM). The RTC is eligible to use up to 5% of its STIP county share for these tasks and historically has used between $150,000-300,000 per year. Since the 2012 STIP adds two additional fiscal years, it isWith the addition of FYadditional years to the 2012 STIP, Currently funds $150,000 is programmed in FY10/11 and no funds in future years. If the RTC does not secure STIP funds to perform these duties, additional local funds, such as Transportation Development Act (TDA), would need to be used. An additional $925,000 is needed to complete state and federally-mandated PPM activities for five years: FY10/11-14/15.**

4. Project Cost by Mode:

Road Rehab	Road –Auto Serving	Bicycle	Pedestrian	Transit	TDM*	TSM*	Planning	TOTAL
10%	20%	10%	10%	10%	5%	10%	35%	100%

5. Project Location/Limits: **Santa Cruz County – all areas**

6. Project Length in miles (if applicable): **N/A**

7. Implementation Schedule: **Funds for FY15/16 and FY16/17**

8. Cost Estimate**: $150,000 per year**

Project Benefits

Regional Significance	**Mandated activities required for all projects (not just RTC projects) to access state and federal funds.**
Safety (Hazard elimination)	**Funds used to assess needs, plan and monitor safety projects**
Mobility(Provides congestion relief, support for alternative modes)	**Funds used to plan and monitor mobility projects.**
Accessibility (Opportunity and ease of reaching desired destinations.)	**Funds used to plan and monitor accessibility projects.**
Reliability	**Funds used to plan projects aimed at improving system reliability.**
Productivity (throughput, increase vehicle occupancy, reduce SOV)	**Funds used to plan projects aimed at reducing SOV use, increasing vehicle occupancy.**
System Preservation	**Funds used to access system preservation needs.**

Air Quality/ Global Warming/Environment	**Funds used to prepare RTP aimed at reducing GHG via SB375 implementation.**
Return on Investment/ Lifecycle Cost	**Tasks include benefit analysis and performance measures to address.**
Deliverability/ Risks to Project Cost, Funding or Schedule	No – ongoing annual tasks
Project funding	Tasks partially funded by Transportation Development Act Planning funds and state Rural Planning Assistance funds
Economic Benefits (jobs created, etc)	**Work program includes analysis of economic benefits of transportation system**
Enhancement Projects- agree to use Conservation Corps*	No

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PROJECT FACT SHEET
Bay Avenue/Capitola Avenue Intersection Improvements

1. Implementing Agency: **City of Capitola**

2. Amount of STIP Funding Requested: **$200,000**

3. This is County priority number __2__ of __2__ projects.

4. Project Description/Scope: **Roundabout construction at the intersection of Bay Avenue and Capitola Avenue. A highly skewed geometry at this intersection results in lengthy cueing and increase vehicle/pedestrian conflicts. The project would address peak period demands while improving turning movements, pedestrian access and bicycle access**

5. Project Cost by Mode:

Road Rehab	Road –Auto Serving	Bicycle	Pedestrian	Transit	Planning	TOTAL
%	75%	10%	10%	%	5%	100%

6. Project Location/Limits: **Bay Ave/Capitola Ave Intersection**

7. Project Length in miles (if applicable): **Intersection**

8. Construction Schedule: **Fall 2013-Spring 2014**

9. Total Cost Estimate:

Environ-mental (PA/ED)	Design (PS&E)	ROW	Construction	Contingency	Total Cost
$22,000	***$110,000***	***$88,000***	***$440,000***	***$90,000***	***$750,000***

Project Benefits

Regional Significance	**ADT: 10,000** **Improved pedestrian crossing**
Safety (Hazard elimination)	**Reduces collisions/improve safety for pedestrians**
Mobility(Provides congestion relief, support for alternative modes)	**Reduce peak hour queuing**
Accessibility (Opportunity and ease of reaching desired destinations.)	**N/A**
Reliability	**N/A**
Productivity (throughput, increase vehicle occupancy, reduce SOV)	**Increase vehicle throughput**
System Preservation	**N/A**
Air Quality/ Global Warming/Environment	**Reduce pollutants, fuel use, green house gases.** **Reduce storm water runoff to a small extent.**
Return on Investment	**N/A**

Deliverability/ Risks to Project Cost, Funding or Schedule	Are there barriers to delivering this project? **project would be first roundabout in Capitola so public support may be an issue. Funding will come from a multiple sources including air quality grants, and local funding.**
Project funding	**STIP funds will not provide 100% of the funding. Air Board grants and local funding will be sought as part of the final funding package. No local funds secured yet.**
Economic Benefits (jobs created, etc)	**None identified**
Enhancement Projects- agree to use Conservation Corps*	**Yes -** The City would commit to discussing with the either the state or community corps if they could construct portions of project.

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RBF CONSULTING JN 70100117

CAPITOLA AVENUE AND BAY AVENUE INTERSECTION
CONCEPT 2 - Dual Mini Roundabouts
EXHIBIT DM-1 SCALE: NONE

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PROJECT FACT SHEET
Park Avenue Sidewalks

1. Implementing Agency: **City of Capitola**

2. Amount of STIP Funding Requested: **$200,000**

3. This is County priority number __1__ of __2__ projects.

4. Project Description/Scope: **New sidewalk construction that will provide primary pedestrian access from the Cliffwood Heights neighborhood to Capitola Village. Currently only 4 short segments of sidewalk exist. This project would complete the connection. The project will also include crosswalks at Cabrillo and Washburn improving access to transit stops on the south side of Park Avenue s. This project can be built in phases if less than full funding is awarded.**

5. Project Cost by Mode:

Road Rehab	Road –Auto Serving	Bicycle	Pedestrian	Transit	Planning	TOTAL
%	%	%	90%	5%	5%	100%

6. Project Location/Limits: **Park Avenue from the Cliffwood Heights neighborhood to Capitola Village**

7. Project Length in miles (if applicable): **1800 feet = 1/3 mile**

8. Construction Schedule: **Summer-Fall 2013**

9. Total Cost Estimate:

Environ-mental (PA/ED)	Design (PS&E)	ROW	Construction	Other*	Contingency	Total Cost
26,824	**67,060**	**10,000**	**268,242**		**53,648**	**425,774**

Project Benefits

Regional Significance	**Fills gap in local pedestrian network**
Safety (Hazard elimination)	**Reduces collisions/improve safety for pedestrians. Project will provide improved pedestrian access along arterial roadway between residential area and Capitola Village.**
Mobility(Provides congestion relief, support for alternative modes)	**Increases number of pedestrian facilities**
Accessibility (Opportunity and ease of reaching desired destinations.)	**Increases travel options and opportunities; provides bike or pedestrian access to schools; provides improved pedestrian access to transit**
Reliability	**N/A**
Productivity (throughput, increase vehicle occupancy, reduce SOV)	**Provides safer access to existing transit stop, could increase transit ridership.**
System Preservation	**N/A**

Air Quality/ Global Warming/Environment	**Reduce pollutants, fuel use, green house gases; reduce number of vehicle miles traveled by shifting trips from auto to walk and transit.**
Return on Investment	**N/A**
Deliverability/ Risks to Project Cost, Funding or Schedule	**None identified**
Project funding	**STIP funds will not provide 100% of the funding. No local funds secured yet, but general fund and gas tax will be used to supplement STIP.**
Economic Benefits (jobs created, etc)	**None identified**
Enhancement Projects- agree to use Conservation Corps*	**Yes -** The City would commit to discussing with the either the state or community corps if they could construct portions of project.

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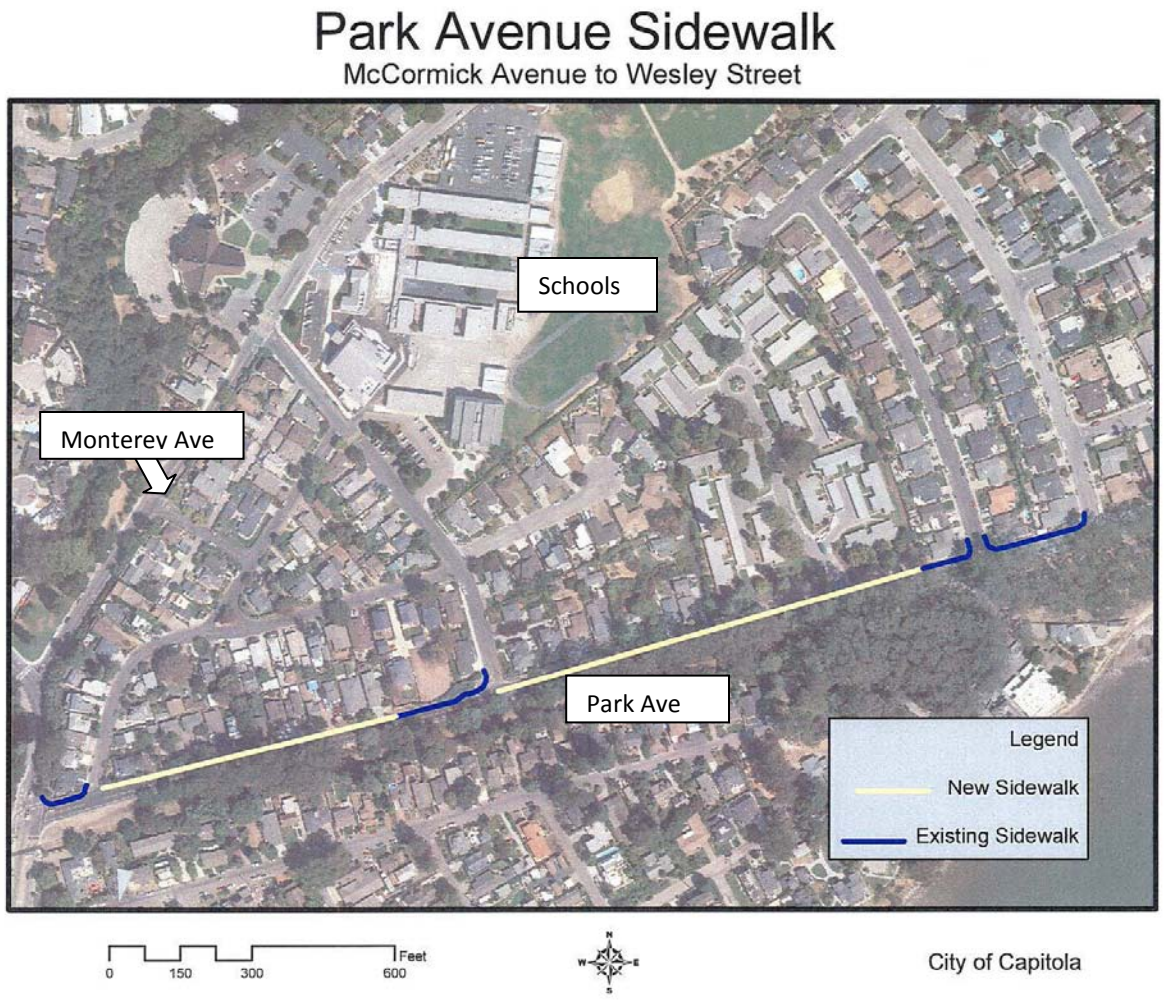
<u>Other:</u> Petition with 94 signatures requesting these sidewalks submitted with application.



PROJECT FACT SHEET
Branciforte Creek Bike and Pedestrian Bridge

1. Implementing Agency: **City of Santa Cruz**

2. Amount of STIP Funding Requested: **$1,000,000**

3. This is County priority number __4__ of ___4__ projects.

4. Project Description/Scope:
   The project is to construct a bike and pedestrian bridge across the Branciforte Creek channel (near Soquel Avenue and Dakota Street) and path connections to the existing San Lorenzo River levee multi-use trail. This project will close the gap in the 3-mile long San Lorenzo River levee pathway system.

   The levee pathway is a direct north-south alternative transportation commute route, conveniently located in the core of the City and connecting employment areas with neighborhoods. The connection serves the Beach/Boardwalk area, through Downtown, County Government Center and to the Harvey West Area for commuting and recreation. Interconnections exist with cross-town bike lanes, sidewalks and other paths.

   The project also has environmental and educational purposes, bringing the public closer to and within the natural environment. No work is planned in the river or riparian areas.

5. Project Cost by Mode: **Bike 50%; Pedestrian 50%**

6. Project Location/Limits: Branciforte Creek near Soquel Drive/San Lorenzo River Path.

7. Project Length in miles (if applicable): **Approx. 500 feet with trail connections**

8. Construction Schedule: **Summer-Fall 2013**

9. Total Cost Estimate:

Environ-mental (PA/ED)	Design (PS&E)	ROW	Construction	Other*	Contingency	Total Project Cost
$75,000	***$500,000***	***$25,000***	***$1,600,000 (with 2 year escalation)***	***$200,000***	***Included***	***$2,400,000***

*What is included in other? **Construction Management and Administration**

Project Benefits

Regional Significance	**Avg number of users- 2000 per/day** **Population served/benefiting from project: Santa Cruz residents, employees and visitors.**
Safety (Hazard elimination)	**Removes bikes and pedestrians from street system onto a through path, reducing potential conflict with vehicles**
Mobility(congestion relief, support alternative modes)	**Increase bike/ped facilities; Reduce commute times for bicyclists and pedestrians. Improve accessibility to natural area.**
Accessibility (Opportunity and ease of reaching desired destinations.)	**Increase travel options and opportunities, serves major activity or job centers, provide bike/ped access to schools, provide new pedestrian access to transit**

Reliability	**N/A**
Productivity (throughput, reduce SOV)	**Potentially reduce single occupancy vehicles**
System Preservation	**N/A**
Air Quality/ Global Warming/Environment	**Reduce pollutants, fuel use, green house gases, number of vehicle miles traveled by shifting trips from cars to bikes and walking.**
Return on Investment/ Lifecycle Cost	**N/A – new facility**
Deliverability/ Risks to Project Cost, Funding or Schedule	Are there barriers to delivering this project? **Environmental permits could delay project, though project is being designed to reduce permitting requirements.**
Project funding	**Project <u>not</u> fully funded. City seeking other state and federal funds dedicated for trail or bike/pedestrian projects. Some local funds committed to project.**
Economic Benefits (jobs created, etc)	Estimated # of Jobs Created or Saved by project ***48 construction jobs*** Use by visitors ***Yes***_____ Other economic benefits: ***Access to Downtown, compliments Ecotourism***
Enhancement Projects- agree to use Conservation Corps*	**Yes**

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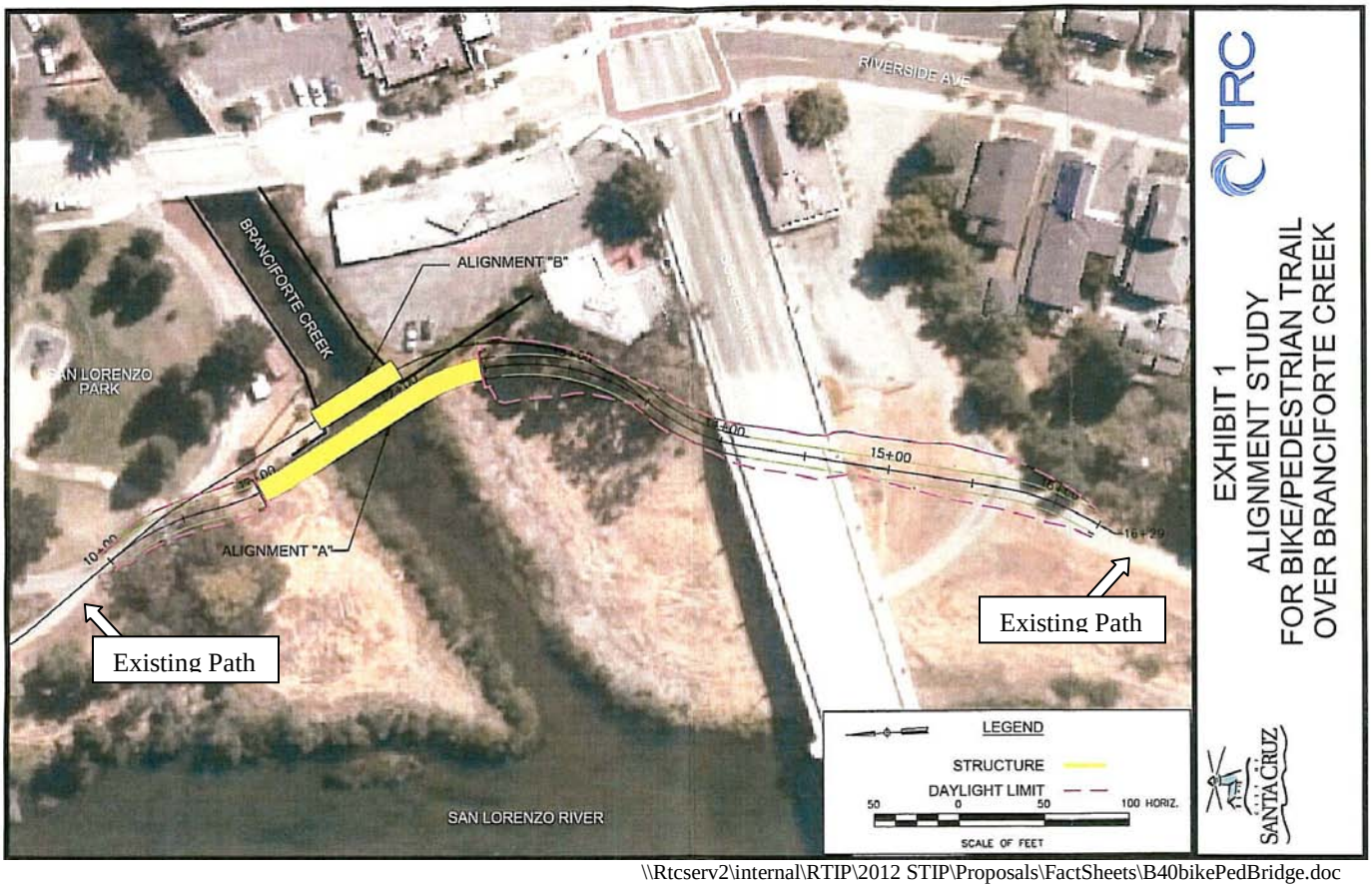


PROJECT FACT SHEET
Soquel/Park Way Traffic Signal Improvements

1. Implementing Agency: **City of Santa Cruz**

2. Amount of STIP Funding Requested: **$500,000**

3. This is County priority number __3__ of __4___ projects.

4. Project Description/Scope: **This safety project includes the installation of protected left-turn phasing (green/red arrow indicators) at the Soquel/Park Way signalized intersection on the east side of Santa Cruz. This arterial is the primary east-west corridor for the City and County of Santa Cruz, with approximately 30,000 vpd and a growing number of cyclists and pedestrians. Bike lanes were installed a few years ago and they are well used. The intersection is an important transfer point for Metro users. It is adjacent to the main Palo Alto Medical Foundation facility.**

   The removal and replacement of 2 retaining walls is required to provide enough width for the turn lanes. The design incorporates improved transit stops, bike lanes, and pedestrian push buttons and access ramps. There are many autos, trucks, buses, bike and pedestrian uses in this constrained area, especially during peak hours.

   The project design and easement acquisition is complete. The project is ready to construct. The funding request is for construction of the project, with 50% of the project costs paid with local funds.

5. Project Cost by Mode:

Road Rehab	Road –Auto Serving	Bicycle	Pedestrian	Transit	TDM*	TSM*	Planning	TOTAL
%	***20%***	***20%***	***20%***	***20%***	%	***20%***	%	***100%***

**TDM=Transportation Demand Management (ex. rideshare programs); TSM=Transportation System Management (ex. ITS, signal sync)*

6. Project Location/Limits: **Soquel Drive at Park Way**

7. Project Length in miles (if applicable): **At intersection**

8. Construction Schedule: **Summer 2012-Spring 2013**

9. Total Cost Estimate:

Environ-mental (PA/ED)	Design (PS&E)	ROW	Construction	Other*	Contingency	Total Project Cost
Complete	***Complete***	***Complete***	***$900,000***	***$40,000***	***Included***	***$940,000***

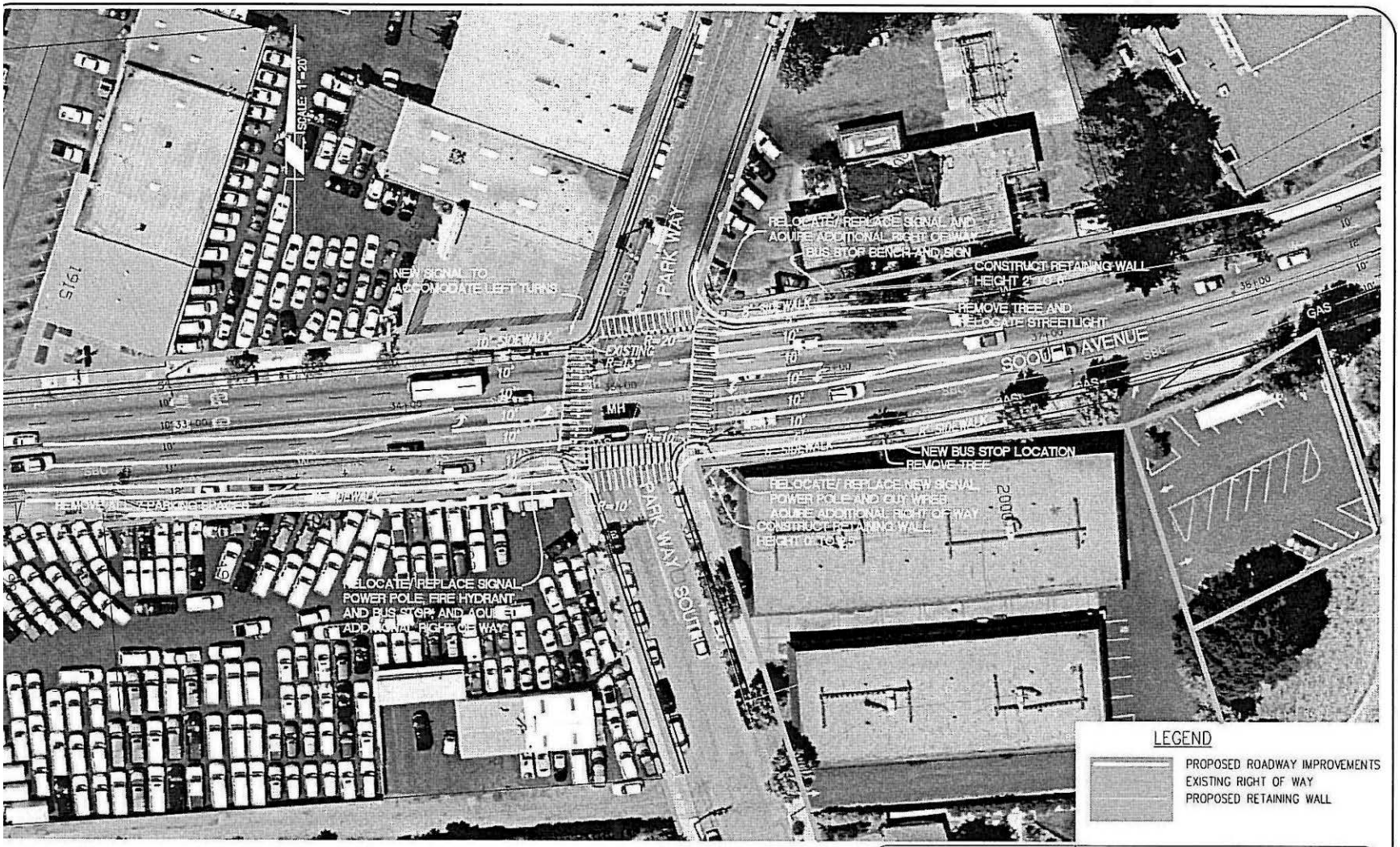
*What is included in other? Construction Management and Administration

Project Benefits

Improved multimodal access, significant improvements to safety for all users,, reduction in delays, reduction in GHG.

Regional Significance	**Used by/serves 40,000 travelers/day (all modes)** **ADT: ~ 30,000 VPD in 2010 & ~ 36,000 in 2030.** **Serves City of Santa Cruz and County residents**

Safety (Hazard elimination)	**Will reduce fatal or injury collision, all modes. On average 10 of 13 annual collisions are susceptible to correction.** **Transit stop relocated to safer location.**
Mobility(congestion relief, support alternative modes)	**Project to reduce delay by 5.2 vehicle hours, reduce commute times, peak and non-peak period travel times, improve access to transit operation and to transit facilities, widen sidewalks, preserve existing bicycle facilities and improve transit stops and access to transit stops.**
Accessibility (Opportunity and ease of reaching desired destinations.)	**Improves all travel options: access to transit, serve major activity and job center, provide bike/ped access to school (Harbor High+), improved access to transit, access to local businesses and medical clinic.**
Reliability	**Address travel time variability, non-recurring congestion and improve transit times**
Productivity (throughput, reduce SOV, etc)	**Increase throughput - reduces vehicle stops by 30% during peak hour, reduces queues by 74% with projected traffic.** **Total daily vehicle trips: ~30,000 ADT existing & ~36,000 projected** **Total peak period trips: ~ 3,300 PM existing & ~ 4,000 projected** **Other: Safely serves left-turning vehicles to local businesses, Palo Alto Medical Clinic and neighborhoods.**
System Preservation	**Traffic signal and street light maintenance.**
Air Quality/ Global Warming/Environment	**Project will reduce smog forming pollutants, reduce Greenhouse Gas (GHG), fossil fuel and energy use.** **Reduce Storm Water Runoff: Storm water quality improvement to be installed.**
Return on Investment/ Lifecycle Cost	Extending the lifecycle of existing transportation facilities: **Minimum 25 years**
Deliverability/ Risks to Cost, Funds or Schedule	Are there barriers to delivering this project? **No, project is ready to construct**
Project funding	**Project fully funded – City has committed matching funds.**
Economic Benefits (jobs created, etc)	Estimated # of Jobs Created or Saved by project: **27 construction jobs** Use by visitors: **Yes** Other economic benefits: **Improved access to local businesses.**
Enhancement Projects- agree to use Conservation Corps	N/A



ALTERNATIVE #1: STANDARD TRANSITIONS

RBF CONSULTING

TRAFFIC SIGNAL AND ROADWAY IMPROVEMENT PROJECT
SOQUEL AVENUE/ PARK WAY CONCEPT ALTERNATIVE #1
PRELIMINARY DESIGN - PER PLAN UPDATED: APRIL 30, 2008

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PROJECT FACT SHEET
State Route 1 San Lorenzo Bridge Widening/Replacement

1. Implementing Agency: **City of Santa Cruz**

2. Amount of STIP Funding Requested: **$1,000,000**

3. This is County priority number __2__ of __4___ projects.

4. Project Description/Scope: **The proposed project includes the widening or replacement of the State Route 1 bridge over the San Lorenzo River. The structure would be 3 lanes southbound and 4 lanes northbound. It is currently 2 lanes in each direction. The bridge constructed in 1955/56 does not have the capacity to serve traffic conditions and prevents the full utilization of the lanes at the State Route 1/9 intersection. The 2005 AADT is 62,000 and projected to be over 100,000 in 2030.**

   The draft Project Study Report (PSR-PDS) has been submitted to Caltrans for approval and the cooperative Agreement for the Project Approval and Environmental Document (PA/ED) development is being negotiated.

   The funding request is for design of the project.

5. Project Cost by Mode:

Road Rehab	Road –Auto Serving	Bicycle	Pedestrian	Transit	TDM*	TSM*	Planning	TOTAL
%	***90%***	0%	0%	***10%***	%	%	%	***100%***

6. Project Location/Limits: **The project is located on State Route 1, between State Route 9 and the State Route 1/17 interchange. Projects limits are at PM 17.31 to PM 17.51 on State Route 1.**

7. Project Length in miles (if applicable): **The total project length is approximately 1,200 feet**

8. Design Schedule: **August 2013-December 2014**
   Construction Schedule: **Spring 2015-December 2016**

9. Total Cost Estimate:

Environ-mental (PA/ED)	Design (PS&E)	ROW	Construction	Other*	Contingency	Total Project Cost
$300,000	***$1.5 million***	***NA***	***$15 million (with 6 year escalation)***	***$1.0 million***	***Included***	***$17.8 million***

*What is included in other? Construction Management and Administration

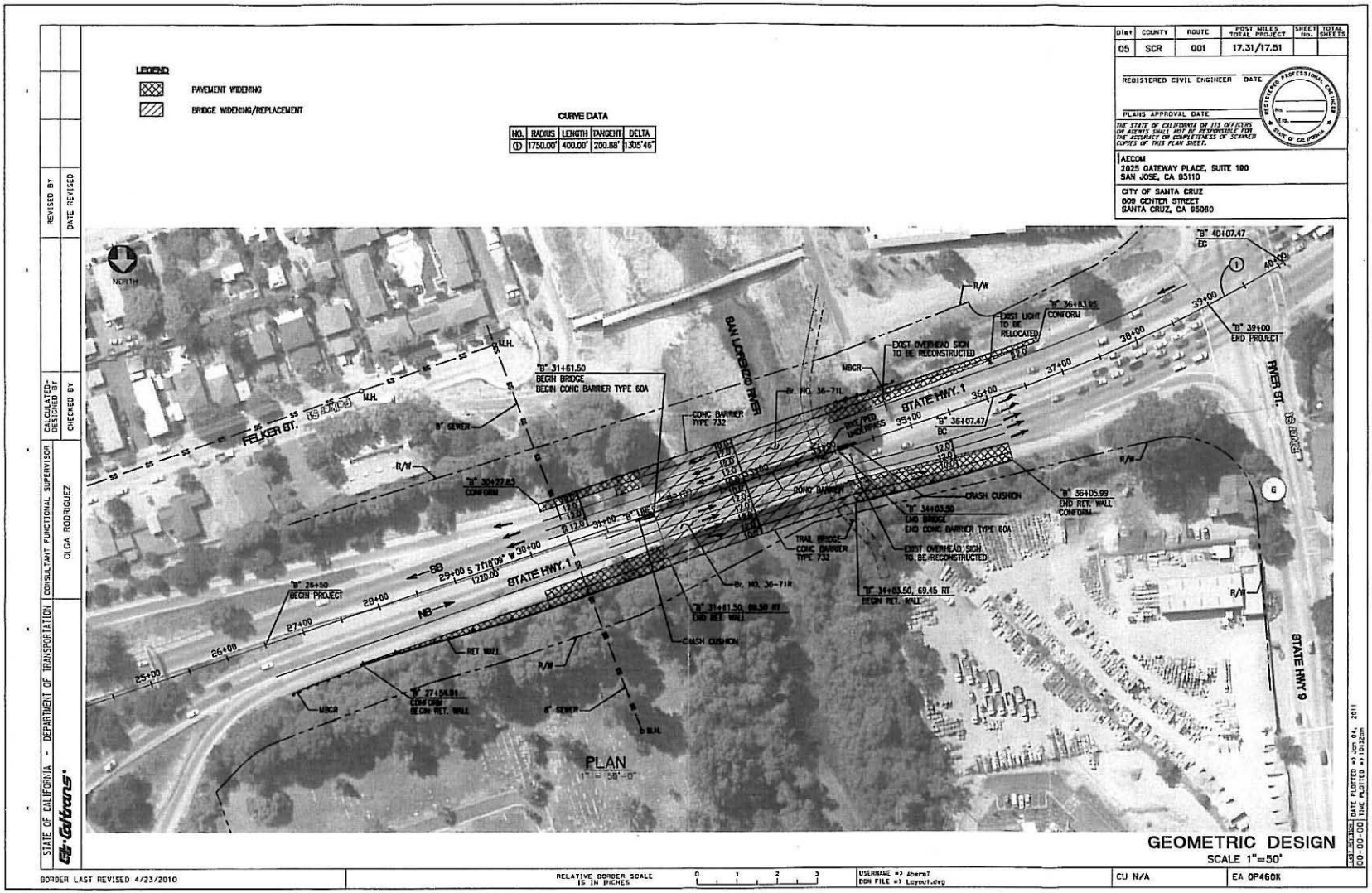
Project Benefits

The bridge has been a significant concern to the community, City and County, within the context of the State Route 1/9 intersection as they are closely linked and due to the potential for flooding. It is a significant bottle neck to accessing many areas of Santa Cruz, including the University, Harvey West, Westside and Downtown. The draft Project Study Report (PSR-PDS) was developed by the City and submitted to Caltrans early this year. It has been determined that the addition of lanes is needed to fully serve the Route 1/9 intersection and reduce backups at the Route 1/17

interchange.

The project reduces congestion issues at the intersection and at the interchange therefore improving access for all auto, transit and trucks by the addition of lanes by reducing delays, improving safety and reduce GHC. The improvements also include current seismic design standards, and if replaced will reduce flooding potential in the area and improve fish passage conditions. Widened shoulders improve highway worker safety.

Regional Significance	**Used by/serves more than 75% of county multiple times/year Average number of travelers/day (all modes): 124,000 projected.** **ADT: ~74,000 VPD in 2010 & ~ 103,000 VPD projects in 2030**
Safety (Hazard elimination)	**There have been several fatal or injury collisions.** **Other safety hazard: Improved highway worker safety. Average of 4. 79 collisions vs. actual of 7.63 collisions per million miles traveled**
Mobility(congestion relief, support alternative modes)	**Project to reduce PM peak congestion by 39%, reduce commute times, peak and non-peak period travel times, and improve access to transit operation and to transit facilities.**
Accessibility (Opportunity and ease of reaching desired destinations.)	**Increase travel options, access to transit, serve major activity and job center.**
Reliability	**Address travel time variability, non-recurring congestion and improve transit times**
Productivity (throughput, reduce SOV, etc)	**Increase throughput;** **Total daily vehicle trips*:* Projected Rte 1 ~103,000 ADT** **Total peak period trips: Projected ~ 6,500 AM & ~ 7,600 PM**
System Preservation	**Reduces back log of bridge maintenance**
Air Quality/ Global Warming/Environment	**Project will reduce smog forming pollutants; reduce Greenhouse Gas (GHG), fossil fuel and energy use.** **Storm water quality improvement to be installed.** **Other: Potential to reduce obstructions to fish passage.**
Return on Investment/ Lifecycle Cost	Extending the lifecycle of existing transportation facilities: **Minimum 50 years**. **Projected volumes are to 2030. Includes improved seismic resistance, reduced flooding and improved fish habitat.**
Deliverability/ Risks to Project Cost, Funding or Schedule	Are there barriers to delivering this project? **State Permits and Approval**
Project funding	**Project not fully funded – City will be working to secure construction funds from various sources**
Economic Benefits (jobs created, etc)	Estimated # of Jobs Created or Saved by project: **450 construction jobs** Use by visitors: **Yes** Other economic benefits: **Improved access to industrial Westside and Harvey West areas, UCSC and Downtown. Reduces flooding potential.**
Enhancement Projects- use Cons Corps	N/A



GEOMETRIC DESIGN
SCALE 1"=50'

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SCR	001	17.31/17.51		

REGISTERED CIVIL ENGINEER DATE
PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

AECOM
2025 GATEWAY PLACE, SUITE 100
SAN JOSE, CA 95110

CITY OF SANTA CRUZ
809 CENTER STREET
SANTA CRUZ, CA 95060

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
Caltrans
CONSULTANT FUNCTIONAL SUPERVISOR: OLGA RODRIGUEZ
CALCULATED-DESIGNED BY
CHECKED BY
REVISED BY
DATE REVISED

BORDER LAST REVISED 4/23/2010
RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3
USERNAME => Aberat
DGN FILE => Layout.dgn
CU N/A
EA 0P460K
DATE PLOTTED => Jan 04, 2011
TIME PLOTTED => 13:42am

PROJECT FACT SHEET
State Route 1/9 Intersection Improvements

1. Implementing Agency: **City of Santa Cruz**

2. Amount of STIP Funding Requested: **$1,000,000**

3. This is County priority number __1__ of __4___ projects.

4. Project Description/Scope: **The proposed project includes the following improvements at the State Route 1/9 intersection. The intersection improvements require a small amount of road widening on Highway 1 (west of Highway 9) and on both sides of Highway 9 (River Street). The project design plan is attached to the application. The scope includes the following components:**
   - **Add a second left-turn lane on Highway 1 southbound to Highway 9 northbound.**
   - **Add a second northbound through lane and shoulder on northbound Highway 9, from Highway 1 to Fern Street, to receive vehicular and bicycle traffic from both the new left turn lane on Highway 1 and the 2 lanes and bike lane from northbound River Street.**
   - **Add a right-turn lane and shoulder on northbound Highway 9, between Fern Street and Encinal Street, to accommodate traffic turning into the Tannery Arts Center.**
   - **Add a through-left trun lane on northbound River Street.**
   - **Replace channelizers on Highway 9 at the intersection of Coral Street.**
   - **Provide sufficient lane width along the northbound through/left turn lane on Highway 9 from Fern Street to Encinal Street.**
   - **Add a new sidewalk along the east side of Highway 9 from Fern Street north to Encinal Street.**
   - **Add a new through/left turn lane on southbound Highway 9.**
   - **Include Traffic Signal interconnect to adjacent signals.**

5. Project Cost by Mode:

Road –Auto Serving	Bicycle	Pedestrian	Transit	TDM*	TSM*	Planning	TOTAL
60%	***5%***	***5%***	***10%***	%	***10%***	%	***100%***

6. Project Location/Limits: **The project is located at the State Route 1/9 intersection, with limits at PM 17.5/17.7 on Highway 1 and PM 0.0/0.2 on Highway 9.**

7. Project Length in miles (if applicable): **Approximately 0.5 miles**

8. Construction Schedule: **Spring-Winter 2014**

9. Total Cost Estimate:

Environ-mental (PA/ED)	Design (PS&E)	ROW	Construction	Other*	Contingency	Total Project Cost
$200,000	***$600,000***	***$700,000***	***$4.1 Million***	***$200,000***	***Included***	***$5,800,000***

*What is included in other? Construction Management and Administration

Project Benefits

The intersection has been a significant concern to the community, City and County, for many years. It is a significant bottle neck to accessing many areas of Santa Cruz, including the University, Harvey West and Downtown. The Project Study Report was originally completed by

Caltrans in 2001, but then no additional work was done on developing the project until the City of Santa Cruz funded the PA/ED process. It has been determined on a local, regional and state level that intersection improvements are the only cost effective and reasonable solution available.

The project will not resolve all congestion issues at the intersection, but it has been determined through the current development process that the project will improve access for all users by the addition of lanes, reduce delays, improve safety and reduce GHC.

Regional Significance	**Intersection used by/serves more than 75% of county multiple times per year; ADT: Current-85,000 projected 110,000 in 2030; serves regional commerce, tourism**
Safety (Hazard elimination)	**There have been several fatal and injury incidents, all modes. Current accident rate is 0.68 vehicles per million. Expected accident rate after project construction is 0.43 per million vehicles.**
Mobility(congestion relief, support alternative modes)	**Project to reduce PM peak congestion by 39%, reduce commute times, peak and non-peak period travel times, increase pedestrian and bicycle use/safety, and improve access to transit operation facilities and provide for superior emergency access**
Accessibility (Opportunity and ease of reaching desired destinations.)	**Increase travel options, access to transit, serve major activity and job centers, provide bike and ped access to schools, and provide minor new pedestrian access to transit.**
Reliability	**Address non-recurring congestion and improve transit times**
Productivity (throughput, reduce SOV, etc)	**Total daily vehicle trips: Projected in 2030: Rte 1 ~89,000 & Rte 9 ~26,000 ADT** **Total peak period trips: Projected in 2030; ~ 6,500 AM & ~ 7,600 PM**
System Preservation	**Overlay part of project**
Air Quality/ Global Warming/Environment	**Project will reduce smog forming pollutants, reduce Greenhouse Gas (GHG), fossil fuel and energy use.** Reduce Storm Water Runoff: **Storm water quality improvement to be installed.**
Return on Investment/ Lifecycle Cost	Extending the lifecycle of existing transportation facilities: **Projected volumes are 2030 with anticipated life of project est. to be 25 years**
Deliverability/ Risks to Cost, Funding, Schedule	Are there barriers to delivering this project? **State Permits and Approval**
Project funding	**Significant local funds are budgeted/reserved/available for project.**
Economic Benefits (jobs created, etc)	Estimated # of Jobs Created or Saved by project: **123 construction jobs** Use by visitors: **Yes** Other economic benefits: **Improved access to industrial Westside and Harvey West areas, UCSC and Downtown.**
Enhancement Projects- agree to use Conservation Corps*	N/A

**SCCRTC is mandated by SB286 to give priority for TE funds to project sponsors that are working with/agree to work with local or state Conservation*

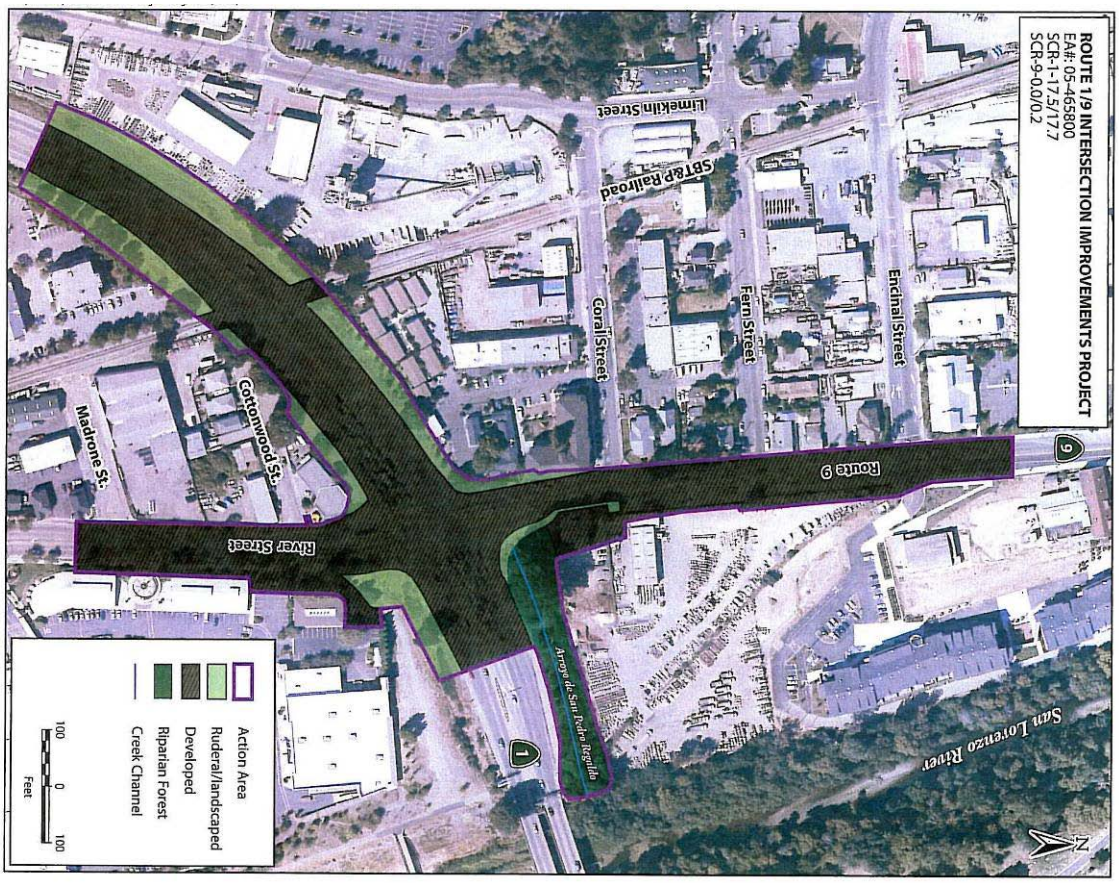
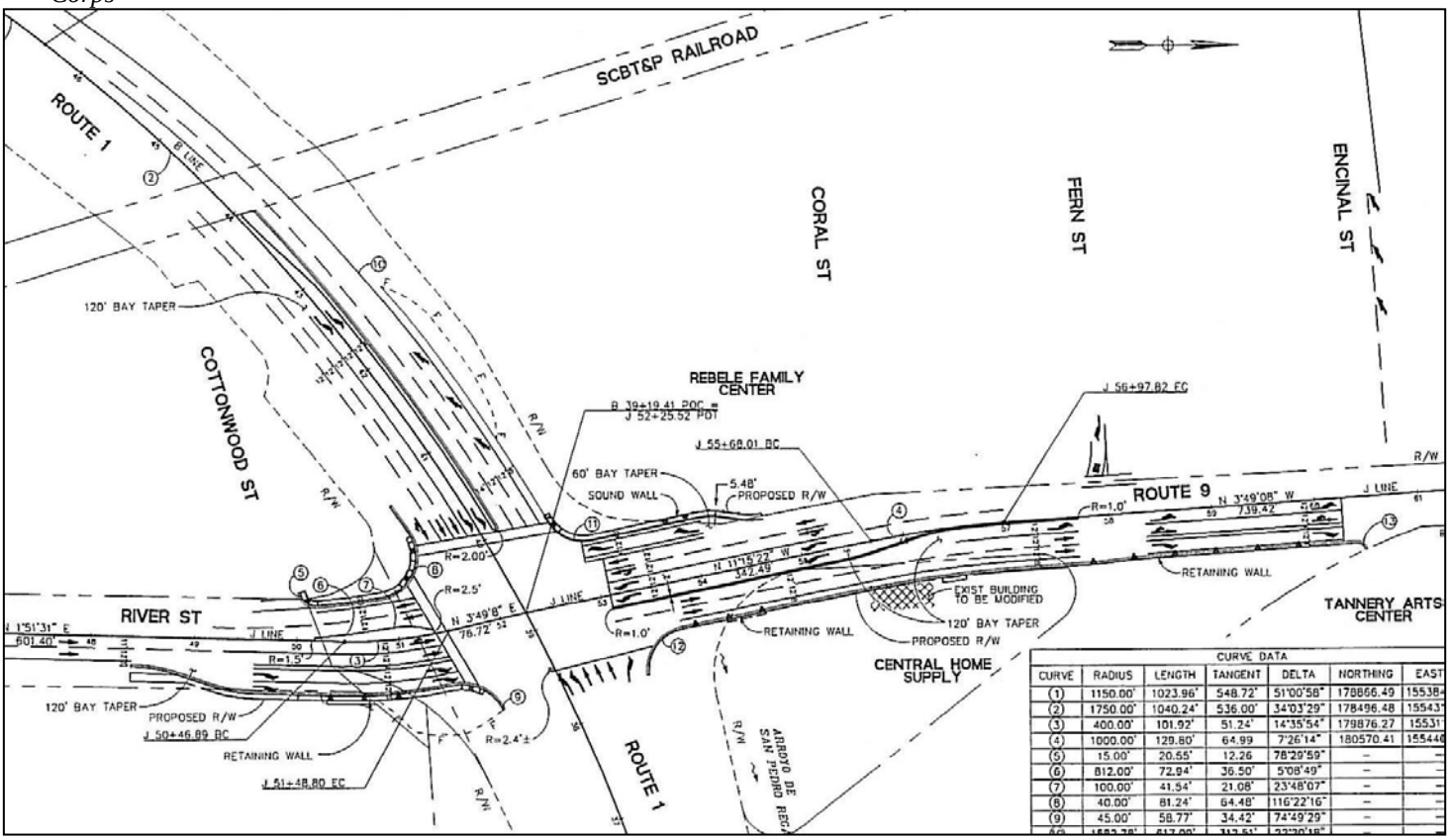


Figure 2
Natural Communities and Development in the Action Area

Corps



CURVE DATA						
CURVE	RADIUS	LENGTH	TANGENT	DELTA	NORTHING	EAST
(1)	1150.00'	1023.96'	548.72'	51°00'58"	178866.49	15538
(2)	1750.00'	1040.24'	536.00'	34°03'29"	178496.48	15543
(3)	400.00'	101.92'	51.24'	14°35'54"	179876.27	15531
(4)	1000.00'	129.80'	64.99	7°26'14"	180570.41	15544
(5)	15.00'	20.55'	12.26	78°29'59"	–	–
(6)	812.00'	72.94'	36.50'	5°08'49"	–	–
(7)	100.00'	41.54'	21.08'	23°48'07"	–	–
(8)	40.00'	81.24'	64.48'	116°22'16"	–	–
(9)	45.00'	58.77'	34.42'	74°49'29"	–	–

PROJECT FACT SHEET
Vine Hill Elementary School Sidewalk and Bike Lanes Project

1. Implementing Agency: **City of Scotts Valley**

2. Amount of STIP Funding Requested: **$450,000**

3. This is priority number 1 of 1 projects. (*If requesting funds for more than one project)*

4. Project Description/Scope: **The improvements consist of construction of new sidewalk (Portland Cement Concrete (PCC)) for pedestrians, pavement widening for bike lanes (about 6'), ADA-Accessible Ramps and other incidental items including PCC Curb/Gutter, four foot-high gravity retaining wall in some areas.**

5. Project Cost by Mode:

Bicycle	Pedestrian	TOTAL
20%	80%	100%

6. Project Location/Limits: **North side of Vine Hill School Road and both sides of Tabor Drive, along the Vine Hill Elementary School's frontage property. Vine Hill Elementary School is located on the northwest corner of the Vine Hill School Road and Tabor Drive intersection in the City of Scotts Valley. Vine Hill School Road also provides accesses to the City's primary recreational facility, Siltanen Park. Siltanen Park is a high sports participation facility containing three baseball fields, soccer fields, swimming pool, children's playground, and a group picnic area. During sporting seasons and sporting events, traffic congestion increases significantly. The picnic area also attracts a significant amount of traffic with 225 participants per day. There is sidewalk on the south side and bike lanes on both sides of Vine Hill School Road. There is sidewalk in some areas of Tabor Drive outside of the proposed project limits. Completion of this project would result in widening Tabor Drive from about 26' to 32' for bike lanes and provides sidewalk on both sides of Tabor Drive linking with the existing sidewalk.**

7. Project Length: **Adds approximately 1,800 linear feet of pedestrian and 1,000 linear feet of bike lane facilities.**

8. Construction Schedule: **Spring 2013**

9. **Cost Estimate:**

Environ-mental (PA/ED)	Design (PS&E)	ROW	Construction	Other*	Contingency	Total Project Cost
5,000	***25,000***	***0***	***380,000***	***50,000***	***40,000***	***500,000***

*What is included in other? Construction Support

Project Benefits

The residents of Vine Hill School Road, Tabor Drive as well as surrounding neighborhoods use the project's roadways to access schools, parks, commercial and employment centers, corporate buildings, urgent care medical clinics, shopping centers, small businesses. All motorists, pedestrians and bicyclists would benefit from the implementation of the proposed project, including transit riders embarking or disembarking buses at the Bus Stop located at the main entrance to Siltanan Park on Vine Hill School Road.

- **School children at Scotts Valley Middle School and Vine Hill Elementary School and Bethany College students and staff/teachers who travel to and from school**
- **Visitors to Siltanen Park (city's primary recreation facility used by an average of 225 people per day, many of whom walk or bike to this 7-acre site (expected to be expanded to 17-acres), with**

three baseball fields, soccer field, swimming pool, children's playground and group picnic area)

- **Students and staff attending Scotts Valley High School**
- **Pedestrians who push baby strollers along the roadway**
- **Senior citizens who push personal shopping carts along this road and wait for transit service**
- **Physically challenged individuals who travel the road via motorized wheelchairs and scooters**
- **Employees who work in the commercial and business areas located at the southern boundary of this project and walk during their lunch hour**
- **Scotts Valley Police Department bicycle patrol officers who bicycle on Hacienda Drive to patrol schools and parks and parking lots**

The proposed sidewalk and bike lanes construction project would provide an incentive to change people's thinking by encouraging the use of more environmentally sensitive modes of transportation (e.g. walking or bicycling to commercial areas, schools and parks, and thus resulting in reduction in energy consumption, vehicle emissions (air pollution) and improved air quality. Also, walking and bicycling improves quality of life since it increases self-reliance and sense of responsibility.

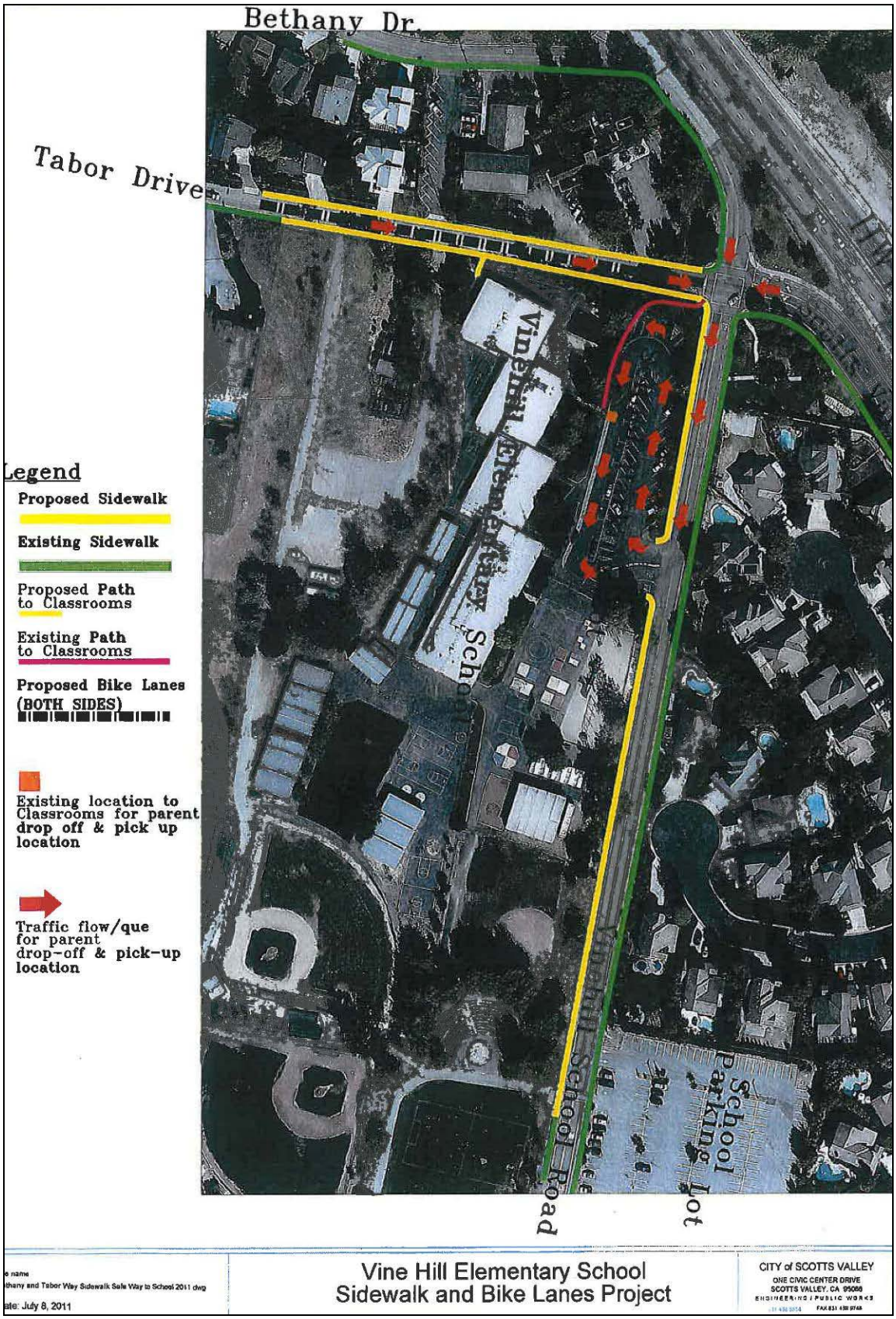
General Information/ Regional Significance	**The roadways encompassing the project carry about 5,400 vehicles per day.** Avg number of people directly served/day; number of users of facility/day: **570 Students and 225 peoples** Population served/benefiting from project: **Students and Siltanen Park users**
Safety (Hazard elimination)	**Constructing sidewalks along the school's frontage property on Vine Hill Rd and adding bicycle lanes on Tabor and sidewalks on west side along school property will improve safety. Currently, the bicyclists and pedestrians are forced to share the roadway with vehicular traffic resulting in a potentially dangerous situation of possible collisions between pedestrians, bicyclists and motorists. Reducing this potential danger is of utmost importance. Implementation of this project and the elimination of the conflict between cars, pedestrians, and bicyclists. One of the primary safety hazards around the school is parents or caretakers dropping off and picking up their children. Since motorists and pedestrians use the same roadway, the danger becomes escalated. Scotts Valley School District officials have informed the City that the residents have frequently expressed their concern for children's safety when dropping off along the school property on Vine Hill School Road and Tabor Way, due to the lack of designation between bicycles, pedestrians, and vehicles.** **The absence of a sidewalk and adequate bicycle lanes on these roads in Scotts Valley exposes pedestrians, bicyclists, and transit service patrons to potential danger from the following sources:** - **hazard from potholes, bumps, cracks, rocks, mud, debris, protruding shrubbery, and visual traffic impairments** - **can cause conflicts and collisions among pedestrians, bicyclists and vehicles.** - **deters people from walking, bicycling, and using the bus service, consequently encouraging them to use vehicles, thus increasing traffic congestion, delays and pollution.** **While no documented fatal or injury accidents to date, reducing fatal and injury collision is of utmost importance to the City of Scotts Valley; this project will reduce potential conflicts.** **Implementation of the proposed improvements will result in a significant increase in safety of those utilizing the roadway by:** - **providing pedestrians (particularly school children) with a safe place to walk** - **providing bicyclists with a safe place to ride** - **providing transit riders with a safe place to walk to bus stops to board and disembark from the bus**

	- providing pedestrians, bicyclists, and motorists with clearly designated travel areas to reduce conflict. **The proposed project would solve the existing problems by providing:** **- an incentive, as opposed to fear, for using alternative transportation.** **- a reduction of motorized transportation.** **- a viable alternative to using vehicles.** **- an incentive, as opposed to fear, for using alternative transportation.** **- a reduction of motorized transportation.** **- a reduction of vehicular/pedestrian/bicyclist conflicts** **- better control of pedestrians, bicyclists and vehicles.** **- link for pedestrians between neighborhoods** **- enhanced traffic flow by increasing capacity and decreasing delay** **- improved speed control of vehicles turning through an intersection** **- a safe location for traffic control devices.**
Mobility	**Project expected to reduce vehicle delay, reduce congestion, reduce commute times, and reduce peak and non-peak period traffic by increasing pedestrian (1,800 Linear feet) and bicycle facilities (0.38 miles). Will provide the maximum feasible separation of the following basic modes of transportation: cars, buses, motorcycles, pedestrians, and bicycles. The project is expected to reduce existing pedestrian and vehicular conflict and thus provide a more efficient transportation system and access, i.e. improving roadway capacity, traffic flow and progression. Also, the proposed improvements in overall safety would result in a significant decrease in motorized transportation delay times (including vehicle hours of delay, peak period delay times as well as non-peak period travel times), as well as decrease in commute times, traffic congestion and energy consumption. The proposed project is expected to increase pedestrian and bicycle traffic significantly by providing the missing link to surrounding sidewalk and bike lane facilities on Vine Hill School Road and Tabor Drive, Glenwood Drive, and Scotts Valley Drive, thus increasing its usage significantly based on the following criteria:** **a. increased capacity and safety as well as decreased delay** **b. enhanced traffic flow** **c. decreased conflicts resulting from physical separation of vehicular as well as non-motorized traffic and pedestrians** **d. a more positive indication to drivers of proper use of travel lanes** **e. a protected area for the location of traffic control devices** **f. better speed control of vehicles turning through intersections** **g. better control of pedestrians and vehicles in the vicinity of the school**
Accessibility (Opportunity and ease of reaching desired destinations.)	Will project increase travel options and opportunities? **Yes. The main purpose of this project is to provide bike and pedestrian access to schools, thereby eliminating gaps in the existing bike and pedestrian transportation system. Specific groups who would benefit from the safety features of sidewalks and bike lanes include:** **- all users of Vine Hill School Road would benefit from indication of proper use of travel lanes** **- all users of Tabor Drive would benefit from indication of proper use of travel lanes** **- all bicyclists on Vine Hill School Road** **- school children at Scotts Valley Middle School and Scotts Valley High School students who travel to and from school** **- employees who work in the commercial and business areas located at the southern boundary of this project** **- Scotts Valley Police Department bicycle patrol officers who bicycle on Vine Hill School Road and Tabor Drive to patrol schools, parks and parking lots.**

	- Transit riders: provides safe place to walk to bus stops to board and disembark from the bus stop located 1) near the entrance to Vine Hill Elementary School at the corner of Vine Hill School Road/Tabor Drive & Scotts Valley Drive intersection (See Figure 10), and 2) near the main entrance to Siltanen Park and just east of Vine Hill Elementary School on Vine Hill School Road **- Serve major activity or job centers: roadways used to access Scotts Valley High School, as well as commercial and employment centers, corporate buildings, urgent care medical clinics, shopping centers, small businesses, schools, and Siltanen Park (City's primary recreation facility).**
Reliability	Does the project ensure on time trips and service? **No** Address travel time variability (non-recurring congestion): **No** Improve Transit times: **No**.
Productivity (throughput)	Does the project increase throughput? **Yes, more people will be able to travel by foot.** Reduce daily vehicle trips: **Yes, will reduce vehicle trips**. Reduce peak period vehicle trips: **Yes, by shifting to walk and bike**. Reduce single occupancy vehicles: **Yes, by shifting to walk and bike**. Increase Transit ridership: **Provides accessible sidewalk to transit stop**
System Preservation	**Not a system preservation project**
Air Quality/ Global Warming/Environment	**Medium: Will reduce emissions by increasing bike/ped trips and reducing motor vehicle trips/vehicle miles traveled; will improve efficiency of access, traffic safety, flow and progression to commercial employment centers, recreational facilities, and schools from surrounding residential areas.**
Return on Investment/ Lifecycle Cost	**Adding sidewalk reduces roadway's wear and tear.**
Deliverability/ Risks to Project Cost, Funding or Schedule	**Dependent on CTC funding approval. If less than $450K is approved, the City would need to secure additional funds from other sources and/or scale back the project's scope of work.**
Project funding	Is the project fully funded? **Yes** Are local funds available? **Yes**
Economic Benefits	Estimated # of Jobs Created or Saved by project : **20**
Enhancement Projects- agree to use Cons Corps*	**Yes**

**SCCRTC is mandated by SB286 to give priority for TE funds to project sponsors that are working with/agree to work with local or state Conservation Corps*

Other: **Letters of support provided from the Scotts Valley Unified School District, the Scotts Valley Police Department and the Santa Cruz Regional Transportation Commission Bicycle Committee.**


Bethany Dr
Tabor Drive
Legend
Proposed Sidewalk
Existing Sidewalk
Proposed Path to Classrooms
Existing Path to Classrooms
Proposed Bike Lanes (BOTH SIDES)
Existing location to Classrooms for parent drop off & pick up location
Traffic flow/que for parent drop-off & pick-up location
Vine Hill Elementary School
School Road
School Parking Lot
Vine Hill Elementary School Sidewalk and Bike Lanes Project
CITY of SCOTTS VALLEY
ONE CIVIC CENTER DRIVE
SCOTTS VALLEY, CA 95066
ENGINEERING / PUBLIC WORKS
e name
thany and Tabor Way Sidewalk Safe Way to School 2011.dwg
ate: July 8, 2011

PROJECT FACT SHEET
Airport Boulevard Improvements

1. Implementing Agency: **City of Watsonville**

2. Amount of STIP Funding Requested: **$1,500,000**

3. This is County priority number __1__ of __1__ projects.

4. Project Description/Scope: **Project includes installation of road improvements on Airport Boulevard from east of Freedom Boulevard to the County line. Specific improvements would include road widening to accommodate extension of bicycle lanes and portion of travel lane, installation of bus pull out, installation of new sidewalk, improved pedestrian crossing, and ADA compliant curb ramps. (See Exhibit E for project location aerial and existing condition photos.)**

   Project would address safety concern regarding position of existing bus stop and pedestrian crossing into shopping center. Accident history at this location over the past few years has included some incidents at this crossing. There are also reports of "near misses" regarding this location.

5. Project Cost by Mode:

Road Rehab	Road –Auto Serving	Bicycle	Pedestrian	Transit	TDM*	TSM*	Planning	TOTAL
30%	35%	5%	15%	15%	%	%	%	100%

6. Project Location/Limits: **Airport Boulevard from east of Freedom Boulevard to City Limits**

7. Project Length in miles (if applicable): **0.2 miles**

8. Construction Schedule: **Summer 2013-Spring 2014**

9. Total Cost Estimate:

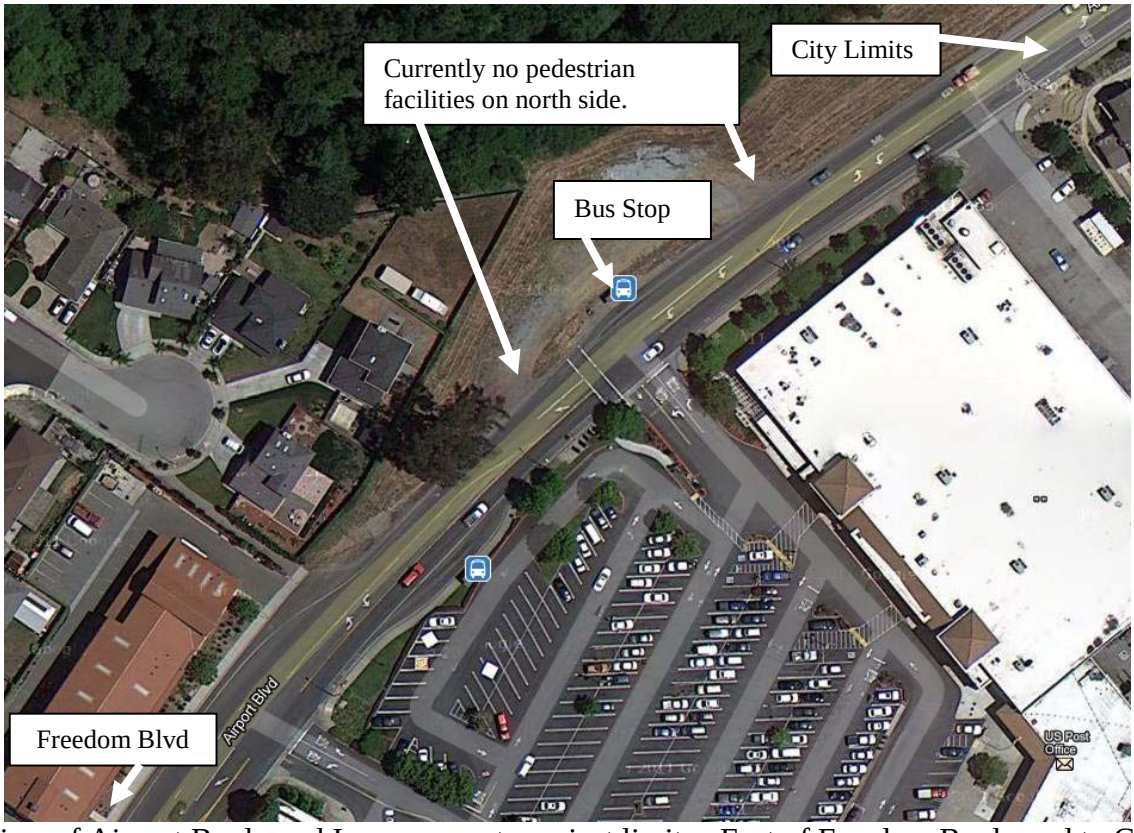
Environmental	Design (PS&E)	ROW	Construction	Construction Support	Contingency	Total Cost
$ 10 K	***$ 50K***	***$ 25 K***	***$ 1,130 K***	***$60 K***	***$ 225 K***	***$1,500 K***

Project Benefits

Regional Significance	**Avg number of users- approx 15,000 (bus ridership & vehicles, pedestrian and bike counts not available, est. 1000/day) ADT: 14,000 Population served/benefiting from project: City, county residents and commuters using Airport Blvd to Holohan to access SR 152**
Safety (Hazard elimination)	**Reduces fatal/injury collision for all modes**
Mobility(Provides congestion relief, support for alternative modes)	**Reduce congestion with bus pull out and lane widening/bike lane; increase pedestrian facility (700' of sidewalk); improve existing bike lane**
Accessibility (Opportunity and ease of reaching desired destinations.)	**Increase travel options and opportunities, accessible bus stop, serves major activity or job centers (adjacent to shopping, commercial, and library), provide new pedestrian access to transit, add sidewalks/ADA ramps**
Reliability	**Increase accessibility and safety to/for transit**

Productivity (vehicle occupancy, reduce SOV)	**Increase accessibility and safety to/for transit**
System Preservation	**Reduces the back log of road maintenance or bus facilities overdue for maintenance**
Air Quality/ Global Warming/Environment	**Reduce pollutants, fuel use, green house gases, number of vehicle miles traveled by shifting trips from cars to transit, walking.**
Return on Investment/ Lifecycle Cost	**New construction/paving lifecycle: 20 yrs**
Deliverability/ Risks to Project Cost, Funding or Schedule	Are there barriers to delivering this project? **None anticipated at this time**
Project funding	**Project funding proposed: STIP, Traffic Fees and Gas Tax. Other grant funding opportunities also to be explored. Local funds available.**
Economic Benefits (jobs created, etc)	Estimated # of Jobs Created or Saved by project: **15 construction jobs** Use by visitors **Yes** Other: **Improve access to shopping/commercial business**
Enhancement Projects- agree to use Conservation Corps*	**Maybe -** The City would be open to discussing the construction of the appropriate project items with corps. Proposed project includes concrete and some landscaping items that could potentially be done by corps workers.

**SCCRTC is mandated by SB286 to give priority for TE funds to project sponsors that are working with/agree to work with local or state Conservation Corps*



Aerial view of Airport Boulevard Improvements project limits: East of Freedom Boulevard to City limits

PROJECT FACT SHEET
Alba Rd PM 3.48 Storm Damage Repair Project

1. Implementing Agency: **County of Santa Cruz**

2. Amount of STIP Funding Requested: **$485,000**

3. This is County priority number __6__ of ___7__ projects.

4. Project Description/Scope:
   The Alba Road site at Post Mile 3.48 consists of an area approximately 50 feet in length where the outboard roadway has been distressed or destroyed by a slipout. The slipout has required the County to restrict traffic through the site to a single lane and therefore the safety of the motoring public is at a greater risk because of the narrow traffic lanes at this location. An earth retaining system is now needed to restore the roadway and shoulder width to its predisaster condition. The scope of work shall consist of the following: geotechnical investigation, prepare engineered plans, construct soldier pile retaining wall with tiebacks, structure excavation and backfill, new asphalt concrete pavement and dike, metal beam guard rail, erosion control and revegetation.

5. Project Cost by Mode: **Road- Auto Serving 100%**

6. Project Location/Limits: **Alba Road at post mile 3.48**

7. Project Length in miles (if applicable): **.01 miles**

8. Construction Schedule: **Summer-Fall 2014**

9. Total Cost Estimate:

Environ-mental (PA/ED)	Design (PS&E)	ROW	Construction	Other*	Contingency	Total Project Cost
$10,000	$44,000	$8,000	$305,000	$88,000	$30,000	$485,000

*What is included in other? Construction Inspection and Overhead

Project Benefits

Regional Significance	**Low usage, low traffic volumes**
Safety (Hazard elimination)	**Project will reduce potential collisions**
Mobility(Provides congestion relief, support for alternative modes)	**No**
Accessibility (Opportunity and ease of reaching desired destinations.)	**Fully reopen roadway with storm damage**
Reliability	**N/A**
Productivity (throughput, increase vehicle occupancy, reduce SOV)	**N/A**
System Preservation	**Repair roadway**
Air Quality/ Global Warming/Environment	**N/A**

Return on Investment/ Lifecycle Cost	**Repair roadway**
Deliverability/ Risks to Project Cost, Funding or Schedule	Are there barriers to delivering this project? **Environmental permits could delay project**
Project funding	Seeking STIP to fund 100% of project. No local funds budgeted/available
Economic Benefits (jobs created, etc)	None identified
Enhancement Projects- agree to use Conservation Corps*	N/A

**SCCRTC is mandated by SB286 to give priority for TE funds to project sponsors that are working with/agree to work with local or state Conservation Corps*

PROJECT FACT SHEET
Glenwood Drive PM 2.02 Storm Damage Repair Project

1. Implementing Agency: **County of Santa Cruz**

2. Amount of STIP Funding Requested: **$600,000**

3. This is County priority number __4__ of ___7__ projects.

4. Project Description/Scope: **The Glenwood Drive site at Post Mile 2.02 consists of an area approximately 100 feet in length where the outboard roadway has been distressed or destroyed by a slipout. The slipout has required the County to restrict traffic through the site to a single lane and therefore the safety of the motoring public is at a greater risk because of the narrow traffic lanes at this location. An earth retaining system is now needed to restore the roadway and shoulder width to its predisaster condition. The scope of work shall consist of the following: geotechnical investigation, prepare engineered plans, construct soldier pile retaining wall with tiebacks, structure excavation and backfill, new asphalt concrete pavement and dike, metal beam guard rail, erosion control and revegetation.**

5. Project Cost by Mode: **Road- Auto Serving 100%**

6. Project Location/Limits: Glenwood Drive at post mile 2.02

7. Project Length in miles (if applicable): .02 miles

8. Construction Schedule: **Summer-Fall 2014**

9. Cost Estimate

Environ-mental (PA/ED)	Design (PS&E)	ROW	Construction	Other*	Contingency	Total Project Cost
$10,000	***$57,000***	***$10,000***	***$377,000***	***$108,000***	***$38,000***	***$600,000***

*What is included in other? Construction Inspection and Overhead

Project Benefits

Regional Significance	**Low usage, low traffic volumes**
Safety (Hazard elimination)	**Project will reduce potential fatal and injury collisions**
Mobility(Provides congestion relief, support for alternative modes)	**No**
Accessibility (Opportunity and ease of reaching desired destinations.)	**Fully reopen roadway with storm damage**
Reliability	**N/A**
Productivity (throughput, increase vehicle occupancy, reduce SOV)	**N/A**
System Preservation	**Repair roadway**
Air Quality/ Global Warming/Environment	**N/A**
Return on Investment/ Lifecycle Cost	**Yes- repairs roadway**

Deliverability/ Risks to Project Cost, Funding or Schedule	Are there barriers to delivering this project? **<u>Environmental permits could delay project</u>**
Project funding	Seeking STIP to fund 100% of project. No local funds budgeted/available
Economic Benefits (jobs created, etc)	None identified
Enhancement Projects- agree to use Conservation Corps*	N/A

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PROJECT FACT SHEET
Green Valley Rd PM 0.69 Storm Damage Repair Project

1. Implementing Agency: **County of Santa Cruz**

2. Amount of STIP Funding Requested: **$329,000**

3. This is County priority number __7__ of ___7__ projects.

4. Project Description/Scope: **The Green Valley Rd site at post mile 0.69 consists of an area approximately 20 feet in length where the roadway and shoulder has been distressed or destroyed by undermining of the road and around the 8 foot culvert. The erosion required the County to place temporary steel plates over the slumped roadway to allow vehicle access. A new culvert and headwalls is now needed to restore the roadway and shoulder to its predisaster condition. The scope of work shall consist of the following: geotechnical investigation, prepare engineered plans, remove and reinstall 8 foot culvert, reinforced concrete headwall, new asphalt concrete pavement and dike, metal beam guard rail, erosion control and revegetation.**

5. Project Cost by Mode: **Road- Auto Serving 100%**

6. Project Location/Limits: **Green Valley Rd at Post Mile 0.69**

7. Project Length in miles (if applicable): **.01 miles**

8. Construction Schedule: **Summer-Fall 2014**

9. Total Cost Estimate:

Environ-mental (PA/ED)	Design (PS&E)	ROW	Construction	Other*	Contingency	Total Project Cost
$10,000	***$32,000***	***$8,000***	***$200,000***	***$59,000***	***$20,000***	***$329,000***

*What is included in other? Construction Inspection and Overhead

Project Benefits

Regional Significance	**Low usage, low traffic volumes**
Safety (Hazard elimination)	**Project will reduce potential collisions. Temporary steel plates have been installed over the damaged road section.**
Mobility(Provides congestion relief, support for alternative modes)	**No**
Accessibility (Opportunity and ease of reaching desired destinations.)	**Repair roadway**
Reliability	**N/A**
Productivity (throughput, increase vehicle occupancy, reduce SOV)	**N/A**
System Preservation	**Repair roadway**
Air Quality/ Global Warming/Environment	**N/A**

Return on Investment/ Lifecycle Cost	**Yes**- repairs roadway, extend life of roadway
Deliverability/ Risks to Project Cost, Funding or Schedule	Are there barriers to delivering this project? **Environmental permits could delay project**
Project funding	Seeking STIP to fund 100% of project. No local funds committed.
Economic Benefits (jobs created, etc)	None identified
Enhancement Projects- agree to use Conservation Corps*	N/A

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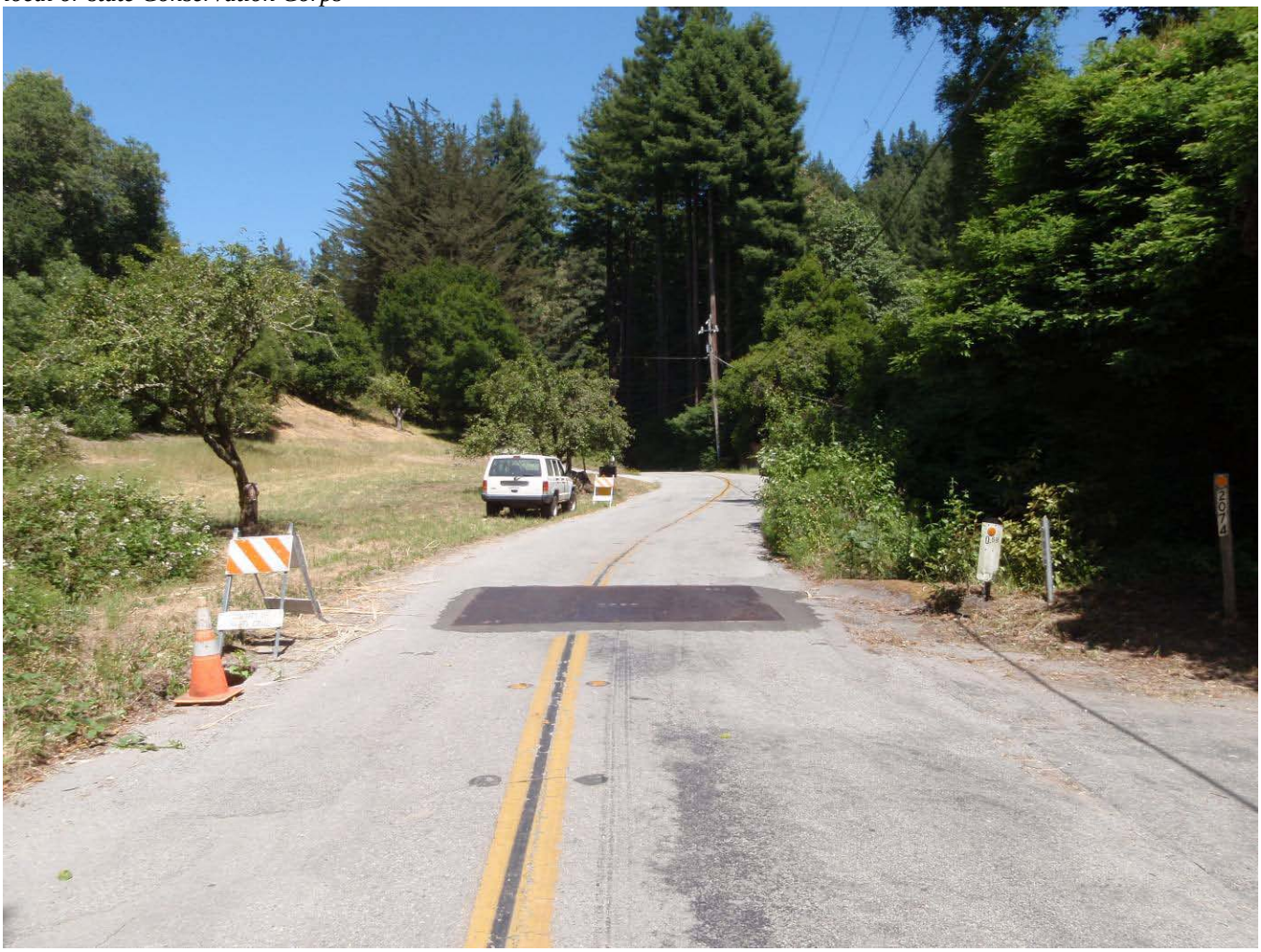

PROJECT FACT SHEET
Nelson Rd PM 2.0 Storm Damage Repair Project

1. Implementing Agency: **County of Santa Cruz**

2. Amount of STIP Funding Requested: **$1,500,000**

3. This is County priority number __1__ of ___7__ projects.

4. Project Description/Scope: **The Neslson Rd site at PM 2.0 consists of an area approximately 350 feet in length where the roadway has been blocked by a massive debris flow. The debris flow has closed the road to through traffic and has blocked access to over 30 residents. A permanent bypass road is now needed to restore access to over 30 residents and fire, life and safety responders. The scope of work shall consist of the following: geotechnical investigation, prepare engineered plans, bridge/culvert, excavation and backfill, new asphalt concrete pavement, and erosion control and revegetation.**

5. Project Cost by Mode: **Road- Auto Serving 100%**

6. Project Location/Limits: **Nelson Road at post mile 2.0**

7. Project Length in miles (if applicable): **0.1 miles**

8. Construction Schedule: **Spring-Fall 2015**

9. Cost Estimate

Environ-mental (PA/ED)	Design (PS&E)	ROW	Construction	Other*	Contingency	Total Project Cost
$60,000	***$101,000***	***$350,000***	***$690,000***	***$230,000***	***$69,000***	***$1,500,000***

*What is included in other? Construction Inspection and Overhead

Project Benefits

Regional Significance	**Low usage, low traffic volumes**
Safety (Hazard elimination)	**Project will reduce collisions, including for bikes and pedestrians. Narrow temporary bypass road is being utilized.**
Mobility(Provides congestion relief, support for alternative modes)	**Will reduce commute times and peak travel times**
Accessibility (Opportunity and ease of reaching desired destinations.)	**Reopen roadway with storm damage**
Reliability	**N/A**
Productivity (throughput, increase vehicle occupancy, reduce SOV)	**N/A**
System Preservation	**Repair roadway**
Air Quality/ Global Warming/Environment	**N/A**
Return on Investment/ Lifecycle Cost	**Yes-** repairs roadway

Deliverability/ Risks to Project Cost, Funding or Schedule	Are there barriers to delivering this project? Environmental permits and right of way mitigation may delay project
Project funding	Seeking STIP to fund 100% of project. No local funds budgeted/available
Economic Benefits (jobs created, etc)	None identified
Enhancement Projects- agree to use Conservation Corps*	No

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PROJECT FACT SHEET
North Rodeo Gulch Rd PM 4.75 Storm Damage Repair Project

1. Implementing Agency: **County of Santa Cruz**

2. Amount of STIP Funding Requested: **$650,000**

3. This is County priority number __3__ of ___7__ projects.

4. Project Description/Scope:
   The North Rodeo Gulch Road site at Post Mile 4.75 consists of an area approximately 75 feet in length where the outboard roadway has been distressed or destroyed by a slipout. The slipout has required the County to restrict traffic through the site to a single lane of alternating traffic and therefore the response times have increased for fire, life and safety responders. An earth retaining system is now needed to restore the roadway and shoulder width to its predisaster condition. The scope of work shall consist of the following: geotechnical investigation, prepare engineered plans, construct soldier pile retaining wall with tiebacks, structure excavation and backfill, new asphalt concrete pavement and dike, metal beam guard rail, erosion control and revegetation.

5. Project Cost by Mode: **Road- Auto Serving 100%**

6. Project Location/Limits: **North Rodeo Gulch Rd at post mile 4.75, Soquel**

7. Project Length in miles (if applicable): .01 miles

8. Construction Schedule: **Summer-Fall 2014**

9. Total Cost Estimate:

Environ-mental (PA/ED)	Design (PS&E)	ROW	Construction	Other*	Contingency	Total Project Cost
$15,000	***$60,000***	***$8,000***	***$408,000***	***$118,000***	***$41,000***	***$650,000***

*What is included in other? Construction Inspection and Overhead

Project Benefits

Regional Significance	**Low:** low usage, low traffic volumes
Safety (Hazard elimination)	**Medium: Project will reduce potential collisions – bikes and autos. Two lane road is down to one lane with stop signs.**
Mobility(Provides congestion relief, support for alternative modes)	**No**
Accessibility (Opportunity and ease of reaching desired destinations.)	**Fully reopen roadway with storm damage**
Reliability	**N/A**
Productivity (throughput, increase vehicle occupancy, reduce SOV)	**N/A**
System Preservation	**Repair roadway**

Air Quality/ Global Warming/Environment	**N/A**
Return on Investment/ Lifecycle Cost	**Yes- repairs roadway, extend life of roadway**
Deliverability/ Risks to Project Cost, Funding or Schedule	Are there barriers to delivering this project? **<u>Environmental permits could delay project</u>**
Project funding	Seeking STIP to fund 100% of project. No local funds committed.
Economic Benefits (jobs created, etc)	None identified
Enhancement Projects- agree to use Conservation Corps*	N/A

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PROJECT FACT SHEET
Redwood Lodge Rd PM 1.65 Storm Damage Repair Project

1. Implementing Agency: **County of Santa Cruz**

2. Amount of STIP Funding Requested: **$1,000,000**

3. This is County priority number __2__ of __7___ projects.

4. Project Description/Scope:
   The Redwood Lodge Road site at Post Mile 1.65 consists of an area approximately 80 feet in length where the entire road width has dropped down about 4 feet and the outboard embankment has slipped out. The road slump and slipout has required the County to close the road to through traffic and therefore the response times have increased for fire, life and safety responders because they will have to use alternate routes. An earth retaining system is now needed to restore the roadway and shoulder width to its predisaster condition. The scope of work shall consist of the following: geotechnical investigation, prepare engineered plans, construct soldier pile retaining wall with tiebacks, structure excavation and backfill, drainage facilities, new asphalt concrete pavement and dike, metal beam guard rail, erosion control and revegetation.

5. Project Cost by Mode: **Road- Auto Serving 100%**

6. Project Location/Limits: **Redwood Lodge Rd PM 1.65**

7. Project Length in miles (if applicable): **.01 miles**

8. Construction Schedule: **Spring-Fall 2015**

9. Total Cost Estimate:

Environ-mental (PA/ED)	Design (PS&E)	ROW	Construction	Other*	Contingency	Total Project Cost
$15,000	***$85,000***	***$8,000***	***$644,000***	***184,000***	***$64,000***	***$1,000,000***

*What is included in other? Construction Inspection and Overhead

Project Benefits

Regional Significance	**Low usage, low traffic volumes**
Safety (Hazard elimination)	**Project will reduce fatal and injury auto and bicycle collisions**
Mobility(congestion relief, support alternative modes)	**No**
Accessibility (Opportunity and ease of reaching desired destinations.)	**Fully reopen roadway with storm damage**
Reliability	**N/A**
Productivity (throughput, reduce SOV, etc)	**N/A**
System Preservation	**Repair roadway**
Air Quality/ Global Warming/Environment	**N/A**

Return on Investment/ Lifecycle Cost	**Yes- repairs roadway**
Deliverability/ Risks to Project Cost, Funding or Schedule	Are there barriers to delivering this project? **Environmental permits could delay project**
Project funding	Seeking STIP to fund 100% of project. No local funds committed.
Economic Benefits (jobs created, etc)	None identified
Enhancement Projects- agree to use Conservation Corps*	N/A

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PROJECT FACT SHEET
Vienna Dr at Mesa Dr Storm Damage Repair Project

1. Implementing Agency: County of Santa Cruz

2. Amount of STIP Funding Requested: $____550,000

3. This is County priority number __5__ of ___7__ projects.

4. Project Description/Scope:
   The Vienna Drive site at Mesa Drive consists of an area approximately 60 feet in length where the outboard roadway has been distressed or destroyed by a slipout and the existing sidewalk has been undermined. The slipout has required the County to close the sidewalk and therefore the pedestrians are forced to walk along the shoulder of the road. An earth retaining system is now needed to restore the roadway and shoulder width to its predisaster condition. The scope of work shall consist of the following: geotechnical investigation, prepare engineered plans, construct soldier pile retaining wall with tiebacks, structure excavation and backfill, new asphalt concrete pavement and dike, metal beam guard rail, erosion control and revegetation.

5. Project Cost by Mode: *(Approximate % of total project costs related to different transportation modes)*

Road –Auto Serving	**Pedestrian**	**TOTAL**
97%	3%	100%

6. Project Location/Limits: Vienna Drive at Mesa Drive (Aptos area)

7. Project Length in miles (if applicable): .01 miles

8. Construction Schedule: Summer-Fall 2014

9. Total Cost Estimate:

Environ-mental (PA/ED)	Design (PS&E)	ROW	Construction	Other*	Contingency	Total Project Cost
$10,000	***$47,000***	***$10,000***	***$348,000***	***$100,000***	***$35,000***	***$550,00***

*What is included in other? ____Construction Inspection and Overhead_____

Project Benefits

Regional Significance	**Low usage, low traffic volumes**
Safety (Hazard elimination)	**Project will increase pedestrian safety** **The sidewalk at this location is closed because it has been undermined**
Mobility(Provides congestion relief, support for alternative modes)	**N/A**
Accessibility (Opportunity and ease of reaching desired destinations.)	**Provide access on roadway with storm damage**
Reliability	**N/A**
Productivity (throughput, increase vehicle occupancy,	**N/A**

reduce SOV)	
System Preservation	**Repair roadway and sidewalk**
Air Quality/ Global Warming/Environment	**N/A**
Return on Investment/ Lifecycle Cost	**Yes- repairs roadway and sidewalk**
Deliverability/ Risks to Project Cost, Funding or Schedule	Are there barriers to delivering this project? **Environmental permits could delay project**
Project funding	Seeking STIP to fund 100% of project. No local funds budgeted/available
Economic Benefits (jobs created, etc)	None identified
Enhancement Projects- agree to use Conservation Corps*	No

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