



Santa Cruz County Regional Transportation Commission's

BICYCLE COMMITTEE

AGENDA

Monday, August 13, 2012

6:30 p.m. to 9 pm

Note Special Time

<p>RTC Office 1523 Pacific Ave Santa Cruz, CA 95060</p>
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1. Call to Order
2. Introductions
3. Announcements – RTC Staff
4. Oral Communications

The Committee will receive oral communications during this time on items not on today's agenda. Presentations must be within the jurisdiction of the Committee, and may be limited in time at the discretion of the Chair. Committee members will not take action or respond immediately to any Oral Communications presented, but may choose to follow up at a later time, either individually, or on a subsequent Committee agenda.

5. Additions or deletions to consent and regular agendas

CONSENT AGENDA

All items appearing on the consent agenda are considered to be minor or non-controversial and will be acted upon in one motion if no member of the Committee or public wishes an item be removed and discussed on the regular agenda. Members of the Committee may raise questions, seek clarification or add directions to Consent Agenda items without removing the item from the Consent Agenda as long as no other committee member objects to the change.

6. Approve draft minutes of the May 15, 2012 Bicycle Committee meeting (pages 3 - 6)
7. Accept Bicycle Committee Roster (page 7)
8. Approve Bikes Secure parking subsidy applications from Resource Center for Nonviolence, Ristorante Avanti, Habitat for Humanity and Harbor High (pages 8 - 25)
9. Accept Summary of Bicycle Hazard Reports (pages 26)

10. Accept State and Federal Legislative Updates staff report presented at the August 2nd RTC meeting (pages 27-40)

REGULAR AGENDA

11. South County Bicycle and Pedestrian Work Group Final Report – Presentation from Sarah Harmon and Theresia Rogerson, County Health Services Agency Staff (pages 41-44)
12. Draft City of Watsonville Trails and Bicycle Master Plan – Presentation from Maria Rodriguez and Bob Geyer, City of Watsonville Public Works (staff report: pages 45 - 46; draft plan enclosed separately)
13. Project List Development for the *2014 Regional Transportation Plan* – Presentation from Ginger Dykaar, RTC Transportation Planner (pages 47- 79)
14. Monterey Bay Sanctuary Scenic Trail Network project and time line update – Oral presentation from Cory Caletti, RTC Senior Transportation Planner
15. Member updates related to Committee functions
16. Adjourn

NEXT MEETING: The next Bicycle Committee meeting is scheduled for Monday, October 15th from 6:30pm to 9pm at the **special meeting time** of at 6:30 pm at the RTC office, 1523 Pacific Ave, Santa Cruz, CA.

HOW TO REACH US

*Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue, Santa Cruz, CA 95060
phone: (831) 460-3200 / fax (831) 460-3215
email: info@sccrtc.org / website: www.sccrtc.org*

AGENDAS ONLINE

To receive email notification when the Bicycle Committee meeting agenda packets are posted on our website, please call (831) 460-3201 or email ccaletti@sccrtc.org to subscribe.

ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES

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

SERVICIOS DE TRADUCCIÓN/TRANSLATION SERVICES

Si gusta estar presente o participar en esta junta de la Comisión Regional de Transporte del condado de Santa Cruz y necesita información o servicios de traducción al español por favor llame por lo menos con tres días laborables de anticipo al (831) 460-3200 para hacer los arreglos necesarios. (Spanish language translation is available on an as needed basis. Please make advance arrangements (at least three days in advance by calling (831) 460-3200.



Santa Cruz County Regional Transportation Commission's BICYCLE COMMITTEE

Minutes - Draft

Tuesday, May 15, 2012

6:30 p.m. to 9 p.m.

NOTE SPECIAL DATE

RTC Office
1523 Pacific Ave
Santa Cruz CA 95060

1. Call to Order at 6:33 pm
2. Introductions

Members Present:

Piet Canin, Bike-to-Work
David Casterson, District 2, Chair
Bill Fieberling, City of Santa Cruz
Leo Jed, CTSC (Alt.)
Will Menchine, District 3 (Alt.)
Lex Rau, Scotts Valley (Alt.)
Peter Scott, District 3
Andy Ward, City of Capitola (Alt.)

Vacancies:

District 4 – Voting and Alternate
District 5 – Alternate
City of Watsonville – Voting and Alternate

Staff:

Cory Caletti, Senior Transportation Planner
Kim Shultz, Senior Transportation Planner

Unexcused Absences:

Kem Akol, District 1

Excused Absences:

Carlos Garza, City of Santa Cruz (Alt.)
Daniel Kostelec, City of Capitola, Chair
Gary Milburn, City of Scotts Valley
Nick Mucha, Ecology Action/Bike-to-Work
Eric Horton, District 2 (Alt.)
Rick Hyman, District 5
Jim Langley, CTSC
Holly Tyler, District 1 (Alt.)

Guests:

Katie LeBaron, Santa Cruz County HSA
Theresa Rogerson, HSA/CTSC

3. Announcements – Cory Caletti asked members to make note of Bicycle Committee meeting dates for the next fiscal year, identified on item #4. She also alerted members that because an additional meeting was held in April, the June Bicycle Committee meeting may be cancelled if no action items require Committee review.
4. Oral Communications - none

5. Additions or deletions to consent and regular agenda – Items 20 will be taken before items 19

CONSENT AGENDA

A motion (Ward/Fieberling) to approve the consent agenda passed unanimously.

6. Approved draft minutes of the April 9, 2012 Bicycle Committee meeting
7. Accepted Bicycle Committee Roster
8. Accepted Summary of Bicycle Hazard Reports
9. Accepted letter to Caltrans regarding certification of the City of Scotts Valley Bicycle Transportation Plan
10. Accepted letter to the City of Scotts Valley Public Works Director regarding the City of Scotts Valley Bicycle Transportation Plan
11. Accepted letter in support of the City of Scotts Valley's Bicycle Transportation Account funding application for Glen Canyon Road bicycle improvements
12. Accepted letter from the Bicycle Committee to Caltrans expressing concerns over plans to install rumble strips on Highway 1 from Shaffer Road to Swanton Road
13. Accepted flyer from the California Bicycle Coalition regarding Senate Bill 1464 which, if signed into law, will require motorists to give bicyclists at least 3 feet of space when passing
14. Approved FY 12/13 Bicycle Committee meeting schedule and frequency

REGULAR AGENDA

15. Highway 1 Auxiliary Lane Project and bicycle travel, during and post construction – Kim Shultz, Senior Transportation Planner, summarized the staff report and updated the Committee on the status of the Morrissey to Soquel auxiliary lane project, related bicycle travel improvements and accommodations. Highlights include discussion of the existing multi-use path between Park Way and La Fonda that will be rebuilt using environmentally friendly asphalt. The pathway construction is scheduled for completion by late August prior to Harbor High School's 2012 school year. He noted that some improvements recommended by the Bicycle Committee will be made to Brookwood Drive, although constrained right-of-way and sensitive habit areas makes accommodating two-way bicycle travel unfeasible at this point. Members asked for and received assurance that the path between Park Way and La Fonda will be accessible to bicycle as well as pedestrian travel. He thanked Committee members for their diligent field review, analysis, and recommendations and indicated that as much notice regarding construction detours as possible will be provided to the public in the coming months.
16. Transportation Development Act (TDA) Claim for Community Traffic Safety Coalition and the Ride 'n Stride program – Cory Caletti summarized the claim submitted by the Health Service Agency for both programs, the RTC's historic support and ongoing funding commitment, as well as the TDA allocation process. Katie LeBaron and Theresia Rogerson, Health Services Agency staff, summarized the goals and the numerous accomplishments of the programs, as well as the coordination between the two programs and the South County Bicycle and Pedestrian Work Group, another RTC funded program. A motion was made (Fieberling/Canin) to approve the staff recommendation to recommend that the RTC approve the requested TDA claims for each project according to the distribution amount

indicated. The motion passed unanimously. Finally, HSA staff requested volunteers for the annual Bicycle Observation Survey, which is now coordinated with the RTC to conduct collecting bicycle count data.

17. Transportation Development Act Claim for Bike to Work Week – Cory Caletti summarized the claim submitted for the Bike to Work program, the RTC’s ongoing support over the event’s 25 year history as well as the ongoing funding commitment. Staff indicated that the RTC budgeted for a \$50,000 claim as part of the FY 12/13 budget. Piet Canin of Ecology Action provided the project summary, identifying Bike to Work’s goals and accomplishments over the past year and over the past decade. Among the highlights is a 50% increase in Bike to Work participants over the past decade and 100% increase in Bike to School participants over the same period. A motion was made (Ward/Jed) to approve the staff recommendation to recommend to the RTC approval of the \$50,000 allocation claim for this year and committing to the annual \$50,000 apportionment. The motion passed with Piet Canin abstaining to avoid conflict of interest.
18. Subcommittee Structure and Brown Act considerations –Cory Caletti summarized the staff report indicating that the Brown Act treats subcommittees similarly as regular committee meetings requiring public noticing, agendas, staffing and minutes. The RTC does not have adequate resources to provide such support. Ad-hoc committees, however, may be formed to support members’ work on projects of limited scope, of limited duration and with fewer members than would constitute a quorum. After discussion and agreement, the Chair designated the following ad-hoc committees with identified members expressing interest in participation:
 - Highway 1 Chanticleer Bicycle/Pedestrian Bridge – Will Menchine, Rick Hyman, Holly Tyler
 - Caltrans’ Highway 1 Rumble Strip project - Leo Jed, Jim Langley, Andy Ward, Lex Rau, Will Menchine
 - Highway 1 bike safety improvements - Will Menchine, Bill Fieberling
 - Highway 1 Soquel to Morrissey Auxiliary lanes bicycle related improvements Bill Fieberling, Rick Hyman
 - El Rancho/Mt Hermon bicycle access - Lex Rau, Peter Scott, Will Menchine

Additionally, an “Updates related to the Committee’s functions” item will be added to the agenda where members may bring updates or other news regarding bicycling issues in Santa Cruz County. Should an action be needed related to an ad-hoc committee or another item, members would need to notify staff and the Chair three weeks prior to the meeting for agenda consideration. A written report should also be provided. Staff clarified that the Chair may write letters that are consistent with the Committee’s goals and prior direction without action from the Committee unless there is ambiguity or potential controversy. In that case, the Committee would weigh in on the issue at the next available opportunity.

19. Bike access at El Rancho and Mt Hermon Roads in the City of Scotts Valley – Lex Rau, Bicycle Committee member, summarized the limited and precarious bicycle access from Mt Hermon Road over the Highway 17 overpass and onto El Rancho Road. Improvements would mostly fall within Caltrans right of way. Mr. Rau is working with City of Scotts Valley staff to consider what improvements may be feasible for recommendation to Caltrans that are within reasonable budgets and other constraints. Mr. Rau will report back to the Committee on his findings after further review and investigation.

20. Update on Caltrans' plan to install rumble strips on Highway 1 and appointment of a Bike Committee member to the project development team – Cory Caletti, Senior Transportation Planner, indicated that Caltrans is forming a project development team (PDT) and has requested participation from RTC staff and a Bicycle Committee member. Due to his familiarity with Caltrans procedures, the Chair designated Leo Jed to the Hwy 1 Rumble Strip PDT.
21. Project Tracking/Subcommittee Tasks: Oral Reports
- a. City of Santa Cruz Project Tracking: none
 - b. City of Capitola Project Tracking: none
 - c. City of Scotts Valley project Tracking: none
 - d. City of Watsonville Project Tracking: none
 - e. County of Santa Cruz Project Tracking: none
 - f. Bike To Work Update: none
 - g. CTSC and the South County Bike/Pedestrian Work Group Update: none
 - h. UCSC: none
 - i. Legislative Tracking: none
 - j. Sanctuary Scenic Trail: none
 - k. Technical Subcommittee: none
 - l. Bicyclist/Motorist Safety Education: none
 - m. RTC Packet Monitoring Subcommittee: none
 - n. Safe Routes to School: none
22. Meeting adjourned at 9:05 p.m.

NEXT MEETING: The next Bicycle Committee meeting is cancelled. The following meeting of the Bicycle Committee is scheduled for Monday, June 11, 2012 at the **special meeting time** of 6:30 pm at the RTC office, 1523 Pacific Ave, Santa Cruz, CA.

Minutes respectfully prepared and submitted by:



Cory Caletti, Senior Transportation Planner

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BIKE COMMITTEE ROSTER – August, 2012

Representing	Member Name/Contact Info	Appointment Dates
District 1 - Voting Soquel, Live Oak, part of Capitola	Kem Akol kemakol@msn.com 247-2944	First Appointed: 1993 Term Expires: 3/13
Alternate	Holly M. Tyler Holly.m.tyler@gmail.com 818-2117	First Appointed: 2010 Term Expires: 3/13
District 2 - Voting Aptos, Corralitos, part of Capitola, Nisene Marks, Freedom, PajDunes	David Casterson, Chair dcasterson@gmail.com 588-2068	First Appointed: 2005 Term Expires: 3/15
Alternate	Eric Horton erichortondesign@gmail.com 419-7296	First Appointed: 3/09 Term Expires: 3/15
District 3 - Voting Big Basin, Davenport, Bonny Doon, City of Santa Cruz	Peter Scott drip@ucsc.edu 423-0796	First Appointed: 2007 Term Expires: 3/13
Alternate	William Menchine (Will) menchine@cruzio.com 426-3528	First Appointed: 4/02 Term Expires: 3/13
District 4 - Voting Watsonville, part of Corralitos	Vacant	Term Expires: 3/12
Alternate	Vacant	Term Expires: 3/12
District 5 - Voting SL Valley, Summit, Scotts Valley, part of Santa Cruz	Rick Hyman bikerick@att.net	First Appointed: 1989 Term Expires: 3/13
Alternate	Vacant	Term Expires: 3/13
City of Capitola - Voting	Andy Ward, Vice Chair Andrew.ward@plantronics.com 462-6653	First Appointed: 2005 Term Expires: 3/14
Alternate	Daniel Kostelec dkostelec@sbcglobal.net 325-9623	First Appointed: Term Expires: 3/14
City of Santa Cruz - Voting	Wilson Fieberling anbfieb@yahoo.com	First Appointed: 2/97 Term Expires: 3/15
Alternate	Carlos Garza carlos@cruzio.com	First Appointed: 4/02 Term Expires: 3/15
City of Scotts Valley - Voting	Lex Rau lexrau@sbcglobal.net 419-1817	First Appointed: 2007 Term Expires: 3/14
Alternate	Gary Milburn 427-3839 hm g.milburn@sbcglobal.net/438-2888 ext 210 wk	First Appointed: 1997 Term Expires: 3/14
City of Watsonville - Voting	Vacant	Term Expires: 3/13
Alternate	Vacant	Term Expires: 3/13
Bike To Work - Voting	Nick Mucha nmucha@ecoact.org 426-5925 x.128	First Appointed: 4/11 Term Expires: 3/13
Alternate	Piet Canin pcanin@ecoact.org 426-5925 ext. 127	First Appointed: 4/02 Term Expires: 3/13
Community Traffic Safety Coalition - Voting	Leo Jed leojed@gmail.com 425-2650	First Appointed: 3/09 Term Expires: 3/15
Alternate	Jim Langley jim@jimlangley.net 423-7248	First Appointed: 4/02 Term Expires: 3/15

All phone numbers have the (831) area code unless otherwise noted.

TO: Bicycle Committee

FROM: Matt Leal Transportation Planning Technician

RE: Bikes Secure – Bike Parking Subsidy Program Applications from Resource Center for Nonviolence, Harbor High School, Habitat for Humanity Santa Cruz County and Ristorante Avanti.

RECOMMENDATION

Staff recommends that the Bicycle Committee review and approve the attached Bikes Secure applications from Resource Center for Nonviolence for 8 surface mounted U racks, 31 racks for Harbor High School, 3 racks for Habitat for Humanity and 6 racks for Ristorante Avanti.

BACKGROUND

The Regional Transportation Commission (RTC) has been helping to provide bicycle parking to private businesses, local jurisdictions, school districts and other public agencies in Santa Cruz County since 1994. The Bikes Secure subsidy has been possible thanks to funding from the Monterey Bay Unified Air Pollution Control District's (MBUAPCD) AB2766 program. The RTC was awarded a fourth round of funds in August, 2008. The grant has received its last extension and remaining racks will need to be distributed by January 2013.

The fourth Bikes Secure grant continues to provide bicycle parking to local entities in Santa Cruz County provided they agree to the grant requirements to install the bicycle racks securely in a convenient location for use by patrons and/or employees. Applicants will also need to provide the RTC with pre and post installation bicycle count data and photographs of the installed racks. The grant stipulates that the RTC will provide a maximum of 8 inverted U bike racks per approved applicant but exceptions can be made for more racks on a case-by-case basis. The remaining funds have been expended to purchase the final shipment of U racks. The RTC will no longer have any funds to provide subsidies for bike lockers or alternate approved racks. In practice, most applicants choose the inverted U rack available through the RTC. Applications are available online.

DISCUSSION

Grant guidelines indicate that the Bike Secure program target "private businesses, local jurisdictions, school districts, and other public agencies". Attached please find applications from the following organizations:

- Resource Center for Nonviolence - 8 surface mounted U racks
- Harbor High School - 31 surface mounted U racks
- Habitat for Humanity Santa Cruz County - 3 surface mounted U racks
- Ristorante Avanti - 6 surface mounted U racks

The application (Attachments 1, 2, 3 & 4) contain a map indicating placement locations, agreement to install racks per RTC specifications, as well as agreements to provide pre and post installation bicycle counts and post installation photographs.

Staff recommends approving requests from the identified applicants as submitted. Staff also recommends approving Harbor High School's request for 23 additional racks beyond the maximum allowable of 8, due to the large volume of students and staff. The current racks on campus are used to capacity during the school year which forces cyclists to lock to other immovable objects. The Committee has made exceptions to the grant limit in the past based on the recognition that schools require larger bicycle parking facilities in locations on campus. Staff recommends upholding that tradition.

SUMMARY

The RTC's Bikes Secure Parking Subsidy Program, funded by the MBUAPCD, provides bicycle racks for Santa Cruz County businesses, jurisdictions, school districts and other public agencies. Staff recommends approving applications for 8 racks for Resource Center for Nonviolence, 31 racks for Harbor High School, 3 racks for Habitat for Humanity and 6 racks for Ristorante Avanti pending the receipt of the property approval letter.

<u>Attachment 1:</u>	Bikes Secure Application from Resource Center for Nonviolence
<u>Attachment 2:</u>	Bikes Secure Application from Habitat for Humanity Santa Cruz County
<u>Attachment 3:</u>	Bikes Secure Application from Ristorante Avanti
<u>Attachment 4:</u>	Bikes Secure Application from Harbor High School (due to late receipt of Harbor High School request, the application is attached separately)

**Santa Cruz County Regional Transportation Commission
Bikes Secure Parking Subsidy Program Application**

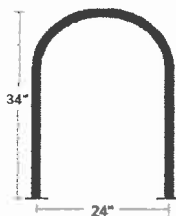
Business/Agency Name: Resource Center for Nonviolence

Address: 612 Ocean St

Contact Person: Liz Chamberlin Phone: 831 251 4330 Fax: _____

Email Address: flowergarden@baymoon.com

Nature of Business: community resources for nonviolent training, community events (theater too)



Inverted U

The Inverted U rack illustrated above is available in surface mount with a black powder coat finish. Please indicate total number of units desired. Please be prepared to be flexible on timing of rack availability as it depends upon what we have in stock.

Number of Units	Bike Parking Rack / Locker	Address of Installation Location
<u>8</u> <u>U racks</u>		<u>612 Ocean St</u>

Please Specify Reason for Requesting this Bike Parking Subsidy:

2 of the staff persons and a site person all ride their bikes. we have interns with bikes and host events where bike parking is needed

In addition to this page, to complete the application, ALL THREE of the following are required:

- ☐ Completed Agreement to Place and Maintain Bike Racks and Provide Pre and Post Bicycle Count Data and Photographs (following page);
- ☐ Site map with proposed bike parking locations in relation to buildings, entrance, auto parking, etc.;
- ☐ Documented property owner's permission (a letter) or public permit, if necessary, to install bicycle racks.

I certify that the owner of this property has granted permission to install bicycle racks at the location(s) above and the letter of permission or permit is included with this application. To the best of my knowledge and belief, the data and information included in this application is true and correct and I am authorized to file this application on behalf of the applicant.

Name and Title: Peter Plotz - Chamberlin, Staff

Signature: Peter Plotz - Chamberlin Date: 5/9/12

Bikes Secure Parking Subsidy Program

AGREEMENT TO PLACE AND MAINTAIN BICYCLE RACKS/LOCKERS and PROVIDE PRE AND POST INSTALLATION BICYCLE COUNT DATA AND PHOTOGRAPHS

The following is an agreement between the Santa Cruz County Regional Transportation Commission (RTC) and the undersigned, hereinafter referred to as recipient.

The recipient agrees that after being awarded a bike parking subsidy and prior to the installation of the bicycle parking equipment the RTC will be provided with pre installation bicycle count data for the proposed installation site. Bicycle count surveys will count parked bikes within a 200 foot radius of the installation site anytime during the period between 9 am and 11 am on a sunny Tuesday through Thursday, when school is in session.

Pre-Installation Count: (example of what will be needed and will be due to Staff once approved by committee)

Date: May 10 Time of day: 10 a.m. Weather condition: overcast Bicycles counted: 1
save what's sunny

The recipient agrees that within one month of receipt of bike parking devices from the RTC or its contracted supplier, unless other arrangements have been made, to install (#) 8 bicycle racks/lockers capable of holding (#) 16 bicycles at the location described in the attached map. Said map is attached hereto as Exhibit A, and by this reference is incorporated as part of this Agreement.

Recipient will arrange for and pay for the installation of the following type of bike racks:

U racks

The recipient agrees to attach said bike racks in a secure and theft-proof fashion following the appropriate standard outlined in the RTC's Bikes Secure Program Guidelines. Recipient also agrees to maintain the bicycle parking facilities and surrounding area for the life of the devices.

The recipient agrees to provide post installation bicycle counts and photographs of the installed bicycle parking equipment one year after installation of the bicycle parking devices. The same bicycle count survey criteria above must be used.

The recipient agrees to exonerate, indemnify, defend, and hold harmless the RTC, its officers, agents, employees, and volunteers, from and against any and all claims, demands, losses, damages, defense costs, or liability of any kind or nature which the RTC may sustain or incur or which may be imposed upon it for injury to or death of persons, or damage of property as a result of, arising out of, or in any manner connected with the recipient's performance under the terms of this agreement, excepting any liability arising out of the sole negligence of the RTC. Such indemnification includes any damage to the person(s), or property(ies) of the recipient and third persons.

The recipient further agrees that the RTC may exercise its option to repossess said bicycle parking devices, upon desertion of the present place of business by the business or upon removal of the rack(s) from the herein specified location(s).

Date: 5/9/12 By: Rita Klotz-Chamberlin, staff member
Name & Title
612 Ocean St., Santa Cruz
Address, City

Date: _____ By: _____
George Dondero, RTC Executive Director

To be filled in at a later date by staff:

Post-Installation Count (Date Expected: _____) Photographs Provided?: _____

Date: _____ Time of day: _____ Weather condition: _____ Bicycles counted: _____

Property Owner's Permission

Matt Leal

From: Peter Klotz-Chamberlin [electric@cruzio.com]
Sent: Thursday, May 10, 2012 10:37 PM
To: Matt Leal
Subject: Bike racks

Hello to the Regional Transportation Commission,

In addition to being staff of the Resource Center for Nonviolence, I am also President of Eschaton Foundation, the formal property owner of 612 Ocean. We agree to install bike racks on the 612 Ocean Street property, and we appreciate the Commissions donation of the racks!

Peter Klotz-Chamberlin
President
Eschaton Foundation



**Santa Cruz County Regional Transportation Commission
Bikes Secure Parking Subsidy Program Application**

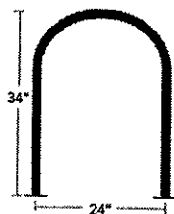
Business/Agency Name: Habitat for Humanity Santa Cruz County

Address: 1007 Cedar Street, Santa Cruz, CA 95060

Contact Person: David Foster Phone: 469-4663 Fax: 469-3118

Email Address: director@habitat-sc.org

Nature of Business: Habitat is a non-profit affordable housing development organization.



Inverted U

The Inverted U rack illustrated above is available in surface mount with a black powder coat finish. Please indicate total number of units desired. Please be prepared to be flexible on timing of rack availability as it depends upon what we have in stock.

Number of Units	Bike Parking Rack / Locker	Address of Installation Location
3	Parking Rack	719 Swift Street Santa Cruz, CA

Please Specify Reason for Requesting this Bike Parking Subsidy:

Habitat for Humanity is opening a used building materials and used furniture retail outlet call the "ReStore".

The store is located at a 6,000 sq. ft. warehouse and will be open to the public.

The store will be open at least three days a week. the store has three employees and

at least two or three volunteers four days a week. We currently have no bike racks.

In addition to this page, to complete the application, ALL THREE of the following are required:

- ☒ Completed Agreement to Place and Maintain Bike Racks and Provide Pre and Post Bicycle Count Data and Photographs (following page);
- ☒ Site map with proposed bike parking locations in relation to buildings, entrance, auto parking, etc.;
- ☒ Documented property owner's permission (a letter) or public permit, if necessary, to install bicycle racks.

I certify that the owner of this property has granted permission to install bicycle racks at the location(s) above and the letter of permission or permit is included with this application. To the best of my knowledge and belief, the data and information included in this application is true and correct and I am authorized to file this application on behalf of the applicant.

Name and Title: David Foster, Executive Director Habitat for Humanity Santa Cruz County

Signature:  Date: June 22, 2012

Bikes Secure Parking Subsidy Program

AGREEMENT TO PLACE AND MAINTAIN BICYCLE RACKS/LOCKERS and PROVIDE PRE AND POST INSTALLATION BICYCLE COUNT DATA AND PHOTOGRAPHS

The following is an agreement between the Santa Cruz County Regional Transportation Commission (RTC) and the undersigned, hereinafter referred to as recipient.

The recipient agrees that after being awarded a bike parking subsidy and prior to the installation of the bicycle parking equipment the RTC will be provided with pre installation bicycle count data for the proposed installation site. Bicycle count surveys will count parked bikes within a 200 foot radius of the installation site anytime during the period between 9 am and 11 am on a sunny Tuesday through Thursday, when school is in session.

Pre-Installation Count: (example of what will be needed and will be due to Staff once approved by committee)

Date: 7/11/12 Time of day: 9:00 Weather condition: Overcast Bicycles counted: 60

The recipient agrees that within one month of receipt of bike parking devices from the RTC or its contracted supplier, unless other arrangements have been made, to install (#) 3 bicycle racks/lockers capable of holding (#) 6 bicycles at the location described in the attached map. Said map is attached hereto as Exhibit A, and by this reference is incorporated as part of this Agreement.

Recipient will arrange for and pay for the installation of the following type of bike racks:

The recipient agrees to attach said bike racks in a secure and theft-proof fashion following the appropriate standard outlined in the RTC's Bikes Secure Program Guidelines. Recipient also agrees to maintain the bicycle parking facilities and surrounding area for the life of the devices.

The recipient agrees to provide post installation bicycle counts and photographs of the installed bicycle parking equipment one year after installation of the bicycle parking devices. The same bicycle count survey criteria above must be used.

The recipient agrees to exonerate, indemnify, defend, and hold harmless the RTC, its officers, agents, employees, and volunteers, from and against any and all claims, demands, losses, damages, defense costs, or liability of any kind or nature which the RTC may sustain or incur or which may be imposed upon it for injury to or death of persons, or damage of property as a result of, arising out of, or in any manner connected with the recipient's performance under the terms of this agreement, excepting any liability arising out of the sole negligence of the RTC. Such indemnification includes any damage to the person(s), or property(ies) of the recipient and third persons.

The recipient further agrees that the RTC may exercise its option to repossess said bicycle parking devices, upon desertion of the present place of business by the business or upon removal of the rack(s) from the herein specified location(s).

Date: June 22, 2012

By: David Foster, Executive Director

Name & Title

1007 Cedar Street Santa Cruz, CA

Address, City

Date: _____

By: _____

George Dondero, RTC Executive Director

To be filled in at a later date by staff:

Post-Installation Count (Date Expected: _____)

Photographs Provided?: _____

Date: _____ Time of day: _____ Weather condition: _____ Bicycles counted: _____

—French— PROPERTIES


PO Box 1638 • Capitola, CA 95010 • 831.234.8320 • tomfrench1776@gmail.com

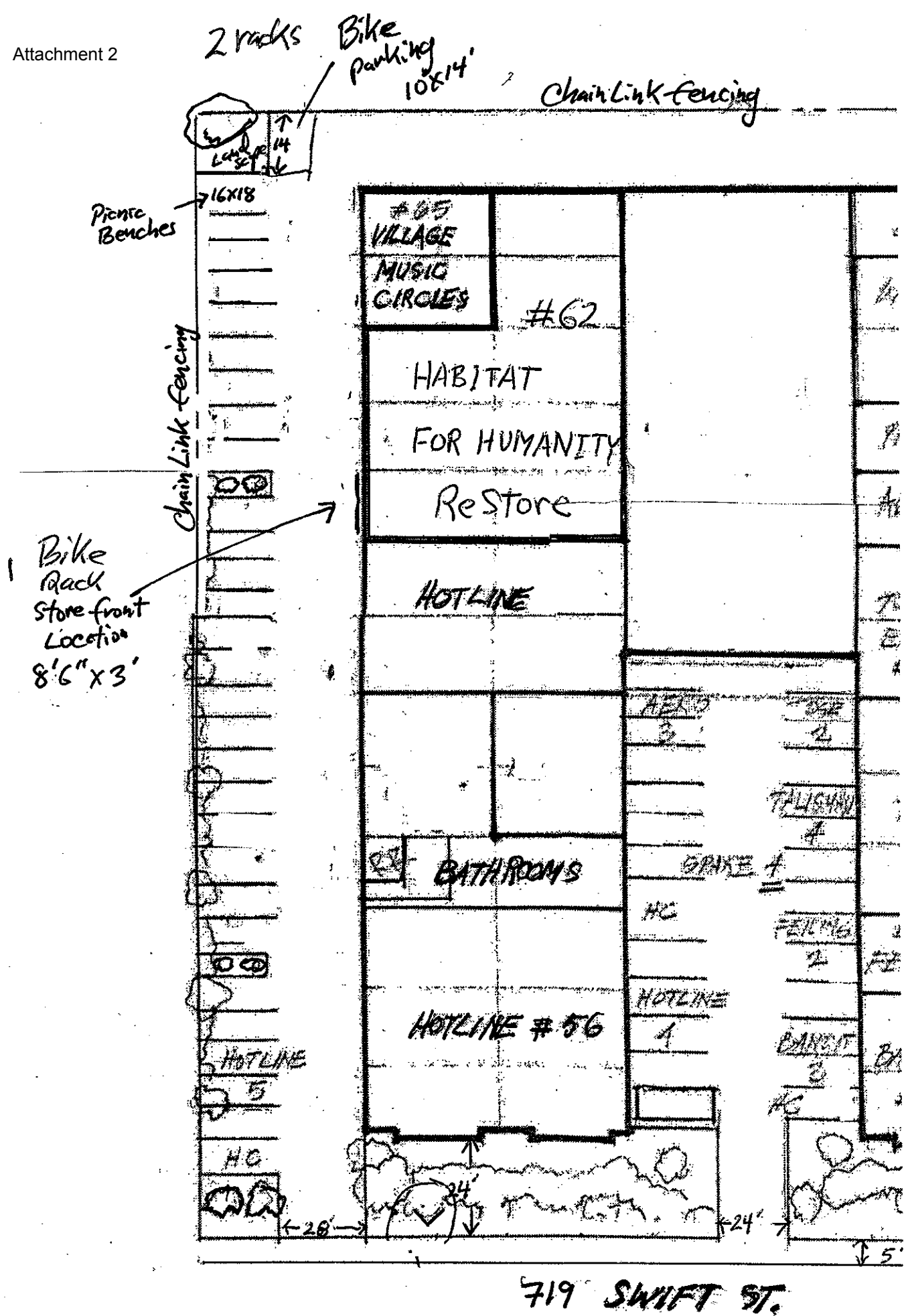
June 11, 2012

David Foster
Executive Director
Habitat for Humanity Santa Cruz County
1007 Cedar Street
Santa Cruz, CA 95060

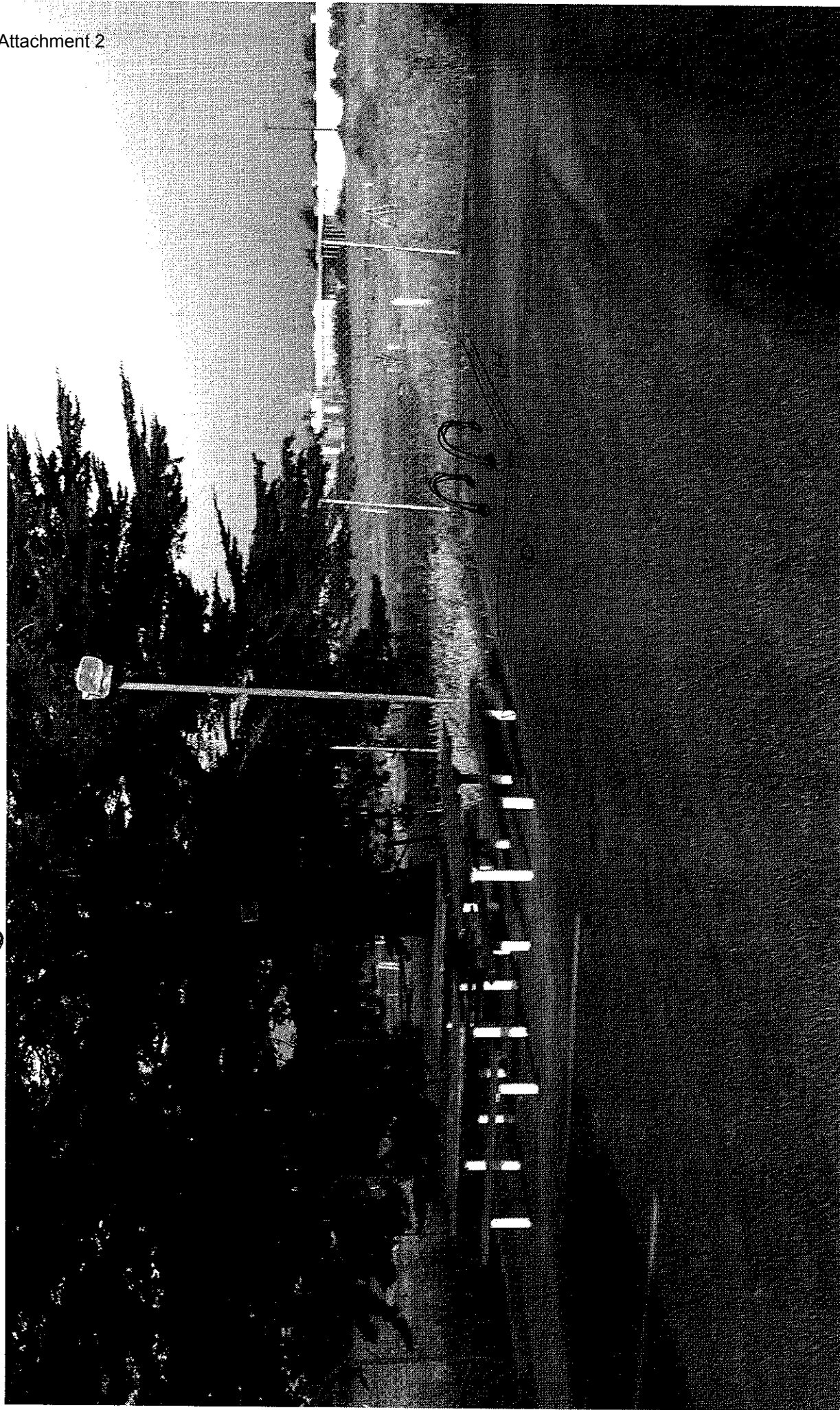
Dear David,

You have my permission to install a bicycle rack located near Unit #65 at 719 Swift Street, provided that the rack is placed near the picnic tables at the corner of our property and placed in an area such that the rack would not interfere with any possible parking spaces if the picnic tables were to be removed and replaced with additional parking spaces.

Tom French

Managing General Partner
French Properties

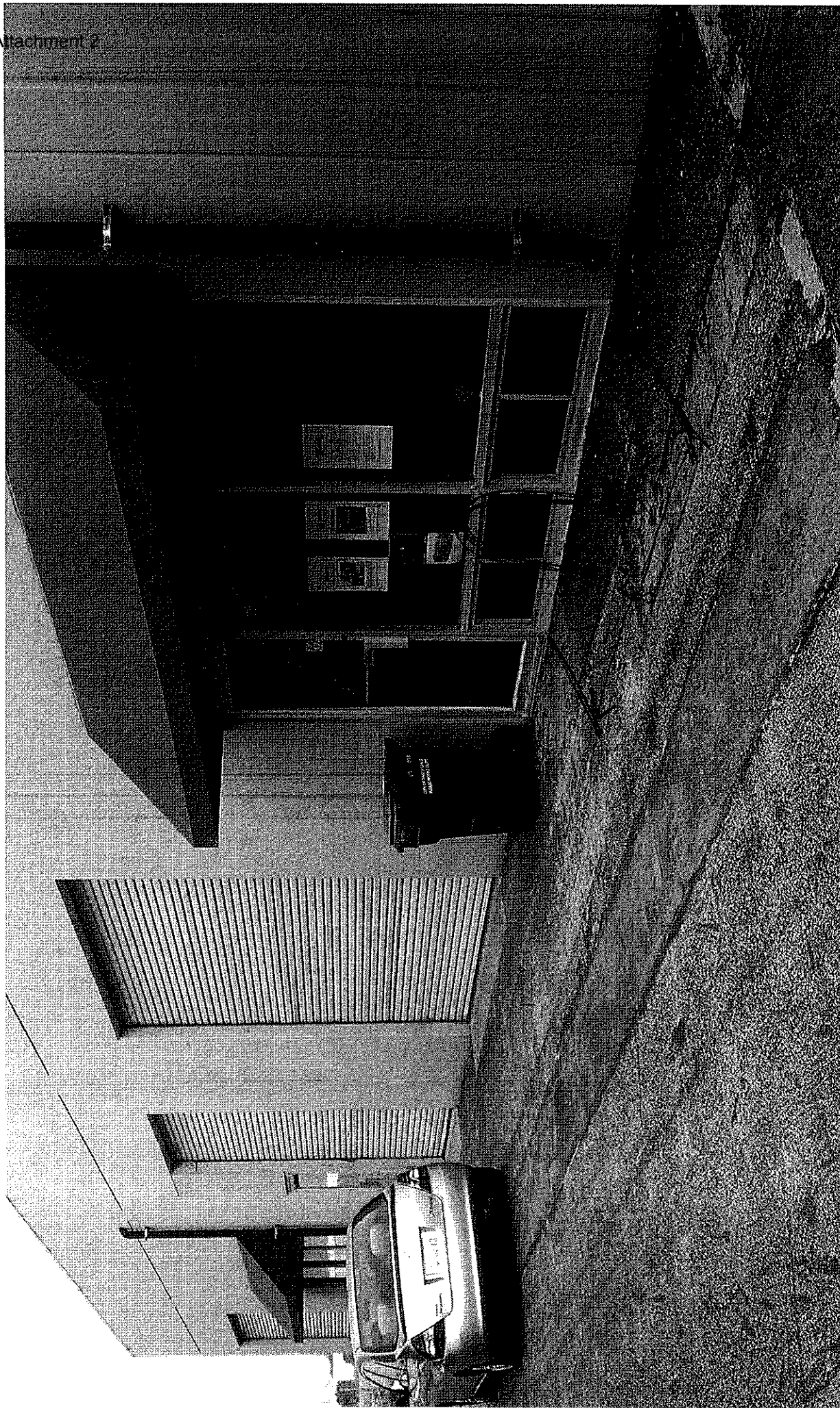


Restore parking area Two bike racks



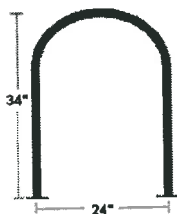
Restore entrance One bike Rack

Attachment 2



**Santa Cruz County Regional Transportation Commission
Bikes Secure Parking Subsidy Program Application**

Business/Agency Name: Ristorante Avanti
 Address: 1711 mission st.
 Contact Person: Cindy Geise Phone: 427.0135 Fax: -
 Email Address: Avanti@cruzio.com
 Nature of Business: restaurant



Inverted U

The Inverted U rack illustrated above is available in surface mount with a black powder coat finish. Please indicate total number of units desired. Please be prepared to be flexible on timing of rack availability as it depends upon what we have in stock.

Number of Units	Bike Parking Rack / Locker	Address of Installation Location
<u>60</u>	<u>-</u>	<u>1917 mission st.</u>

Please Specify Reason for Requesting this Bike Parking Subsidy:

To accomodate employee bike parking
& customer bikes in a safe & secure location.

In addition to this page, to complete the application, ALL THREE of the following are required:

- ☐ Completed Agreement to Place and Maintain Bike Racks and Provide Pre and Post Bicycle Count Data and Photographs (following page);
- ☒ Site map with proposed bike parking locations in relation to buildings, entrance, auto parking, etc.;
- ☐ Documented property owner's permission (a letter) or public permit, if necessary, to install bicycle racks.

I certify that the owner of this property has granted permission to install bicycle racks at the location(s) above and the letter of permission or permit is included with this application. To the best of my knowledge and belief, the data and information included in this application is true and correct and I am authorized to file this application on behalf of the applicant.

Name and Title: Cindy Geise owner
 Signature: Cindy Geise Date: 8.7.12

Bikes Secure Parking Subsidy Program

AGREEMENT TO PLACE AND MAINTAIN BICYCLE RACKS/LOCKERS and PROVIDE PRE AND POST INSTALLATION BICYCLE COUNT DATA AND PHOTOGRAPHS

The following is an agreement between the Santa Cruz County Regional Transportation Commission (RTC) and the undersigned, hereinafter referred to as recipient.

The recipient agrees that after being awarded a bike parking subsidy and prior to the installation of the bicycle parking equipment the RTC will be provided with pre installation bicycle count data for the proposed installation site. Bicycle count surveys will count parked bikes within a 200 foot radius of the installation site anytime during the period between 9 am and 11 am on a sunny Tuesday through Thursday, when school is in session.

Pre-Installation Count: (example of what will be needed and will be due to Staff once approved by committee)

Date: 8.7.12 Time of day: 11:15 AM - not open for business yet Weather condition: Sunny Bicycles counted: 5

The recipient agrees that within one month of receipt of bike parking devices from the RTC or its contracted supplier, unless other arrangements have been made, to install (#) 6 bicycle racks/lockers capable of holding (#) 12 bicycles at the location described in the attached map. Said map is attached hereto as Exhibit A, and by this reference is incorporated as part of this Agreement.

Recipient will arrange for and pay for the installation of the following type of bike racks:

u racks

The recipient agrees to attach said bike racks in a secure and theft-proof fashion following the appropriate standard outlined in the RTC's Bikes Secure Program Guidelines. Recipient also agrees to maintain the bicycle parking facilities and surrounding area for the life of the devices.

The recipient agrees to provide post installation bicycle counts and photographs of the installed bicycle parking equipment one year after installation of the bicycle parking devices. The same bicycle count survey criteria above must be used.

The recipient agrees to exonerate, indemnify, defend, and hold harmless the RTC, its officers, agents, employees, and volunteers, from and against any and all claims, demands, losses, damages, defense costs, or liability of any kind or nature which the RTC may sustain or incur or which may be imposed upon it for injury to or death of persons, or damage of property as a result of, arising out of, or in any manner connected with the recipient's performance under the terms of this agreement, excepting any liability arising out of the sole negligence of the RTC. Such indemnification includes any damage to the person(s), or property(ies) of the recipient and third persons.

The recipient further agrees that the RTC may exercise its option to repossess said bicycle parking devices, upon desertion of the present place of business by the business or upon removal of the rack(s) from the herein specified location(s).

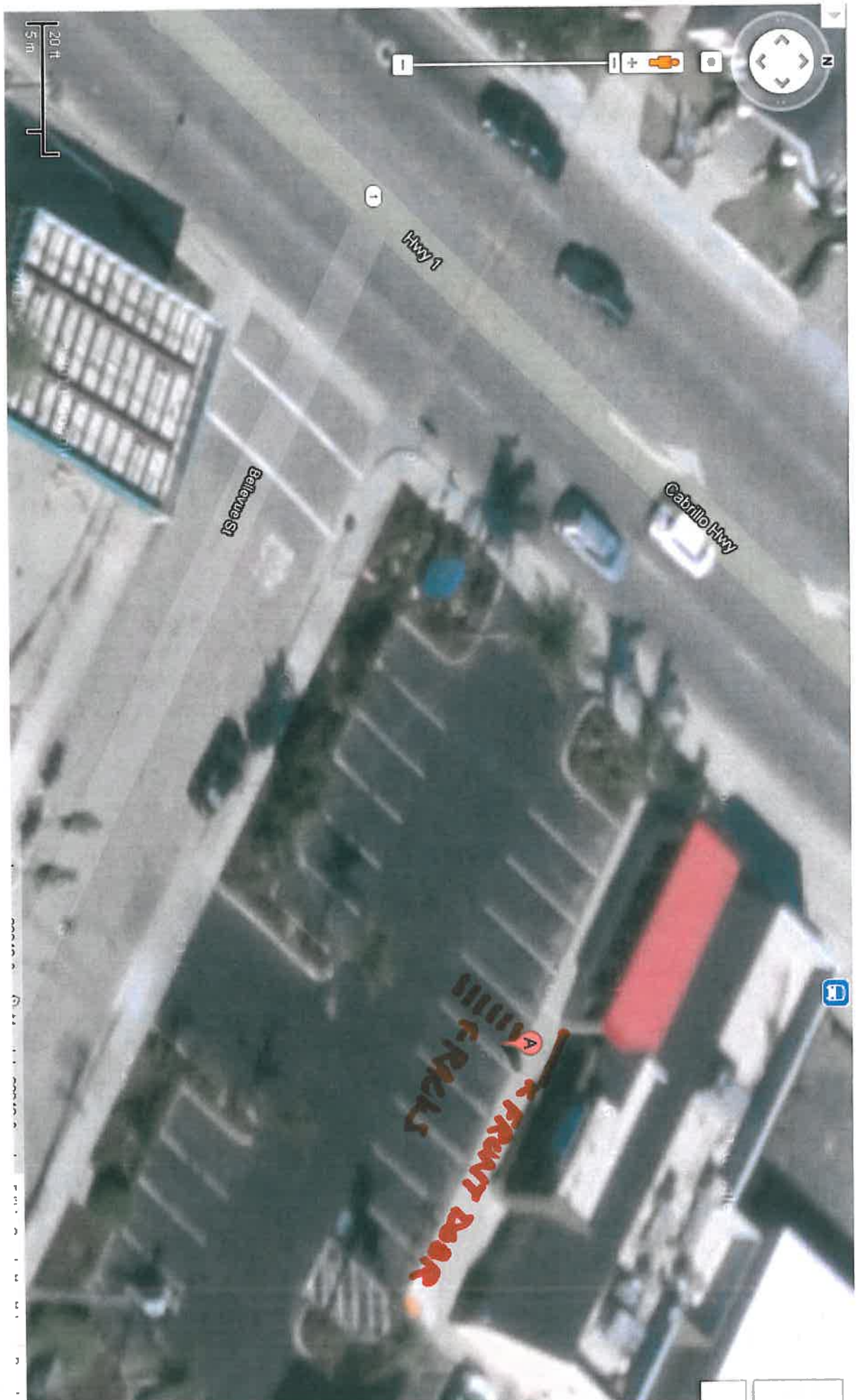
Date: 8.7.12 By: Cindy Geise, owner
Name & Title
1917 Mission St. Santa Cruz, CA
Address, City 95060

Date: _____ By: _____
George Dondero, RTC Executive Director

To be filled in at a later date by staff:

Post-Installation Count (Date Expected: _____) Photographs Provided?: _____

Date: _____ Time of day: _____ Weather condition: _____ Bicycles counted: _____



Monthly Hazard Report

Date	First Name	Last Name	Contact Info	Location	Cross Street	City	Category	Additional Comments	Forwarded To	Forwarded Date	Response	Images
07/26/12	Marie	Brayman	hikepogonip@yahoo.com	7th Ave	Capitola Rd/Brommer	County of Santa Cruz	Plant overgrowth or interference	rider states riding from animal shelter @ 7th ave & rodriguez, clump of trees just before capitola rd or btwn there and brommer	General Dept Co of Santa Cruz	07/27/12		
07/26/12	Theresa	Rogerson	tlouse1969@gmail.com	Highway 9	Sunnycroft Rd	Unincorporated-County of Santa Cruz	Vehicles or objects blocking sidewalk	rider states guardrail not removed from beginning of sidewalk on bridge. Guardrails removed at end of sidewalk over bridge on both sides in opposite direction and on bridge south hazard in question. Cyclists must dismount and use sidewalk over bridge or quickly enter traffic and take lane. rider states she uses trailer with child behind bicycle and must take lane quickly in fast moving hwy 9 traffic as trailer will not fit around the guard rail	Tom Barnett Caltrans	07/27/12	Scott Morris, Caltrans, to Ms. Rogerson on 08-02-12: No available, approved crash cushions that would fit at the south-east bridge rail end without blocking access to the private garage, so existing guardrail was left in place to help shield the concrete rail end. The State cannot remove access to private property without providing another access or purchasing the property.	
07/19/12	Sarah	Harmon	sarahharmon@yahoo.com	Fairmont Ave	Morrissey Blvd	Santa Cruz	Traffic signal problem	rider says the loop detector did not detect her on her bicycle as she waited at the stoplight on Fairmount travelling west, waiting to cross Morrissey; rider also suggests that Fairmount between Morrissey and Branciforte should get sharrowes.	Cheryl Schmitt	07/19/12	Cheryl Schmitt responds that it's a Caltrans intersection, so forwarded to Tom Barnett at Caltrans.	
06/27/12	David	Hemrick	dchemrick@aol.com 831-724-6328	Day Valley Rd	Freedom Blvd	Aptos	Rough pavement or potholes	rider makes no comments pertaining to issue	General Dept Co of Santa Cruz	06/27/12		
06/22/12	Saskia	Lucas	saskia_lucas@yahoo.com or 831-566-6569	River St	Soquel Ave	Santa Cruz	Rough pavement or potholes	rider states there is 1.5' diameter pothole on right side of road just past pedestrian bridge to San Lorenzo Park northbound on River St. narrow road with auto traffic passing on left leaves very little room to maneuver. Pothole would provoke crash if not seen in time. tree shadow obscures pothole.	Cheryl Schmitt	06/22/12	From Cheryl: Forwarded to Street Maintenance 6/22/12.	
06/20/12	Janine	Honey	trainstripes@comcast.net or 831-475-8658	Soquel Dr	Paul Sweet Rd	Live Oak	Debris on shoulder or bikeway	rider states there is glass on Soquel Dr. approaching overpass and entire overpass shoulder.	General Dept Co of Santa Cruz	06/21/12		
06/20/12	Janine	Honey	trainstripes@comcast.net or 831-475-8658	N Main St	Sevilla	Soquel	Debris on shoulder or bikeway	rider states there is glass in bike lane directly in front of Bargetto Winery (same side of street).	General Dept Co of Santa Cruz	06/21/12		
06/20/12	Janine	Honey	trainstripes@comcast.net or 831-475-8658	N Main St	Cherryvale	Soquel	Plant overgrowth or interference	rider states that along guardrail right before Main St. intersects Cherryvale, blackberry, poison oak and pampas grass force cyclists into road at already dangerous curve, and moving SW on other side of Main St. vegetation forces bikes into path of traffic.	General Dept Co of Santa Cruz	06/21/12		
06/11/12	Piet	Canin	pietcanin@gmail.com	Market St	before Avalon	Santa Cruz	Plant overgrowth or interference	rider states plants are overgrowing into shoulder on blind turn at bridge over branciforte creek forcing cyclists from the shoulder into travel lane.	Cheryl Schmitt	06/11/12		
06/08/12	Leonard	Moore	lmoore10@gmail.com	Pinehurst Dr	Dolphin	County of Santa Cruz	Plant overgrowth or interference	rider states that there is a hedge @ corner house, north east pinehurst that overhangs sidewalk, over 6 feet tall limiting vision of drivers going west on dolphin, has been blind corner for years.	General Dept Co of Santa Cruz	06/08/12		
06/04/12	Piet	Canin	pietcanin@gmail.com	Branciforte Drive	Delaveaga Trail	County of Santa Cruz	Plant overgrowth or interference	rider states that fallen tree branches obstruct the shoulder on a very narrow road forcing bike traffic into the travel lane on an uphill section of the road.	General Dept Co of Santa Cruz	06/05/12		
06/03/12	Jim	Langley	jim@jimlangley.net	King St	Baldwin St	Santa Cruz	Rough pavement or potholes	rider states that this is probably what killed cyclist Stephen Pollard on Saturday, May 12, and that this is a terribly dangerous pothole and should be filled ASAP.	Cheryl Schmitt	06/04/12		

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AGENDA: August 2, 2012

TO: Regional Transportation Commission (RTC)
FROM: Rachel Moriconi, Senior Transportation Planner
RE: State and Federal Legislative Updates

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC):

1. Receive update on the approved Federal Transportation Act (Attachment 1); and
 2. Receive update on State Transportation bills (Attachment 2).
-

BACKGROUND

Given that state and federal legislative actions and policies result in new requirements for transportation planning, programming, and project implementation, the RTC monitors and provides input on federal and state actions that could impact transportation in Santa Cruz County. Each year the Regional Transportation Commission (RTC) adopts a legislative program to guide these activities. A key focus of these activities is on addressing the significant shortfall in funding available to address transportation needs and priorities included in our region's transportation planning documents.

DISCUSSION

Federal Transportation Act

Surprising many in the transportation community who had given up on the prospect of Congress enacting a transportation bill prior to the November elections, on June 29th Congress enacted H.R. 4348, known as MAP-21 (*Moving Ahead for Progress in the 21st Century*). MAP-21 is a two-year authorization taking effect October 1, 2012, with a three month extension of current law (SAFETEA-LU), which expired in September 2009 and had been extended several times through continuing resolutions. MAP 21 provides federal highway and transit programs with \$105 billion through federal fiscal year (FFY) 2014 – roughly equivalent to current funding levels. Attachment 1 provides a summary of the bill, including how different issues previously raised by the RTC were addressed in the adopted bill.

State Legislative Activities

A list of several state transportation bills that could impact the RTC or project sponsors is attached (Attachment 2). June 1 was the last day for bills to be passed

out of the house of origin (i.e. the Assembly or Senate), with August 31 the final deadline for the legislature to approve bills. The Governor has until September 30 to sign or veto bills approved by the legislature. The full text of bills is available online at <http://www.leginfo.ca.gov/bilinfo.html>.

State Budget

On June 27, Governor Brown signed the FY 2012-13 State Budget. The budget reflects the following major reductions and revenue increases:

- \$8.1 billion in spending reductions,
- \$6 billion in new revenue, nearly all of which is attributable to temporary tax increases to be considered by the voters in November; and
- \$2.5 billion in loans, transfers and other one-time actions.

Because the \$6 billion in new revenue is contingent upon voter approval of the new taxes, the budget also includes an equivalent amount of so-called "trigger cuts" that would go into effect if the ballot measure fails. Of the \$6 billion total, \$4.8 billion (80 percent) would be borne by public schools.

The biggest impact to transportation in the FY 2012-13 budget results from the diversion of an additional \$433 million in truck weight fees to pay for transportation bond debt service in future years, as well as the diversion of \$312 million in fuel excise taxes collected for off-highway vehicles from the State Highway Account to the State General Fund. This amounts to a one-time loss for the State Transportation Improvement Program (STIP) and local streets and roads of \$137 million each and a loss of \$56 million per year going forward. Unlike other state gasoline tax revenue, gasoline tax revenue from off-highway vehicles is not restricted to transportation purposes in the State's Constitution.

SUMMARY

This report provides an overview of state and federal legislative activity that could impact transportation planning, programming and projects in Santa Cruz County.

Attachments:

1. [MAP-21 Highlights](#)
2. [State Bill Track](#)

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**Highlights:
Moving Ahead for Progress in the 21st Century (MAP 21)**

Following release of the heavily negotiated conference agreement between the House and Senate, Congress approved MAP-21 ("Moving Ahead for Progress in the 21st Century") on June 29, 2012. The bill was subsequently signed into law by President Obama on July 6, 2012.

Highlights of the compromise bill:

- A 'true' two year transportation bill (FFY13 & FFY14), rather than an 18-month bill and includes an extension of existing law that will last until the end of the current federal fiscal year (September 30, 2012).
- Makes a number of reforms and changes to the Federal transportation program.
- Maintains funding: Provides funding for federal-aid highway programs close to the current funding levels: \$39.699 billion in FY 2013 and \$40.256 for FY 2014. Transit programs would also receive roughly level funding, a total of \$10.584 billion in FY 2013 and \$10.701 billion in FY 2014.
 - Congressional Appropriation committees must find discretionary funding in order to make the authorization whole. Failure to do so could directly affect transit funding.
- Funding levels for Santa Cruz County transportation projects and programs will be heavily dependent on how the bill is implemented at the State level.

Comparison to RTC Priorities

- In general this bill appears to be a **reasonable compromise** that staff anticipates will at least maintain existing funding levels for most Santa Cruz County transportation projects/programs and provides enough certainty to allow several projects to move forward over the next two years.
- **MPO threshold retained:** The agreement maintains the existing Metropolitan Planning Organization (MPO) population threshold at 50,000. The initial Senate bill would have eliminated or phased out many MPO regions, including all of the MPOs on the Central Coast. The availability of funds to the region and the regional planning process could have otherwise been severely affected. Rep. Sam Farr strongly advocated for maintaining the current threshold.
- **Funding for Transit:** The bill increases funding for the program that rewards smaller high performing transit agencies, such as Santa Cruz Metro.
- **State Implementation Critical:** The bill gives states discretion on how funds are distributed to many types of projects, including bicycle and pedestrian

projects, off-system bridges, and a higher level of surface transportation program funds, meaning funding levels to Santa Cruz County will be dependent on how the state legislature, Caltrans, and the California Transportation Commission (CTC) implement the federal act.

- It will be critical for our federal and state representatives, as well as the California transportation community to work together to ensure that small and medium sized communities, such as Santa Cruz County, continue to receive an equitable distribution of funds and that those funds are not restricted or otherwise disproportionately directed to large metropolitan regions at the expense of mid-sized, small and rural areas. We are encouraged by prior statements from Caltrans and California Transportation Commission (CTC) staff that they are committed to continue to distribute funds to all regions at levels similar to historic averages. RTC staff will be participating in meetings on implementation.
- **Funding for Bicycle and Pedestrian Projects.** The bill includes a new “Transportation Alternatives” program that essentially consolidates and reduces overall funding for the Transportation Enhancement and Safe Routes to Schools programs. Some funds distributed by formula to Metropolitan Planning Organizations. States are directed to distribute a portion of funds through competitive grants, although they are given the option to opt out of the recreational trails component of the program. Given California’s historic commitment to bicycle and pedestrian projects, staff is optimistic that funds will continue to be available to all regions and that projects in Santa Cruz County will do well in competitive programs established for the funds.
- **Streamlines project delivery.** The bill includes some provisions which are expected to reduce project costs and delays. Staff will share additional information on these provisions and changes to the process for delivering projects as they become available.
- **Earmarks:** The bill included no earmarks and also included provisions to rescind earmarks approved in the past. Staff is evaluating how this might impact earmarks previously approved for the Monterey Bay Sanctuary Scenic Trail (MBSST).

Funding Levels Still Insufficient: While we appreciate that the bill maintains the historic levels of funding, existing funding levels provide only a fraction of what is needed to preserve and improve the transportation system. The federal gas tax has not been increased since 1993 and falls far short of meeting demands on the multimodal transportation system. This reemphasizes the importance of establishing stable local funding for transportation projects, such as local sales tax and vehicle registration fees.

Continued Next Page: Short Summary of MAP-21

Short Summary of MAP-21: The New Federal Transportation Bill

Excerpts from Capital Edge's Washington Report and transportationissuesdaily.com

Name: MAP-21 (Moving Ahead for Progress in the 21st Century)

Expires: October 1, 2014

Total funding: \$118 billion over 27-months – roughly \$105 billion per year

Highways/Transit funding split: The current 80/20 (roughly) split maintained

Highway funding: about \$40.4B in FY 2013, and about \$41B in FY 2014 (contract authority)

Transit funding: about \$10.5 billion for FY 2013, about \$10.7B for FY 2014

Distribution of highway funding: Formulas eliminated. In FY 2014, the apportionments are adjusted to ensure that each State receives at least 95% of its FY 2012 contributions to the Highway Account of the federal Highway Trust Fund.

Non-transportation funding/offsets to fund bill: about \$18 billion

MPOs: Retains current law. No tiering of MPOs or dissolution of smaller MPOs (the Senate bill had proposed to increase the urban-area population threshold for from 50,000 to 200,000).

Program Consolidation: About 60 programs are eliminated or consolidated into four core programs

Transportation Alternatives (Bike/Ped) funding: Merges Transportation Enhancements, Safe Routes to School, Recreational Trails, and Scenic Byways into this new program, "Transportation Alternatives". Initial analysis indicates funding drops 30%. Adds eligible projects such as truck stop electrification, HOV lanes, turning lanes, and diesel retrofits. 50% of funds are directed to MPOs; all funds to be distributed through competitive grants

Local funding: Increases allocation to regions to about 14% of highways funding from current approximate 12.5%

Safety Funding: Highway Safety Improvement Program (HSIP) funding is doubled; provides for enhanced data collection, requires setting of performance-related goals, restricts some funding if goals not met, and/or if strategic safety plan is not updated.

- Section 130 Highway Rail Grade Crossing Program is continued at the current funding level of \$220 million per year.
- High Risk Rural Roads: funding set-aside is eliminated, but there are provisions for directing funding if fatalities increase. Includes provision to maintain and expand intercity bus service and vanpooling.

Bridges: Bridges on the National Highway System would be funded under the National Highway Performance Program (new core program); bridges not on the NHS would be funded under STP. The 15 percent set-aside for bridges of the federal-aid highway system on low volume local roads is retained.

CMAQ: Leaves the current Congestion Mitigation and Air Quality (CMAQ) program largely intact, as opposed to changes in the Senate bill that would have allocated funding directly to MPOs and expanded eligible activities.

Bus Grants: Streamlines and consolidates the number of smaller transit programs and reduces the number of required programmatic set-asides.

- Job Access Reverse Commute Program (JARC) is eliminated and those activities made eligible through the transit urban and rural formula programs
- The New Freedom Program is eliminated and those activities made eligible through the new Elderly and Disable Formula Program
- Bus and Bus Facilities Program, which was discretionary, will be distributed by formula instead of discretionary grants at a level of \$422 million in FY 2013 and \$427 million in FY 2014, a dramatic cut from the \$980 million the program received in FY 2012. The savings will be placed in a new "State of Good Repair" program.
- Small Transit Intensive Cities (STIC) program: Increases the set-aside for the program, which provides funds to systems in smaller urbanized areas with high levels of service, from 1% of the Section 5307 program to 1.5%
- Transit Oriented Development: creates \$10M pilot program for grants to communities with a New Starts Grant to do station area planning

Transit Safety: Designates the Federal Transit Administration to create national standards for passenger rail safety.

New Starts: \$1.9B in each fiscal year. Enables more bus rapid transit projects to be funded. Also authorizes a new "core capacity" funding criteria that gives existing systems some additional spending flexibility

No Earmarks. The bill contains no earmarks, which is a major departure from SAFETEA-LU; MAP-21 apportions 92.6% by formula, compared to 83% under SAFETEA-LU

Environmental/Project Streamlining: includes a number of provisions, including reductions in USDOT office funding if defined decision deadlines are not met

Performance measures: Included for first time, directs states and MPOs to set some targets and incorporate into planning and programming processes. Establishes national goals in seven areas: Safety; Infrastructure Condition; Congestion Reduction; System Reliability; Freight Movement and Economic Vitality; Environmental Sustainability; Reduced Project Delivery Delays. States are required to establish performance targets in coordination with the MPOs and transit operators for the measures (within the next 2.5 years). Performance measures and targets must be incorporated into long-range planning and short-term programming

processes. Long range plans, TIPs and STIPs must show the progress that is expected to be achieved.

Buy America: current law retained, refinement provisions not accepted

Commuter Benefit: does not restore parity between parking and transit benefit. The Senate version of MAP-21 included a provision that would have equalized the amount of pre-tax employer-provided mass transit benefits with the amount of pre-tax employer-provided parking benefits (\$240 per month), but this provision was dropped in the conference committee report. Pre-tax transit benefits will remain capped at \$125 per month.

Mega-projects program: \$500 million FY 2013 competitive grant program called "Projects of National and Regional Significance". Subject approval through annual appropriations. Designed as a successor to TIGER. Only projects costing \$500 million or 50 percent of a state's annual federal-aid highway apportionment, whichever is less, would be eligible for funding.

TIFIA (America Fast Forward): Modifies the Transportation Infrastructure Finance and Innovation Act (TIFIA) program, which provides loans to accelerate projects that have the backing of local resources. Increased from current \$122m/year to \$750m in year one and \$1b in year two. TIFIA: The bill increases funding for the program to \$750 million in FY 2013 and to \$1 billion in FY 2014; increases the maximum share of project costs from 33 percent to 49 percent; allows TIFIA to be used to support a related set of projects, and sets aside funding for projects in rural areas at more favorable terms.

Tolling: expands tolling authority if road capacity is increased, though there must be more free lanes than tolled lanes.

Keystone Pipeline: Excluded from final bill

EPA/Coal Ash: Excluded from final bill

The following websites provide helpful links to additional information on MAP-21:

<http://www.transportationissuesdaily.com/map-21-learning-center/>

http://www.pbtransportationupdate.com/legislation/surface_transportation_authorization.aspx

<http://www.apwa.net/Media/2012/7/9/APWA-MAP-21-Resource-Center>



SCCRTC

Legislative Bill Track

RTC Supported Bills

ACA 23 (Perea D) Local government transportation projects: special taxes: voter approval.

Introduced: 2/23/2012

Status: 6/27/12 Approved by L. Gov (Ayes 6. Noes 3); Referred to Coms. on APPR.

Summary: The California Constitution conditions the imposition of a special tax by a city, county, or special district upon the approval of 2/3 of the voters of the city, county, or special district voting on that tax, except that certain school entities may levy an ad valorem property tax for specified purposes with the approval of 55% of the voters within the jurisdiction of these entities. This measure would provide that the imposition, extension, or increase of a special tax by a local government for the purpose of providing funding for local transportation projects requires the approval of 55% of its voters voting on the proposition.

RTC Monitored Bills

AB 441 (Monning D) Transportation planning.

Introduced: 2/14/2011

Last Amended: 6/4/2012

Status: 6/26/2012 Read second time. Ordered to third reading.

Summary: Existing law requires certain transportation planning activities by the Department of Transportation and by designated regional transportation planning agencies, including development of a regional transportation plan. Existing law authorizes the California Transportation Commission, in cooperation with regional agencies, to prescribe study areas for analysis and evaluation and guidelines for the preparation of a regional transportation plan. This bill would require the commission to attach a summary of the policies, practices, or projects that have been employed by metropolitan planning organizations that promote health and health equity to the commission's next revision of specified regional transportation planning guidelines.

AB 710 (Skinner D) Local planning: infill and transit-oriented development.

Introduced: 2/17/2011

Last Amended: 8/18/2011

Location: 9/9/2011-S. THIRD READING

Summary: The Planning and Zoning Law requires specified regional transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, and requires the regional transportation plan to include, among other things, a sustainable communities strategy, for the purpose of using local planning to reduce greenhouse gas emissions. This bill would state the findings and declarations of the Legislature with respect to parking requirements and infill and transit-oriented development, and would state the intent of the Legislature to reduce unnecessary government regulation and to reduce the cost of development by eliminating excessive minimum parking requirements for infill and transit-oriented development. This bill would also express a legislative finding and declaration that its provisions shall apply to all cities, including charter cities. This bill contains other related provisions.

AB 819 (Wieckowski D) Bikeways.

Introduced: 2/17/2011

Last Amended: 5/8/2012

Status: 7/6/2012 From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 8. Noes 0)

Calendar: 08/06/12 11 a.m. - John L. Burton Hearing Room (4203) S-APPROPRIATIONS, KEHOE, Chair

Summary: Existing law requires the Department of Transportation, in cooperation with county and city governments, to establish minimum safety design criteria for the planning and construction of bikeways, and authorizes cities, counties, and local agencies to establish bikeways. Existing law requires all city, county,

regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted to utilize all minimum safety design criteria and uniform specifications and symbols for signs, markers, and traffic control devices established pursuant to specified provisions of existing law. This bill would require the department to establish procedures for cities, counties, and local agencies to be granted exceptions from the requirement to use those criteria and specifications for purposes of research, experimentation, testing, evaluation, or verification.

AB 890 (Olsen R) Environment: CEQA exemption: roadway improvement.

Introduced: 2/17/2011

Last Amended: 1/13/2012

Status: 7/2/2012 Do pass as amended. SEN. E.Q. - 7/2/2012 (Y:6 N:1)

Summary: The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would, until January 1, 2026, exempt a project or an activity to repair, maintain, or make minor alterations to an existing roadway if the project or activity is initiated by a city or county to improve public safety, does not cross a waterway, and involves negligible or no expansion of existing use.

AB 1532 (Pérez D) California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Account.

Introduced: 1/23/2012

Last Amended: 6/18/2012

Status: 7/2/2012 S.E.Q passed as amended, and re-referred to the Committee on Appropriations

Summary: (1) The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and costeffective greenhouse gas emissions reductions. The act authorizes the state board to include use of market-based compliance mechanisms. The act authorizes the state board to adopt a schedule of fees to be paid by the sources of greenhouse gas emissions regulated pursuant to the act, and requires the revenues collected pursuant to that fee schedule be deposited into the Air Pollution Control Fund and be available, upon appropriation by the Legislature, for the purposes of carrying out the act. This bill would create the Greenhouse Gas Reduction Account within the Air Pollution Control Fund. The bill would require moneys, as specified, collected pursuant to a market-based compliance mechanism to be deposited in this account. The bill also would require those moneys, upon appropriation by the Legislature, to be used for specified purposes. The bill would require administering agencies, including the state board and any other state agency identified by the Legislature, to allocate those moneys to measures and programs that meet specified criteria. The bill would require the state board to develop, as specified, three investment plans that identify the anticipated expenditures of moneys appropriated from the account, to submit each plan to the budget committees of each house of the Legislature, as specified, and to adopt each investment plan, as specified. The bill would require the Governor to submit a budget to the Legislature that includes specified appropriations consistent with each investment plan and would require the Legislature to consider these appropriations when adopting the Budget Act. The bill would require the state board to annually submit a report no later than December of each year to the appropriate committees of the Legislature on the status of projects and their outcomes and any changes the state board recommends need to be made to the investment plan.

AB 1572 (Fletcher I) Service authorities for freeway emergencies: San Diego County.

Introduced: 2/1/2012

Last Amended: 6/8/2012

Status: 6/28/2012 Read second time and amended. Re-referred to Com. on APPR.

Calendar: 08/06/12 11 a.m. - John L. Burton Hearing Room (4203) S-APPROPRIATIONS, KEHOE, Chair

Summary: Existing law authorizes a service authority for freeway emergencies to be established in any county for the purpose of funding the installation of call boxes along freeways and expressways to enable motorists in need of aid to obtain assistance. Existing law provides that a service authority may impose an annual fee of \$1 on vehicles registered in the county for this and other related purposes, which fee is collected by the Department of Motor Vehicles (DMV). This bill, with respect to the service authority created in the County of San Diego, would provide for the authority to be dissolved on January 1, 2013, and for the San Diego Association of Governments (SANDAG) to become the successor authority and to assume the remaining responsibility for maintaining call boxes as of that date. The bill would require the authority to develop a plan, as specified, for transitioning its responsibilities to SANDAG in the transition period between the effective date of this bill and January 1, 2013, and would require SANDAG's approval for the authority to expend funds or enter into contracts during that transition period. The bill would limit the reserves that SANDAG, as the successor to the authority, may hold at the time this bill becomes effective to \$4,000,000, and would require SANDAG to distribute, by January 1, 2013, any reserves in excess of that amount to cities in the County of San Diego, and to the county with respect to the unincorporated area of the county, in proportion to fees paid for purposes of the service authority in the 2010-11 fiscal year by residents of each city and the unincorporated area. The bill would require the recipient jurisdictions to use these revenues for the purposes for which the fees were collected. The bill would also require SANDAG to post its detailed budget relative to the revenues from the collection of the fee, and the expenditure of these funds, on its Internet Web site, as specified. The bill would also authorize SANDAG, as the successor authority, to continue funding specified helicopter programs.

AB 1770 (Lowenthal, Bonnie D) California Transportation Financing Authority.

Introduced: 2/17/2012

Status: 7/5/2012 From Gov & F. committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 3.)

Calendar: 08/06/12 11 a.m. - John L. Burton Hearing Room (4203) S-APPROPRIATIONS, KEHOE, Chair

Summary: Existing law creates the California Transportation Financing Authority, with specified powers and duties relative to issuance of bonds to fund transportation projects to be backed, in whole or in part, by various revenue streams of transportation funds, and toll revenues under certain conditions, in order to increase the construction of new capacity or improvements for the state transportation system consistent with specified goals. Existing law defines "project" for these purposes to include, among other things, a rail project. This bill would provide that a rail project may consist of, or include, rolling stock.

AB 1780 (Bonilla D) Department of Transportation: project studies reports.

Introduced: 2/21/2012

Last Amended: 3/29/2012

Calendar: 08/06/12 11 a.m. - John L. Burton Hearing Room (4203) S-APPROPRIATIONS, KEHOE, Chair

Summary: Existing law requires the Department of Transportation, in consultation with transportation planning agencies, county transportation commissions, counties, and cities, to carry out long-term state highway planning. Existing law authorizes the department, to the extent that it does not jeopardize the delivery of projects in the adopted state transportation improvement program, to prepare a project studies report for capacity-increasing state highway projects. Existing law requires the department to review and approve project studies reports performed by an entity other than the department. Existing law authorizes a local entity to request the department to prepare a project studies report for a capacity-increasing state highway project that is being proposed for inclusion in a future state transportation improvement program. If the department determines that it cannot complete the report in a timely fashion, existing law authorizes the requesting entity to prepare the report. Existing law makes specified guidelines adopted by the California Transportation Commission applicable to project studies reports commenced after October 1, 1991. This bill would revise these provisions to authorize the department to prepare project study reports or equivalent planning documents for any projects on the state highway system, limited by the resources available to the department. The bill would require the department to pay for the costs of its review and approval of project study reports or equivalent planning documents that are prepared by other entities for projects that are in an adopted regional transportation plan, a voter-approved county sales tax measure expenditure plan, or other voter-approved transportation program. In other cases, the bill would require the cost of the department's review and approval to be paid by the entity preparing the project study report or equivalent planning document. The bill would delete the provisions relating to the guidelines adopted by the California

Transportation Commission and would instead require open and continuous communications between the parties during the development of project study reports or equivalent planning documents.

AB 2382 (Gordon D) Department of Transportation: Innovation District Demonstration Project.

Introduced: 2/24/2012

Last Amended: 6/26/2012

Calendar: 08/06/12 11 a.m. - John L. Burton Hearing Room (4203) S-APPROPRIATIONS, KEHOE, Chair

Summary: Existing law provides that the Department of Transportation has full possession and control of the state highway system. Existing law creates the Santa Clara Valley Transportation Authority with various transportation responsibilities in the County of Santa Clara. This bill would, by July 1, 2013, require the department, and the Santa Clara Valley Transportation Authority to enter into a memorandum of understanding to implement the Innovative Delivery Team Demonstration Program, which would, until January 1, 2020, provide a different business model for the application of advanced technologies with the goal of delivering transportation projects and services in the County of Santa Clara in a more responsive, cost-effective, and efficient manner. The bill would require the demonstration program to serve as a mechanism for testing innovative approaches for improving project delivery and local assistance. The bill would require the department to assign specified personnel to the demonstration program. The bill would also require the authority to provide space, equipment, and other resources, as specified, to the demonstration program. The bill would require the authority to carry out, for purposes of implementing the demonstration program, specified responsibilities for state highway projects in Santa Clara County. The bill would require the demonstration program to adhere to all applicable federal rules and regulations, as specified. The bill would require the authority, in consultation with the department, to evaluate the effectiveness of the demonstration program and to report to the Legislature by July 1, 2015, and by July 1, 2018, on specified matters. By requiring the authority to participate in this demonstration program, the bill would impose a state-mandated local program.

AB 2488 (Williams D) Vehicles: buses: length limitations.

Introduced: 2/24/2012

Last Amended: 4/12/2012

Status: Enrolled 6/21/12; 7/5/2012 Returned by the Governor at the request of the Assembly. Action rescinded whereby bill was ordered to enrollment and whereby the bill was enrolled and presented to the Governor. Ordered to the Senate.

Summary: Existing law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Existing law exempts from this limitation an articulated bus or trolley and a bus, except a schoolbus, that is operated by a public agency or passenger stage corporation that is used in a transit system if it is equipped with a folding device attached to the front of the vehicle that is designed and used exclusively for transporting bicycles, does not materially affect efficiency or visibility of vehicle safety equipment, and does not extend more than 36 inches from the front of the body of the bus or trolley when fully deployed. In addition, existing law prohibits a bicycle that is transported on the above-described device from having the bicycle handlebars extend more than 42 inches from the front of the vehicle. This bill would authorize Gold Coast Transit (GCT) to install folding devices attached to the front of its buses that are designed and used exclusively for transporting bicycles if the use of the device meets certain requirements, including, but not limited to, that the device does not extend more than 40 inches from the front of the bus when fully deployed, and that the handlebars of the bicycles being transported do not extend more than 46 inches from the front of the bus. The bill would require GCT, if it installs the bicycle racks, to report to the Assembly Committee on Transportation and the Senate Committee on Transportation and Housing on or before December 31, 2017, regarding safety issues and mobility improvements.

SB 1094 (Kehoe D) Land use: mitigation lands: nonprofit organizations.

Introduced: 2/16/2012

Last Amended: 6/19/2012

Status: 6/26/2012-approved by A. L. GOV. Rereferred to Com. on APPR

Summary: The Planning and Zoning Law provides that if a state or local agency requires a person to transfer to that agency an interest in real property to mitigate the environmental impact of a project or facility, that agency

may authorize specified entities to hold title to, and manage that interest in, real property, as well as any accompanying funds, provided those entities meet specified requirements. Existing law requires that if accompanying funds, as defined, are conveyed at the time the property is protected, then the holder of those accompanying funds must meet specified requirements. Existing law requires a state or local agency to exercise due diligence in reviewing the qualifications of a special district or nonprofit organization to effectively manage and steward land, water, or natural resources, as well as the accompanying funds. This bill would use the term "endowment" instead of "accompanying funds." This bill would authorize an agency, in connection with the provisions described above, to also permit a governmental entity, as defined, to hold title to, and manage that interest in, real property, as well as any endowment. This bill would remove the requirement that a state or local agency exercise due diligence in reviewing the qualifications of a special district or nonprofit organization to effectively manage the endowment. This bill would also modify the requirements that the holder of an endowment must meet, and would provide that those requirements also apply to endowments that are secured at the time the property is protected.

SB 1102 (DeSaulnier D) State transportation improvement program.

Introduced: 2/16/2012

Last Amended: 5/31/2012

Status: 6/12/2012-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 13. Noes 0.) (June 11). Re-referred to Com. on APPR.

Summary: Existing law establishes the state transportation improvement program process, pursuant to which the California Transportation Commission generally programs and allocates available funds for transportation capital improvement projects over a multiyear period. Existing law provides that the Department of Transportation is responsible for the state highway system. Existing law requires the department to annually prepare a project delivery report that identifies milestone dates for state highway projects costing \$1,000,000 or more for which the department is the responsible agency for project development work. This bill would require the department, beginning not later than November 15, 2014, as part of the annual project delivery report, to report on the difference between the original allocation made by the commission and the actual construction capital and support costs at project close for all state transportation improvement program projects completed during the previous fiscal year.

SB 1117 (DeSaulnier D) Statewide passenger rail transportation plan.

Introduced: 2/17/2012

Last Amended: 7/5/2012

Status: 7/5/2012-Referred to Com. on APPR.

Summary: Existing law creates the California Transportation Commission, with various powers and duties relating to the programming and allocation of certain funds available for transportation capital improvement projects and various other transportation policy matters, and authorizes the commission to develop guidelines for preparation of regional transportation plans. Existing law creates the Department of Transportation with various powers and duties relating to the state highway system and other transportation modes, including the authority to contract for conventional rail passenger service. Existing law requires the department to prepare a 10-year State Rail Plan on a biennial basis, with both passenger and freight rail elements. Existing law creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties, including preparation of a business plan on a biennial basis. Existing law, pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, provides for the issuance of \$9.95 billion in general obligation bonds for high-speed rail and related purposes. This bill would require the California Transportation Commission to include in its guidelines for regional transportation plans policy direction regarding the integration of all passenger rail services into a coordinated system with emphasis on intermodal facilities and cost-effective rail services, as specified. The bill would revise the requirements for the 10-year state rail plan prepared by the department to require the plan to be consistent with the federal Passenger Rail Investment and Improvement Act of 2008 and to contain various passenger rail elements, including, among other things, plans for a comprehensive and integrated statewide rail system, a statement of the state's passenger rail service objectives, and identification of improvements that have utility both for freight and passenger rail services. The bill would delete the requirement for the state rail plan to have a freight rail element and would delete the requirement that it be prepared on a biennial basis. The bill would require the department to submit a draft plan under these new

requirements for review and comment to the commission and authority by December 1, 2015, and would require public hearings on the plan. The bill would require the final plan to be approved by the Secretary of Business, Transportation and Housing by March 1, 2016, and then to be submitted to the Legislature, Governor, and various state agencies. The bill would require the plan to be updated at least every 5 years. This bill contains other related provisions.

SB 1257 (Hernandez D) Utility user tax: exemption: public transit vehicles.

Introduced: 2/23/2012

Last Amended: 6/11/2012

Status: 7/5/2012 Read second time. Ordered to third reading.

Summary: Existing law generally provides that the legislative body of any city and any charter city may make and enforce all ordinances and regulations with respect to municipal affairs, as provided, including, but not limited to, a utility user tax on the consumption of gas and electricity. Existing law provides that the board of supervisors of any county may levy a utility user tax on the consumption of, among other things, gas and electricity, in the unincorporated area of the county. This bill would provide that a local jurisdiction, as defined, may not impose a utility user tax, as specified, upon either the consumption of compressed natural gas dispensed by a gas compressor, within a local jurisdiction, that is separately metered and is dedicated to providing compressed natural gas as a motor vehicle fuel for use by the local agency or public transit operator or the consumption of electricity used to charge electric bus propulsion batteries, within a local jurisdiction, that is separately metered and is dedicated to providing electricity as fuel for an electric public transit bus.

SB 1269 (Fuller R) Income taxes: credit: highway maintenance and enhancement.

Introduced: 2/23/2012

Status: 6/19/2012-Action From G. & F.: To G. & F..

Summary: Existing law authorizes the Department of Transportation to enter into an agreement to accept funds, materials, equipment, or services from any person for maintenance or roadside enhancement of a section of a state highway. This bill would authorize a credit against those taxes for each taxable year beginning on or after January 1, 2013, and before January 1, 2017, in an amount equal to 50% of the value of materials, equipment, or, in the case of individuals, services donated, as defined, by the taxpayer during the taxable year for maintenance or roadside enhancement of a section of a state highway pursuant to existing provisions of the Streets and Highways Code.

SB 1380 (Rubio D) Environmental quality: California Environmental Quality Act: bicycle transportation plan.

Introduced: 2/24/2012

Last Amended: 5/3/2012

Location: 7/3/2012 A-NAT. RES.

Summary: The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA requires the lead agencies to make specified findings in an EIR. This bill, until January 1, 2018, would exempt from CEQA a bicycle transportation plan for an urbanized area, as specified and would also require a local agency or person who determines that the bicycle transportation plan is exempt under this provision and approves or determines to carry out that project, to file notice of the determination with the OPR. This bill contains other existing laws.

SB 1572 (Pavley D) California Global Warming Solutions Act of 2006: AB 32 Investment Fund.

Introduced: 2/24/2012

Last Amended: 6/25/2012

Location: 7/3/2012-A. APPR

Summary: The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act requires the state board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020, and to adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective greenhouse gas emission reductions. The act authorizes the state board to include use of market-based compliance mechanisms. The state board has adopted by regulation a program pursuant to the act to cap greenhouse gas emissions and provide for market-based compliance mechanisms, including the auction of allowances (cap-and-trade program). The act authorizes the state board to adopt a schedule of fees to be paid by the sources of greenhouse gas emissions regulated pursuant to the act, and requires the revenues collected pursuant to that fee schedule be deposited into the Air Pollution Control Fund and be available, upon appropriation by the Legislature, for the purposes of carrying out the act. This bill, with certain exceptions, would require revenues collected by the state board and derived from the auction or sale of allowances to be deposited in the Greenhouse Gas Reduction Account which the bill would establish. Under the bill, a specified portion of the money in the fund would be available, subject to appropriation by the Legislature, to administering agencies to fund prescribed projects that meet certain goals relating to greenhouse gas emissions reductions. The bill would require administering agencies to prepare and submit to the Legislature quarterly reports on funded projects and activities. The bill would require the state board to publish information on projects on its Internet Web site.

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TO: Bicycle Committee

FROM: Cory Caletti, Senior Transportation Planner/Bicycle Coordinator

RE: South County Bicycle and Pedestrian Workgroup – Final Report

RECOMMENDATION

Staff recommends that the Bicycle Committee accept a final report from the Community Traffic Safety Coalition's South County Bicycle and Pedestrian Workgroup.

BACKGROUND

In June of 2009, the Regional Transportation Commission (RTC) programmed American Reinvestment and Recovery Act (ARRA) funds and FY09/10-FY10/11 Regional Surface Transportation Program (RSTP) funds to a variety of projects and programs. One of the programs awarded funding was the Community Traffic Safety Coalition's (CTSC) South County Bicycle and Pedestrian Workgroup. The \$100,000 grant was awarded for a 2-year program aimed at expanding the capacity and partnerships of the Work Group to implement safety programs in Watsonville area such as distribution of traffic education materials and bike helmets, development of a traffic safety media campaign, expansion of bike and walk to school events, and supporting bike/walk-friendly facilities improvements. The program was to supplement the Community Traffic Safety Coalition and Ride 'n Stride Bicycle Safety Education Programs by targeting outreach to the South County community.

DISCUSSION

The Community Traffic Safety Coalition's South County Bicycle and Pedestrian Workgroup has been in operation over the past 2 years with funding provided by the RTC. Through a coalition of members staffed by the Health Services Agency, the program targeted the South County community and promoted bicycle and pedestrian safety measures. The program has now ended and funding has been expended. HSA staff will present a final report on the Workgroups activities over the past 2 years. A written summary is provided in Attachment 1.

SUMMARY

Staff recommends that the Bicycle Committee accept a final report on activities conducted by the Community Traffic Safety Coalition's South County Bicycle and Pedestrian. Funding for the 2 year project was provided by the RTC.

Attachment 1: South County Bicycle and Pedestrian Workgroup Final Progress Report

Santa Cruz County Regional Transportation Commission's
Regional Surface Transportation Program Grant Program

2012 FINAL BIENNIAL PROGRESS REPORT
January 1-June 30, 2012

Program Title: South County Bike and Pedestrian Work Group of CTSC
Contact Person: Katie LeBaron, Santa Cruz County Health Services Agency
(831) 454-5477, katie.lebaron@health.co.santa-cruz.ca.us

The South County Bicycle and Pedestrian Work Group (SCBPWG) of the Community Traffic Safety Coalition (CTSC) met five times this reporting period. Numerous agencies are represented through a very active membership that continues to invite new collaborative partners to the table. The group is funded in part by Regional Surface Transportation Program funds.

TRAFFIC SAFETY EDUCATION AND AWARENESS

Bicycle Safety

- SCBPWG staff and members again supported Spring Bike to Work/Bike and Walk to School Day, volunteering at and providing blinky lights for the Second Street Café site, and recruiting volunteers for other sites.
- Staff provided a bicycle and pedestrian safety presentation to approximately 50 parents at Starlight Elementary School's Promotores Food Distribution Program.
- Staff and group members sponsored a booth at Watsonville's Day of the Child/Día del Niño fair. The event saw an estimated 3,200 participants, and the SCBPWG booth saw over 400 youth. Volunteers played an educational game with booth visitors, allowing them to spin a prize wheel, answer a question related to bicycle and pedestrian safety, and earn a prize.

Motorist Education/Traffic Calming

- During Distracted Driving Awareness Month (April 2012), staff posted seven PSAs on the CTSC Facebook page. To view the Distracted Driving PSAs, visit our You Tube channel: <http://www.youtube.com/SCtrafficsafety>
- Staff distributed one radio PSA script in Spanish and English. The topic this reporting period was helmet use under the age of 18. Radio PSAs were distributed to 32 stations with audiences in three counties.
- The final week of a distracted driving PSA aired at the Green Valley Cinema from 1/1/12-1/7/12, and an additional 13-week campaign launched 5/25/12 at both the Green Valley Cinema as well as the 41st Ave Playhouse in Capitola. View the PSA here: <http://youtu.be/DistractedDrivingPSA>

Pedestrian Safety

- Staff developed a report documenting the results of the 2011 Pedestrian Safety Behavior Observation Survey conducted by the Santa Cruz County Health Services Agency. The report is available here: <http://bit.ly/2011PedObsReport>. The next Observation Survey will take place in August 2012.

- The group collaborated with Jovenes SANOS and the SCCRTC's Pedestrian Safety Work Group on bikeability and walkability issues in South County, and to increase awareness of the bicycle and pedestrian hazard reports. A SCBPWG member wrote an article for the City of Watsonville's "Our Town" newsletter regarding property owner's responsibility to maintain their sidewalks. Group members also provided input for other outreach materials and surveys for Jóvenes SANOS.
- Staff and group members sponsored a booth at Watsonville's Day of the Child/Día del Niño fair. See the Bicycle Safety section for a summary.

EVALUATION MEASURES—2009-2012

- South County Bike 2 Work numbers continued to increase. Participation at the Second Street Café site increased 66%, from 14 to 41 cyclists, between Spring 2009 and Spring 2012.
- Bike to School numbers also continued to increase. Between Spring 2009 and Spring 2012, South County sites increased in number from 10 to 17, and saw a 63% increase in participation.
- Boltage, a walking and biking incentive program started at Starlight Elementary during the 2011-2012 school year, had 220 participants log 5,316 trips for a total of 4,246 miles walked or biked to school.
- In the two years between the first Pedestrian Safety Behavior Observation conducted in 2009 and the 2011 survey, safety behaviors increased among pedestrians (higher percentage used "due care" when crossing the street and waited for walk signal to cross), as well as among motorists (higher percentage yielded to waiting pedestrians and stopped before turning right). While observed safety behaviors increased countywide, these behaviors did not improve as markedly among pedestrians and motorists at the Watsonville observation sites.
- Use of the Santa Cruz County Regional Transportation Commission's Hazard Reporting System for hazards in South County increased by 78%, from two in 2009 to nine in 2011.

SAFE ROUTES TO SCHOOL EVALUATION MEASURES— October 2009-June 2012

- The City of Watsonville installed Speed Feedback signs in 26 permanent locations and procured two additional mobile signs for use throughout the city. They also installed sidewalks and speed tables on Front Street from Rodriguez Street to Grove Street, and crosswalk enhancements such as high visibility crossings and curb ramps at three locations. A new SRTS grant will provide funding for high visibility crossings and updated signs and striping at an additional 54 locations Citywide.
- In preparation for HSA's four-year Safe Routes to School grant set to start in 2012, the 2011 Pedestrian Safety Observation Survey added nine new school sites to collect baseline data. The schools include Ann Soldo, Bay View, Del Mar, Mintie White, and Westlake elementary schools, and HA Hyde, Mission Hill, New Brighton, and Shoreline middle schools. Volunteers observed 1,144 pedestrians at these nine sites. At South County SRTS sites, just 5 in 10 children used "due care" when entering the roadway on foot, compared to 8 in 10 at North County SRTS sites and 9 in 10 survey-wide. Motorists at South County SRTS sites were less likely to stop before turning right, with a full 15% failing to fully stop or stopping in the crosswalk and blocking the pedestrian's path. At North County SRTS sites, just 4% of motorists failed to stop.

TRAFFIC SAFETY AND BIKE/PEDESTRIAN FACILITIES ADVOCACY

- Group members nominated and publicly recognized five local groups and individuals who have made an outstanding contribution to bicycle and pedestrian safety and advocacy efforts in South County. Awardees included:
 - ♦ **Mackenzie Fullmer, Owner, Second St. Café.** Mackenzie's efforts have taken Bike to Work Day breakfasts to a new level in Watsonville, drawing increasing numbers of cyclists each year.
 - ♦ **Jeanne LePage, Boltage Program at Starlight Elementary.** Jeanne's efforts to promote walking and biking to school as a way of life for students and parents throughout Santa Cruz County.
 - ♦ **Mark Donnelly, principal of Starlight Elementary.** 'Dr. D', as he is known to the students, has worked extensively with his school to encourage walking and biking to school through the Boltage program as well as the school's ongoing Bike to School effort. He has welcomed Jovenes SANOS and other community collaborators on campus to promote student cycling and supported a bike repair workshop for school families. His enthusiasm and 'can-do' attitude have created a climate of innovation and created results.
 - ♦ **Kymberly Lacrosse and Jovenes SANOS youth advocates.** The Jovenes SANOS project has empowered Watsonville youth to participate in local issues and seek change, a benefit to our community and to their personal/professional development. As the Project Coordinator, Kymberly Lacrosse has encouraged Jóvenes SANOS members to collaborate with other groups to broaden, expand, and strengthen their message, fostering leadership and presentation skills that will last a lifetime.
- Watsonville Public Works and Utilities Department is working with a consultant to develop a comprehensive Trails and Bicycle Master Plan. The Department hosted public comment meetings in June. SCBPWG promoted the meetings via email and Facebook.

EVALUATION MEASURES—2009-2012

- The number of bicyclists observed during the Bicycle Observation Survey increased by 11% from 2009 to 2012, from 2,725 to 3,046, respectively, which may be an indicator of increasing ridership in Santa Cruz County. Cycling on the sidewalk decreased by 20% during the same time frame, which could be due at least in part to improved facilities and broader educational efforts by agencies countywide.

Katie LeBaron, Senior Health Educator
Print Project Director Name and Title


Signature

08/03/2012
Date

Agenda: August 13, 2012

To: Bicycle Committee

From: Cory Caletti, Senior Transportation Planner/Bicycle Coordinator

Re: *Draft City of Watsonville Trails and Bicycle Master Plan*

RECOMMENDATION

Staff recommends that the Bicycle Committee reviews the *Draft City of Watsonville Trails and Bicycle Master Plan* (Attachment 1- posted separately) and provide feedback.

BACKGROUND

The Bicycle Committee reviews local jurisdictions' Bicycle Plans and recommends changes and amendments based on discussions about priority projects, funding scenarios, and policy impacts.

DISCUSSION

The City of Watsonville submitted the *Draft City of Watsonville Trails and Bicycle Master Plan* for review (Attachment 1- posted separately). Committee members are asked to provide input on projects, and prioritization, as well as other details of the plan.

Plan Purpose

The purpose of the *Watsonville Trails and Bicycle Master Plan* is to develop a framework for building and integrated system of pathways and bikeways that will link residents to the outdoors. The network will provide residents with close-to-home and close-to-work access to pedestrian and bicycle trails and bike lanes that connect the city's most popular destinations.

Approved Bicycle Plans are also needed for local jurisdictions to apply for Bicycle Transportation Account (BTA) which provides funding for city and county projects that improve safety and convenience for bicycle commuters.

BTA Compliance

According to Caltrans, to be eligible for BTA funds, a city or county must prepare and adopt a Bicycle Transportation Plan (BTP) that complies with Streets and Highways Code Section 891.2. The following procedures must also be completed:

1. *The governing body of a city or county must adopt the BTP by resolution.*
2. *The city or county must submit the BTP to the appropriate Regional Transportation Planning Agency (RTPA) for review and approval for compliance with Streets and Highways Code Section 891.2 and the regional transportation plan (RTP).*

3. *Following regional approval, the city or county must submit the BTP, the resolution adopting the BTP, and the letter of approval from the RTPA to the Caltrans Bicycle Facilities Unit (BFU) for review and approval.*
4. *BTP adoption establishes eligibility for five consecutive BTA funding cycles.*

Additionally, all bikeway projects shall be designed and constructed in accordance with the "Highway Design Manual, Chapter 1000 Bikeway Planning and Design" and the Manual of Uniform Control Devices.

As the local Regional Transportation Planning Agency, the Regional Transportation Commission must certify the plan as being compliant with the pertinent section of the Streets and Highways Code. As the designated representative of the Regional Transportation Commission, the Bicycle Committee and RTC staff is responsible for verification of the plan. RTC staff recommends that Bicycle Committee reviews the draft plan and provide feedback.

SUMMARY

Staff recommends that the Bicycle Committee reviews *Draft City of Watsonville Trails and Bicycle Master Plan* and provide feedback.

Attachment 1: *Draft City of Watsonville Trails and Bicycle Master Plan* (posted separately)

TO: Bicycle Committee

FROM: Ginger Dykaar, Transportation Planner

RE: Project List Development for 2014 Transportation Plans

RECOMMENDATIONS

Staff recommends that the Bicycle Committee review and recommend updates to the *2010 Regional Transportation Plan* project list for inclusion in the *2014 Regional Transportation Plan*.

BACKGROUND

As the transportation planning agency for Santa Cruz County, the Regional Transportation Commission (RTC) is responsible for developing, implementing, and regularly updating the Regional Transportation Plan (RTP) for Santa Cruz County. The RTC also works with the Association of Monterey Bay Area Governments (AMBAG) to produce and implement the Metropolitan Transportation Plan (MTP) for the Monterey Bay region. The RTP is the state-mandated long range/25-year transportation plan and the MTP is the federally-mandated long range transportation plan. The RTC works with AMBAG to develop components that can be used for both transportation plans. The RTP and MTP include goals, targets and policies that are used to prioritize projects for funding (Policy Element); identify the area's transportation needs (Action Element); and estimate the amount of state, federal, and local funds that may be available (Financial Element). Projects are required to be included in an RTP and/or MTP to receive certain transportation funds.

RTC staff has been working with the North American Sustainable Transportation Council (STC), the entity responsible for developing the Sustainable Transportation Analysis and Rating System (STARS), to integrate sustainable outcomes into the 2014 RTP and MTP. The final draft goals, targets, policies and strategies ([Attachments 1 and 2](#)) were developed using STARS and were approved by the RTC at the May 17, 2012 Transportation Policy Workshop. Comments from the RTC, the public and the RTC Advisory Committees, (ITAC, Elderly & Disabled Transportation Advisory Committee and Bicycle Committee) were incorporated into these final draft goals, targets, policies and strategies.

DISCUSSION

The Action Element of the Regional Transportation Plan (RTP) includes lists of transportation needs in the region. Priorities for projects and programs are determined using a variety of measures including how well projects achieve the goals, policies, and

targets; an analysis of unmet needs; funding that is available; and the priorities of the implementing agencies, RTC committees, and the public.

A list of projects from the 2010 RTP for which there are bicycle components is attached ([Attachment 3](#)). Some bicycle projects which are listed individually in city and county bicycle plans have been grouped together for the RTP or are components of larger multi-modal projects. Staff recommends that Bicycle Committee members review the 2010 RTP project list and identify any additional projects that should be considered for the 2014 RTP by August 30, 2012. A project idea form is provided in [Attachment 4](#). Projects identified should be based on advancing the draft goals and targets for the greatest benefit to society, economy and the environment given limited transportation dollars. The Bicycle Committee will be requested to identify priorities as part of development of the final draft 2014 RTP. Staff recognizes that the Bicycle Committee has requested a more consistent naming convention to be used for the projects and this will be implemented, in coordination with AMBAG, for the 2014 list.

Project sponsors are concurrently reviewing this list. The description and cost of some projects may be modified by project sponsors. Projects that will be completed by 2014 or have since been deemed infeasible will not be carried over to the 2014 RTP. The project list will also identify which of the projects might be financially feasible over the next 25 years, given funding constraints.

Next Steps

August 2012: RTC staff soliciting project ideas from the public. Obtain input through an online survey on key destinations of Santa Cruz County residents and barriers to utilizing the multimodal transportation system.

October - December 2012: RTC staff will evaluate transportation projects based on the projects' ability to advance the goals and targets. The RTC is scheduled to consider the draft project list in December 2012.

February - August 2013: RTC staff will work with AMBAG to evaluate the project list's ability to achieve the SB 375 greenhouse gas emission targets, when combined with future land use projections.

SUMMARY

The Commission is in the process of updating the *Regional Transportation Plan*. Staff recommends that the Bicycle Committee review and recommend updates to the project list from the 2010 RTP.

Attachments:

1. Final draft transportation plan goals, targets, and policies
2. Final draft transportation strategies
3. 2010 RTP Projects
4. Project Ideas Form

Revised Draft Transportation Plan Goals, Targets and Policies

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

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

TARGETS:

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

1A. Increase the percentage of people within a 30-minute walk, bike or transit trip to key destinations. (*Specific target numbers will be developed in conjunction with Sustainable Communities Strategy.*)

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

1B. Reduce per capita fuel consumption and greenhouse gas emissions by 5 percent by 2035 through a reduction in vehicle miles traveled and improved speed consistency. [Note: Of the 5 percent reduction in fuel consumption/greenhouse gas emissions, improving speed consistency could account for up to 1% with the remaining due to reductions in vehicle miles traveled.]

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

1C. Improve travel time reliability for vehicle trips and multimodal level of service for walk and bicycle trips to and within key destinations. (*Specific target numbers still to be developed.*)

Improve health by increasing physical activity in using the transportation system.

1D. Decrease single occupancy vehicle mode share compared to the baseline condition between 2 to 8 percent by 2035.

POLICIES:

- 1.1. *Transportation Demand Management (TDM):* Expand demand management programs that decrease the number of vehicle miles traveled and result in mode shift.
- 1.2. *Transportation System Management:* Implement Transportation System Management programs and projects on major roadways across Santa Cruz County that increases the efficiency of the existing transportation system.

- 1.3. *Transportation Infrastructure*: Improve multimodal access to and within key destinations.
- 1.4. *Transportation Infrastructure*: Ensure network connectivity by closing gaps in the bicycle, pedestrian and transit networks
- 1.5. *Land Use*: Support land use decisions that locate new facilities close to existing services, particularly those that service transportation disadvantaged populations.

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

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

TARGETS:

Improve transportation safety, especially for the most vulnerable users.

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

2B. Reduce total number of high collision locations by 75 percent by 2035

POLICIES:

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

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

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

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

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

TARGETS:

Maintain the existing system.

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

3B. Reduce the lane miles in “distressed” condition by 5 percent per year.

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

3C. Increase the percentage of transportation disadvantaged people within a 30-minute walk, bike or transit trip to key destinations.

Solicit broad public input.

3D. Maximize participation from diverse members of the public in RTC planning and project implementation activities.

POLICIES:

- 3.1 *Cost Effectiveness & System Maintenance:* Maintain and operate the existing transportation system cost-effectively and in a manner that adapts the current transportation system to maximize existing investments.
- 3.2 *Coordination:* Improve coordination between agencies in a manner that improves efficiencies, reduces, and duplication (e.g. paratransit and transit; road repairs; signal synchronization; TDM programs).
- 3.3 *System Financing:* Support new or increased taxes and fees that reflect the cost to operate and maintain the transportation system.
- 3.4 *Equity:* Demonstrate that planned investments will reduce disparities in safety and access for transportation disadvantaged populations.
- 3.5 *Ecological Function:* Deliver transportation investments in a way that increases tree canopy, where appropriate, improves habitat and water quality, enhances sensitive areas.
- 3.6 *Public Engagement:* Solicit broad public input on all aspects of regional and local transportation plans, projects and funding actions.

Revised Draft Transportation Plan Strategies

The strategies listed below are those that have demonstrated potential for advancing the draft transportation goals and triple bottom line sustainability framework. The strategies are numbered to reference the specific draft transportation goals and policies they support. In many cases, strategies advance more than one draft transportation goal and policy. The demonstrated potential for achieving goals is supported by a variety of research and practical applications.

1.1. TRANSPORTATION DEMAND MANAGEMENT (TDM):

- 1.1.1. **Individualized Marketing.** Expand results-oriented individualized marketing and incentive programs to employers, schools and residents that encourage people to reduce trips made driving alone (including carpooling, shifting to other modes, telecommuting, and flexible work schedules).
- 1.1.2. **Establish Targets.** Establish short-term (three to five year) employee and residential trip reduction targets for drive-alone, vehicle miles reduced and/or fuel consumption for specific key origins and key destinations.
- 1.1.3. **Traveler Information Services.** Increase the use of new technology, including information and telecommunication technology to improve traveler information and reduce travel demand.
- 1.1.4. **Parking Management.** Implement a combination of incentives and requirements for TDM trip reduction and parking management for commercial and residential new development and new use in key destinations.
- 1.1.5. **Right-size the Mode.** Encourage carpool/vanpool for longer trips, walking and bicycling for shorter trips and transit for trips along frequent service routes
- 1.1.6. **Carsharing Support.** Promote the development of commercial carsharing, peer-to-peer carsharing, and casual ridesharing programs.

1.2. TRANSPORTATION SYSTEM MANAGEMENT (TSM):

- 1.2.1. **Signal Priority.** Prioritize funding for signal synchronization and transit signal priority on frequent service transit routes.
- 1.2.2. **Auxiliary Lanes.** Evaluate, and if found beneficial, implement auxiliary lanes.
- 1.2.3. **TSM at Highway 1 Access Points.** Evaluate, and if found beneficial, implement ramp metering and/or HOV queue jumps at Highway 1 access points and at intersections that are or could be heavily used by transit and/or carpools and vanpools.
- 1.2.4. **Motorist Aid.** Promote motorist aid programs that decrease non-recurrent congestion.

- 1.2.5. **Facility Design.** Encourage the use of design elements for improving speed consistency on arterials such as roundabouts, left hand turn lanes, adaptive signal control and activated signals for bike and pedestrians.
- 1.2.6. **Variable Speed Limit.** Evaluate, and if found beneficial, implement variable speed limit reduction on Highway 1 during congestion events.
- 1.2.7. **Congestion Pricing.** Evaluate, and if found beneficial, implement congestion pricing in order to improve travel time reliability, improve speed consistency and reduce fuel consumption.
- 1.2.8. **Eco-driving.** Encourage eco/efficiency-driving training programs to reduce fuel consumption.

1.3. & 1.4 TRANSPORTATION INFRASTRUCTURE:

- 1.3.1 **Improve Transit.** Encourage transit infrastructure and service improvements that decrease travel time and minimize overcrowding.
- 1.3.2 **Expand Bicycle, Pedestrian, Transit and Carpool Infrastructure Projects.** Evaluate, and if found beneficial, implement bicycle, pedestrian, transit and carpool projects that serve major Santa Cruz County routes to provide safe, affordable options
- 1.3.3 **Update Local Plans.** Support local agencies in regularly updating pedestrian, bicycle, and transit plans to identify priority infrastructure improvements.
- 1.3.4 **Electric Vehicle Infrastructure.** Promote electric vehicle use through planning, development of infrastructure and other means.
- 1.4.1. **Complete Streets.** Encourage the implementation of Complete Streets to facilitate safer bike, walk and transit trips.
- 1.4.2. **Connectivity and Completeness.** Prioritize projects that improve connectivity and close gaps in the bicycle, pedestrian and transit networks.

1.5 LAND USE:

- 1.5.1. **Ped and Bike Level of Service.** Encourage local agencies to adopt Multimodal Level of Service (MMLOS) standards.
- 1.5.2. **Complete Neighborhoods.** Prioritize funding for multimodal transportation projects in areas of new infill growth that are mixed use including, but not limited to, jobs/housing/services/retail.
- 1.5.3 **Parking Minimums, Maximums, and Pricing.** Work with local agencies to evaluate the benefits and costs of current and potential parking minimums, maximums and prices and implement supporting policies and programs if found beneficial.

2.1 SAFETY

- 2.1.1 **Targeted Improvements.** Support location-specific improvements to locations with higher-than-average fatalities and injuries to reduce the likelihood of future collisions.
- 2.1.2 **Speed Suitability.** Encourage projects to demonstrate speed suitability; that is, that streets are designed and speeds are set to maximize multimodal safety and are consistent with surrounding land use.
- 2.1.3 **Close the Gaps.** Prioritize projects that close gaps in the bicycle, pedestrian and transit networks. (See 1.4.2)
- 2.1.4 **Maintain System.** Maintain and operate the existing transportation infrastructure to minimize hazards when traveling for all modes.

2.2 EMERGENCY SERVICES

- 2.2.1 **Highway Aid Programs** Implement motorist aid programs to increase safety on highways.
- 2.2.2 **Emergency Traveler Information.** Develop emergency traveler information for the region

2.3 SYSTEM DESIGN

- 2.3.1 **Design for Pedestrian and Bicycle Safety.** Encourage the following design elements to be considered when implementing safety improvements: single-lane roundabouts, sidewalks, exclusive pedestrian and signal phasing, pedestrian refuge islands, and increased intensity of roadway lighting.
- 2.3.2. See also 1.4.1 – **Complete Streets.** Encourage the implementation of Complete Streets to facilitate safer bike, walk and transit trips.
- 2.3.3. **Safety Features.** Employ proven design features such as separate facilities and notification of shared facilities and crossings and consider innovative solutions such as cycle tracks.
- 2.3.4. **Context Sensitive.** Consider adjacent land use and associated transportation by mode when designing facilities.

3.1 COST-EFFECTIVENESS & SYSTEM MAINTENANCE

- 3.1.1 **Timeliness.** Support projects that can be delivered in a timely manner, relative to their scope.
- 3.1.2 **Life-Cycle Cost and Benefit.** Support project evaluation tools and projects that can demonstrate cost-effectiveness using a full life cycle cost analysis and benefits to access, safety and health, and climate pollution and energy use.
- 3.1.3 **Optimum Maintenance.** Support projects that adhere to economically optimum maintenance and replacement levels for road, bicycle, pedestrian and transit assets.

- 3.1.4 **Facility Demand** . Prioritize projects based on number of users of a facility and system management plans.

3.2 COORDINATION

- 3.2.1 **Maximize Efficiencies**. Increase coordination between transportation entities to maximize efficiencies at providing transportation services to the public; centralize information for public to access; utilize best practices by other entities and minimize duplicative efforts.
- 3.2.2 **Coordinated Data Collection**. Develop a coordinated data collection effort that address priority transportation needs for the RTC and transportation partners.
- 3.2.3 **Plan Consistency**. Promote consistency between transportation improvements and state and local planned growth and economic development.

3.3 SYSTEM FINANCING

- 3.3.1 **Support a Variety of Investments**. Support increased federal, state, or local gas taxes to be used for a variety of transportation improvements, including road maintenance.
- 3.3.2 **New Funding Sources**. Support new funding sources for transportation investments.
- 3.3.3 **Evaluate User Fees**. Consider and evaluate users fees, where appropriate, such as congestion pricing.
- 3.3.4 **New Development**. Encourage private development proposals to make investment that reduce vehicle trips including, but not limited to, transit, bike, car sharing and pedestrian service improvements and financial support of transit service, consistent with transit improvement plans.

3.4 EQUITY

- 3.4.1 **Support Connections**. Support connections between key origins for transportation disadvantaged, jobs centers, and other key destinations.
- 3.4.2 **Affordable Housing**. Encourage affordable housing along major transit corridors and near transit stops.
- 3.4.3 **Address Time of Travel Need**. Address travel needs at times of day and on days of the week that correspond with entry-level employment opportunities.

3.5 ECOLOGICAL FUNCTION

- 3.5.1 **Joint Projects**. Encourage project sponsors to include joint projects with other agencies, such as other departments responsible for watershed health, storm water management and habitat restoration.
- 3.5.2 **Low-Impact Design**. As a standard element of project funding evaluation, proposed projects should evaluate low impact design measures which

address treatment of storm water on site and identify which they are proposing.

3.5.3 **Healthy Landscapes.** Promote native and drought-tolerant plants in the right-of-way and increase tree canopy coverage, where appropriate.

3.5.4 **Sensitive Areas.** Facilitate regional mitigation and other strategies which support improvements in increasing the quality and quantity of habitat and enhances sensitive areas.

3.6 PUBLIC ENGAGEMENT

3.6.1 **Full Participation.** Evaluate and, where necessary, improve the public involvement process to eliminate participation barriers and engage maximum participation in transportation decision making, including transportation disadvantaged populations.

3.6.2 **Broad Outreach.** Use a broad range of outreach methods and media solutions to provide the community access to information about the RTC's programs, projects and services on a regular basis.

Regional Transportation Plan - Projects with Bicycle Components

Projects listed by lead agency, in order by % of project cost associated with bicycle components
Project IDs without the letter "P" in front of the number have been also included in the Regional Transportation Improvement Program.

All Figures in year 2009, '000s (thousands of dollars) **Percentage Project Cost By Mode (estimate)**

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Uncon- strained	Bike: Road	Rehab: Road	Transit	Ped	TDM	TSM:	ITS:	Plang:	Other
Caltrans														
CT-P39	Hwy 129 Bike Lanes	Widen for bikelanes Lee to Lakeview Road. Would be joint project CT/Wats/County. Cost unknown.	\$0	\$0	\$0	100	0	0	0	0	0	0	0	0
CT-P38	Hwy 152 Bikelanes	Widen for bikelanes - Main St (GV Rd to Mont Co line), Beach St (Walker to Lincoln) and Lake Ave (Main St to fairgrounds). Would be joint project CT/Wats. Cost unknown.	\$0	\$0	\$0	100	0	0	0	0	0	0	0	0
RTC 24d	Hwy 1: Revise Interchanges	Interchange modifications to accommodate future widening alternatives of Route 1 between Hwy 17 and Aptos. Could be a stand-alone project (\$60M-approx. \$10M/interchange), but currently expensed under the larger Hwy 1/HOV project (RTC 24).	\$0	\$0	\$0	5	90	0	0	5	0	0	0	0
SV-P08	Hwy 17/Granite Creek Interchange Reconstruction	Realign/reconfigure the Granite Creek Road over crossing, add bike lanes and sidewalks. (EA 05-49380)	\$8,000	\$0	\$8,000	5	90	0	0	5	0	0	0	0
RTC 24e	Hwy 1 Auxiliary Lanes: Bay/Porter to Park Avenue	Add Northbound and Southbound Auxiliary Lanes. Reconstruct Capitola Avenue undercrossing. Includes shoulders for disabled vehicles, infrastructure for TSM elements, soundwalls, and landscaping. RTP cost included within RTC 24. Stand alone cost est. \$25M. (EA 05-0L090)	\$0	\$0	\$0	3	87	0	5	2	0	0	3	0
City of Capitola														
CAP-P12	Monterey Avenue Multimodal Improvements	Installation of sidewalks and bike lanes in area near school and parks.	\$350	\$350	\$0	40	0	0	0	60	0	0	0	0
CAP-P22	Brommer Street Sidewalk and Bike Lanes	Install sidewalk and bike lanes from 38th Avenue to 41st Avenue.	\$250	\$250	\$0	30	0	0	0	70	0	0	0	0
CAP-P03	Upper Capitola Avenue Improvements	Installation of bike lanes and sidewalks on Capitola Av. (Bay Av.- SR 1) and sidewalks on Hill St. from Bay Av. to Capitola Av.	\$1,300	\$0	\$1,300	30	0	0	0	70	0	0	0	0
CAP-P34	Capitola Village Enhancements: Capitola Ave	Multimodal enhancements along Capitola Avenue.	\$1,000	\$0	\$1,000	25	25	0	10	40	0	0	0	0
CAP-P04b	Capitola Village Multimodal Enhancements - Phase 2/3	Multimodal enhancements in Capitola Village along Stockton Ave, Esplande, San Jose Ave, & Monterey Av. Includes sidewalks, bike lanes, bike lockers, landscaping, improve transit facilities, parking, pavement rehab and drainage.	\$3,000	\$1,000	\$2,000	20	10	10	10	50	0	0	0	0

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Unconstrained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plang:	Other
CAP 11	Clares Street Traffic Calming	Implementation of traffic calming measures: chicanes, center island median, dedicated right turn lane, new bus stop, and road edge landscape treatments to slow traffic. Pedestrian crossings at 42nd and 46th Avenue. Construct safe, accessible ped x-ing at 42nd and 46th Av.	\$425	\$425	\$0	20	50	5	5	15	0	0	0	5	0
CAP 12	38th Avenue Reconstruction	Reconstruct roadway and construct 470 feet of curb, gutter and sidewalk immediately south of Capitola Road. May also include Class 2 Bike Lanes in each direction.	\$600	\$600	\$0	10	0	70	0	20	0	0	0	0	0
CAP-P30	47th Avenue Traffic Calming	Traffic calming and traffic dispersion improvements along 47th Ave from Capitola Rd to Portola Drive.	\$100	\$0	\$100	10	50	0	0	40	0	0	0	0	0
CAP-P35	Auto Plaza Drive Extension to Bay Avenue	Extend Auto Plaza Drive over Soquel Creek to Bay Avenue. Includes improvements to Auto Plaza Drive	\$10,000	\$0	\$10,000	10	80	0	0	10	0	0	0	0	0
CAP-P29	Bay Avenue Traffic Calming	Traffic calming features along Bay Avenue from Highway 1 to Monterey Avenue, including left turn pocket.	\$400	\$0	\$400	10	50	0	0	40	0	0	0	0	0
CAP-P32	Bay Avenue/Monterey Avenue Intersection Modification	Multimodal improvements to the intersection. Include signalization or roundabout along with pedestrian, bicycle and transit access.	\$300	\$0	\$300	10	40	0	20	30	0	0	0	0	0
CAP-P11	Capitola Avenue/Beverly Drive Improvements	Construct intersection improvements, Village enhancement features.	\$150	\$0	\$150	10	60	0	30	0	0	0	0	0	0
CAP-P17	Citywide Traffic Calming	Install traffic calming/neighborhood livability improvements.	\$1,400	\$0	\$1,400	10	50	0	0	40	0	0	0	0	0
CAP-P01	Hwy 1/41st Avenue Interchange	Widen Hwy 1 overpass to 3 lanes in each direction, bike lanes, addition of stacking lanes to SB and NB off-ramps, ramp improvements, ramp metering. Could be stand-alone project (\$4M), but currently expensed under larger Hwy 1/HOV project (RTC 24).	\$0	\$0	\$0	10	90	0	0	0	0	0	0	0	0
CAP-P7p	Stockton Ave Bridge Rehab	Replace bridge with wider facility that includes standard bike lanes and sidewalks.	\$2,500	\$0	\$2,500	10	0	75	0	15	0	0	0	0	0
CAP-P08	Bay Avenue/Capitola Avenue Improvements	Multimodal improvements to intersection.	\$400	\$0	\$400	5	90	0	0	5	0	0	0	0	0
CAP-P06	Citywide General Maintenance and Operations	Ongoing maintenance, repair, and operation of road/street system within the City limits. (Const=\$400K/yr; Unconst=\$400K/yr)	\$20,000	\$10,000	\$10,000	5	10	80	0	5	0	0	0	0	0
City of Santa Cruz															
SC-P47	Chestnut Street Bike Lanes	Install Class 2 bike lanes to provide connection from existing bike lanes on Laurel Street and upper Chestnut Street to proposed Class 1 bike path connections to Bay Street and Pacific Avenue/Beach Street.	\$550	\$0	\$550	100	0	0	0	0	0	0	0	0	0

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Uncon- strained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plang:	Other
SC-P59	King Street Bike Lanes (entire length)	Install Class 2 bike lanes on residential collector street.	\$500	\$500	\$0	100	0	0	0	0	0	0	0	0	0
SC-P75	Lump Sum Bike Projects	Bike projects based on needs identified through the Major Transportation Study and bike plan updates. These are in addition to projects listed individually in the RTP.	\$4,000	\$2,000	\$2,000	100	0	0	0	0	0	0	0	0	0
SC-P29	Morrissey Blvd. Bike Path over Hwy 1	Install a Class 1 bicycle facility on freeway overpass.	\$90	\$90	\$0	100	0	0	0	0	0	0	0	0	0
SC-P66	Ocean Street Bike Lanes (Soquel-Barson)	Install Class 2 bike lanes to connect discontinuous sections of existing bike lanes.	\$1,000	\$1,000	\$0	100	0	0	0	0	0	0	0	0	0
SC-P69	Seabright Avenue Bike Lanes (Pine-Soquel)	Install Class 2 bike lanes on residential/commercial collector street to complete the Seabright Avenue bike lane corridor and connect to bike lane corridor on Soquel Avenue.	\$450	\$450	\$0	100	0	0	0	0	0	0	0	0	0
SC-P34	Branciforte Creek Bike/Ped Crossing	Install a Class 1 bicycle/pedestrian bridge over Branciforte Creek in the vicinity of San Lorenzo Park and Soquel Ave.	\$2,500	\$1,500	\$1,000	50	0	0	0	50	0	0	0	0	0
SC 07	Broadway-Brommer Bike/Ped Path (Arana Gulch Multiuse Path)	Install multipurpose trail through Arana Gulch to connect to existing class 2 facilities.	\$4,000	\$4,000	\$0	50	0	0	0	50	0	0	0	0	0
SC-P21	Brookwood Drive Bike/Pedestrian Path	Provide 2-way bicycle travel.	\$100	\$100	\$0	50	0	0	0	50	0	0	0	0	0
SC-P22	Chestnut St. Pathway	Install a Class 1 bicycle/pedestrian facility to connect Neary Lagoon Park with the Beach/Boardwalk area.	\$550	\$0	\$550	50	0	0	0	50	0	0	0	0	0
SC-P23	Delaware Avenue Bike lanes	Fill gaps in bicycle lanes.	\$50	\$50	\$0	50	0	0	0	50	0	0	0	0	0
SC-P103	East Cliff Dr Bike/Ped Connection	Widen walkway to create multi-purpose trail from Murray St to Jessie St.	\$1,000	\$1,000	\$0	50	0	0	0	50	0	0	0	0	0
SC-P28	Mission Street Extension Pathway	Replace temporary path with bi-directional bicycle/pedestrian path. Paving, lighting, signage, delineators (replacing existing K-Rail), and drainage improvements.	\$300	\$0	\$300	50	0	0	0	50	0	0	0	0	0
SC-P30	Murray St to Harbor Path Connection	Install a Class 1 bicycle/pedestrian facility.	\$100	\$100	\$0	50	0	0	0	50	0	0	0	0	0
SC-P31	San Lorenzo River Bike/Ped Path at RR Bridge	Install a Class 1 bicycle/pedestrian facility to connect the east end of the Beach Street Pathway with East Cliff Drive at the location of the current railroad bridge over the San Lorenzo River and connect the east and west banks of the San Lorenzo River Pathway. The crossing currently only accommodates pedestrians.	\$3,225	\$3,225	\$0	50	0	0	0	50	0	0	0	0	0
SC-P35	San Lorenzo River Levee Path Connection	Install a Class 1 bicycle/pedestrian facility at southern connection to existing path (San Lorenzo River Pathway to East Cliff Drive).	\$2,000	\$2,000	\$0	50	0	0	0	50	0	0	0	0	0
SC-P38	Shaffer Road Multiuse Path (Mission St Ext-Delaware Ave)	Install a Class 1 bicycle/pedestrian facility to connect to the Wilder Ranch path.	\$400	\$400	\$0	50	0	0	0	50	0	0	0	0	0
SC 23	West Cliff Path Widening (Bay-Swanton)	Improve existing path.	\$1,600	\$1,600	\$0	50	0	0	0	50	0	0	0	0	0

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Unconstrained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plang:	Other
SC-P13	Riverside Ave/Second St Signalization and Interconnection	Modify intersection to reduce congestion and improve pedestrian crossing.	\$350	\$0	\$350	20	50	0	10	20	0	0	0	0	0
SC-P07	Citywide Operations and Maintenance	Ongoing maintenance, repair, and operation of road/street system within the City limits. (Const=\$3.0M/yr; Unconst=\$4.2M/yr)	\$180,000	\$75,000	\$105,000	15	15	40	10	20	0	0	0	0	0
SC 43a	Beach St/Pacific Ave Roundabout	Installation of roundabout at Beach/Pacific Ave intersection to reduce congestion.	\$1,000	\$1,000	\$0	10	80	0	0	10	0	0	0	0	0
SC-P90	High St/Moore St Intersection Modification	Add a protected left turn to existing signalized intersection along High St at city arterial. Project is located in high pedestrian and bicycle use activity area.	\$100	\$100	\$0	10	70	0	10	10	0	0	0	0	0
SC-P91	Shaffer Road Railroad Crossing	Construction of a new crossing of the Union Pacific Railroad line at Shaffer Rd.	\$50	\$0	\$50	10	50	0	0	10	0	0	0	0	30
SC-P87	Soquel Ave Corridor Widening (Ocean View-Morrissey)	Minor widening along Soquel Ave corridor from Ocean View to Morrissey Blvd. Including signalization of Poplar Avenue.	\$1,500	\$0	\$1,500	10	70	0	10	10	0	0	0	0	0
SC-P83	West Cliff/Bay Street Modifications	Signalization at all-way stop controlled intersections.	\$250	\$250	\$0	10	80	0	5	5	0	0	0	0	0
SC-P77	Bay Street Corridor Modifications	Intersection modifications on Bay St Corridor at Mission St, Escalona Dr, and High St. Including widening at Mission St, signalization of Escalona Dr, modification of geometry of High St.	\$4,000	\$4,000	\$0	5	80	0	10	5	0	0	0	0	0
SC-P96	Bay/California Intersection Improvements	Install traffic signal.	\$400	\$0	\$400	5	85	0	5	5	0	0	0	0	0
SC 25	Hwy 1/9 Intersection Modifications	Intersection modifications including new turn lanes, bike lanes/shoulders. Includes adding second left-turn lane on Highway 1 southbound to Highway 9 northbound; second northbound through lane and shoulder on northbound Highway 9, from Highway 1 to Fern Street; a right-turn lane and shoulder on northbound Highway 9; through-left turn lane on northbound River St; replace channelizers on Highway 9 at the intersection of Coral Street; sufficient lane width along the northbound through/left turn lane on Highway 9 from Fern Street to Encinal Street; new sidewalk along the east side of Highway 9 from Fern Street north to Encinal Street; new through/left turn lane on southbound Highway 9; Traffic Signal interconnect to adjacent signals.	\$4,000	\$4,000	\$0	5	0	0	0	5	0	10	0	0	0
SC-P81	Hwy 1/Mission St at Chestnut/King/Union Intersection Modification	Modify design at existing signalized intersections	\$2,400	\$0	\$2,400	5	90	0	0	5	0	0	0	0	0
SC-P97	Laurent/High Intersection Improvements	Install Traffic Signal	\$250	\$0	\$250	5	90	0	0	5	0	0	0	0	0

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Unconstrained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plang:	Other
SC-P79	Market St/Goss Avenue Intersection Minor Widening	Installation of bicycle lanes and sidewalk.	\$1,500	\$500	\$1,000	5	90	0	0	5	0	0	0	0	0
SC-P12	Morrissey/Poplar/Soquel Intersection Modification	Modify the roadway configuration in the Morrissey/Poplar/Soquel triangle area to improve traffic circulation and safety.	\$1,000	\$0	\$1,000	5	90	0	0	5	0	0	0	0	0
SC 37	Murray St Bridge Replacement	Seismic retrofit of existing Murray St. bridge (36C0108) over Woods Lagoon at harbor and associated approach roadway improvements and replacement of barrier rail. Includes wider bike lanes, sidewalk on ocean side.	\$11,070	\$11,070	\$0	5	0	80	0	15	0	0	0	0	0
SC-P78	Ocean St and Broadway Intersection Modification	Widen Ocean St as it approaches Broadway sufficient to provide a left turn lanes both northbound and southbound, and bike lanes.	\$2,500	\$0	\$2,500	5	80	0	10	5	0	0	0	0	0
SC-P86	Ocean St/ Plymouth St Intersection Modification	Widen Plymouth St to provide separate turn lanes and through lanes. Ocean St is an arterial on the Local Coastal access system.	\$400	\$400	\$0	5	90	0	0	5	0	0	0	0	0
SC-P85	Ocean St/San Lorenzo Blvd Intersection Modification	Widening the roadway sufficient to provide an exclusive southbound right turn lane from Ocean St to San Lorenzo Blvd.	\$200	\$200	\$0	5	90	0	0	5	0	0	0	0	0
SC-P84	Ocean St/Water St Intersection Modification	Modify Ocean St/Water St intersection by adding additional left turn lane on Ocean St. Both streets are arterial streets. Ocean street is a Local Coastal Access Route.	\$400	\$400	\$0	5	80	0	10	5	0	0	0	0	0
SC-P100	Seabright/Murray Traffic Signal Modifications	Remove split phasing on Seabright and right-turn lane northbound.	\$150	\$0	\$150	5	85	0	5	5	0	0	0	0	0
SC-P99	Seabright/Water Intersection Improvements	Install Traffic Signal	\$250	\$0	\$250	5	85	0	5	5	0	0	0	0	0
SC-P92	Shaffer Rd/Hwy 1 Signalization	Signalization of intersection of State Route 1 and Shaffer Rd. Project includes some widening of Route 1 to accommodate a left turn lane.	\$500	\$0	\$500	5	90	0	0	5	0	0	0	0	0
SC-P101	Swift/Delaware Intersection improvements	Install Traffic Signal or Roundabout.	\$300	\$300	\$0	5	85	0	5	5	0	0	0	0	0
City of Scotts Valley															
SV-P35	Bean Creek Road Sidewalks (SVMS to Blue Bonnet)	Fill gaps in sidewalks on Bean Creek Rd.	\$400	\$400	\$0	100	0	0	0	0	0	0	0	0	0
SV-P38	Bike Rest Stops in Scotts Valley	Bike rest stops (including racks, water) at Camp Evers Park and Skypark.	\$225	\$0	\$225	100	0	0	0	0	0	0	0	0	0
SV-P32	Bluebonnet Lane Bike Lanes	Add bike lanes on Bluebonnet (Bean Ck, through Skypark to Mt. Hermon/Lockwood).	\$150	\$0	\$150	100	0	0	0	0	0	0	0	0	0
SV-P41	Citywide Bike Lanes	Construction of additional bike lanes and paths citywide (including Green Hills).	\$3,000	\$1,500	\$1,500	100	0	0	0	0	0	0	0	0	0
SV-P33	Civic Center Drive Bike Lanes	Add bike la bike lanes to narrow road.	\$400	\$0	\$400	100	0	0	0	0	0	0	0	0	0

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Uncon- strained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plang:	Other
SV-P36	El Rancho Dr. Bike Lanes	Add bike lanes on El Rancho within city limits.	\$325	\$325	\$0	100	0	0	0	0	0	0	0	0	0
SV-P29	Glen Canyon Rd. Bike Lanes	Class 2 Bike lanes from Flora Lane to Green Hills. Oak Creek to Flora Ln are already complete.	\$1,000	\$1,000	\$0	100	0	0	0	0	0	0	0	0	0
SV-P39	Glenwood Dr. Bike Lanes	Widen road to accommodate bike lanes from Scotts Valley High School to City limits.	\$500	\$0	\$500	100	0	0	0	0	0	0	0	0	0
SV 18A	Green Hills Road Bike Lanes	Bike lanes from Green Hills Est. to Sequoia. Serves: Baymonte Chrn, Vine Hill ES, Scotts Vly MS, HS, & Brook Knoll Schools.	\$700	\$700	\$0	100	0	0	0	0	0	0	0	0	0
SV-P37	Lockhart Gulch Rd Bike Lanes	Add Class 2 bike lanes to narrow, primarily residential street.	\$700	\$700	\$0	100	0	0	0	0	0	0	0	0	0
SV-P34	N. Navarra Dr-Sucinto Dr Bike Lanes	Add bike lanes to developing area behind commercial.	\$600	\$0	\$600	100	0	0	0	0	0	0	0	0	0
SV-P40	Lockwood Lane Sidewalk and Bike Lanes	Construct Bike Lanes and add sidewalk on the west side from Mt. Hermon to the City limit.	\$500	\$0	\$500	50	0	0	0	50	0	0	0	0	0
SV-P45	Scotts Valley Town Center Bicycle/Pedestrian Facilities	Bicycle and pedestrian facilities and circulation elements within planned development.	\$4,000	\$0	\$4,000	25	50	0	0	25	0	0	0	0	0
SV-P27	Citywide General Maintenance and Operations	Ongoing maintenance, repairs, and operation of road/street system within the City limits. (\$400K/yr const; \$250/yr unconst).	\$16,250	\$10,000	\$6,250	5	10	75	5	5	0	0	0	0	0
SV-P14	El Pueblo Rd Ext . North	Connect El Pueblo Road via Janis Way to Victor Square, crossing Carbonero Creek.	\$1,200	\$0	\$1,200	5	85	0	0	10	0	0	0	0	0
SV-P15	El Pueblo Rd Extensions	Connect El Pueblo Road to Disc Drive.	\$400	\$0	\$400	5	85	0	0	10	0	0	0	0	0
SV-P24	Emergency Access Granite Creek/Hwy 17	Connect Granite Creek Rd to SR 17 via Navarra Drive to Sucinto Drive, for emergency access.	\$550	\$0	\$550	5	90	0	0	5	0	0	0	0	0
SV-P25	Emergency Access SV DR/Upper Willis Dr.	Connect Scotts Valley Drive to Upper Willis Road for emergency access.	\$1,000	\$0	\$1,000	5	90	0	0	5	0	0	0	0	0
SV-P26	Emergency Access Whispering Pines	Connect Whispering Pines Drive to Manana Woods for emergency access.	\$50	\$0	\$50	5	90	0	0	5	0	0	0	0	0
SV-P23	Emergency Access-Bethany/Glenwood	Connect Bethany Drive to Glenwood Drive.	\$200	\$0	\$200	5	90	0	0	5	0	0	0	0	0
SV-P22	Emergency Access-Sundridge/Pueblo	Connect Sundridge Drive to Disc Drive for emergency access.	\$400	\$0	\$400	5	90	0	0	5	0	0	0	0	0
City of Watsonville															
WAT-P19	Lump Sum Bicycle Projects	Update the City Bicycle Plan and construction of additional routes and paths.	\$5,000	\$3,000	\$2,000	100	0	0	0	0	0	0	0	0	0
WAT-P24	Citywide Transportation Projects	Lump sum of transportation projects to be identified in the future. Including major rehabilitation and operational improvements.	\$30,000	\$30,000	\$0	15	50	15	5	15	0	0	0	0	0

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Unconstrained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plang:	Other
WAT-P11	Freedom Blvd Improvements (Green Valley to Compton Terrace)	Pavement reconstruction, operational improvements (turn lanes), installation of bike lanes, sidewalks, signing and striping.	\$4,000	\$4,000	\$0	10	40	30	10	10	0	0	0	0	0
WAT 01	Hwy 1/ Harkins Slough Road Interchange	Reconstruct current half interchange to add on and off ramps to the northern side of the interchange in order to relieve congestion at Main Street (Hwy 152)/Green Valley Road intersection. Widen bridge, add bike lanes and sidewalks.	\$9,800	\$9,800	\$0	10	80	0	0	10	0	0	0	0	0
WAT-P13	Neighborhood Traffic Plan Implementation	Address concerns about traffic complaints through Education, Enforcement, and Engineering solutions. Install traffic calming devices that do not impede bicyclist access.	\$500	\$250	\$250	10	70	0	0	20	0	0	0	0	0
WAT-P28	Airport Blvd at Freedom Blvd Modifications	Road widening to accommodate extension of bicycle lane and portion of travel lane, installation of bus pull out, installation of new sidewalk and curb ramps, and roadway rehab.	\$1,500	\$1,500	\$0	5	35	30	15	15	0	0	0	0	0
WAT-P30	Buena Vista/Calbasas/Freedom Connection	Construction of roadway connection from Buena Vista area to Freedom Blvd.	\$5,000	\$0	\$5,000	5	85	0	0	10	0	0	0	0	0
WAT-P29	Crestview/Wagner Extension	Construction of roadway connection from Atkinson Lane area to SR 152	\$4,000	\$0	\$4,000	5	85	0	0	10	0	0	0	0	0
WAT-P01	Freedom Blvd Reconstruction (Lincoln to Alta Vista)	Reconstruction of the asphalt pavement, replacement of sidewalk, curb and gutter and installation of curb ramps, and bicycle lane striping and/or signage.	\$1,500	\$1,500	\$0	5	0	75	15	5	0	0	0	0	0
WAT-P06	Citywide General Maintenance and Operations	Ongoing maintenance, repair, and operation of road/street system, including bicycle and pedestrian facilities. (Const=\$1.5M/yr; Unconst=\$1M/yr)	\$62,500	\$37,500	\$25,000	4	10	80	3	3	0	0	0	0	0
WAT 31	Freedom Blvd Rehab (High-Broadis/Lincoln)	Rehab roadway and add 0.7 miles of bike lanes. Remove and replace curb, gutter and sidewalk, construct ADA upgrades, plus install conduit, boxes, and vaults for future utility undergrounding project.	\$1,700	\$1,700	\$0	2	0	98	0	0	0	0	0	0	0
WAT 36	Green Valley Road Rehab-Phase 2	Road rehabilitation, slope improvements/retaining walls, fill gaps in sidewalks and bicycle facilities, ADA upgrades, bus turnouts/shelters.	\$2,800	\$2,800	\$0	2	0	80	1	17	0	0	0	0	0
County Health Service Agency															
CO 50	Community Traffic Safety Coalition	Ongoing education program to decrease the risk and severity of collisions. Includes bicycle and pedestrian program.	\$3,750	\$3,750	\$0	50	10	0	0	40	0	0	0	0	0
CO 50B	South County CTSC Program	Safety education programs in south county. May include distribution of safety education materials, bike helmet use promotions, pedestrian safety campaign, and bike and walk to school events.	\$2,500	\$100	\$2,400	50	0	0	0	50	0	0	0	0	0

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County of Santa Cruz															
CO-P40	Glen Coolidge Drive/Hwy 9 Bike Path	Class 1 bike facility from Glen Coolidge Dr to Hwy 9 to provide eastern access to UCSC.	\$2,300	\$0	\$2,300	100	0	0	0	0	0	0	0	0	0
CO-P38	Pajaro River Bike Path System	Construction of a Class 1 bike path along the levees and a Class 2 bikeway on Thurwatcher Road and Beach Road.	\$9,200	\$0	\$9,200	100	0	0	0	0	0	0	0	0	0
CO-P68	Thurwachter Road Bike Lanes	Install bicycle lanes.	\$50	\$50	\$0	100	0	0	0	0	0	0	0	0	0
CO 16b	Wilder Ranch Bike/Pedestrian Path: Phase 2	Construction of a paved multi-use path for bicyclists and pedestrians from Wilder Ranch SP north. (Continuation of existing path). To be constructed in sections as funds become available.	\$4,000	\$1,000	\$3,000	75	0	0	0	25	0	0	0	0	0
CO-P43	Bonny Doon Road Improvements	Construction of a Class 1 bike lane facility, addition of transit stops, intersection improvements, major road rehabilitation, road maintenance, and drainage improvements.	\$8,000	\$0	\$8,000	50	0	48	2	0	0	0	0	0	0
CO 24	East Cliff Dr. Bike/Ped Path: 32nd-41st	Construct bicycle and pedestrian pathway along East Cliff Drive between 32nd Avenue and 41st Avenue.	\$1,000	\$1,000	\$0	50	0	0	0	50	0	0	0	0	0
CO-P46	San Lorenzo River Valley Trail	15 mile, paved multi-use path for bicyclists and pedestrians from Boulder Creek to Santa Cruz.	\$25,000	\$3,000	\$22,000	50	0	0	0	50	0	0	0	0	0
CO-P61	Glenwood Cutoff General Improvements (Glenwood Dr to Hwy 17)	Roadway and roadside improvements including bike lanes, left turn lanes, intersection improvements and roadway rehabilitation	\$3,000	\$0	\$3,000	30	35	35	0	0	0	0	0	0	0
CO-P46a	San Lorenzo Valley Trail: Hwy 9 - Downtown Felton Bike Lanes & Sidewalks	Install sidewalks and bicycle lanes on Hwy 9 through downtown Felton (Graham Hill Road to Henry Cowell State Park Entrance).	\$2,200	\$2,200	\$0	30	0	0	0	70	0	0	0	0	0
CO-P46b	San Lorenzo Valley Trail: Hwy 9 - North Felton Bike Lanes & Sidewalks	Install sidewalk/pedestrian path on west side, shoulder widening to 5' for bicycle lanes from Felton-Empire/Graham Hill Rd to Glen Arbor Road, Ben Lomond, including frontage of SLV elementary, middle and high schools. Includes new and replacement bike/ped bridges.	\$7,400	\$2,400	\$5,000	30	0	0	0	70	0	0	0	0	0
CO-P03	Amesti Road Multimodal Improvements (Green Valley to Brown Valley Rd)	Roadway rehab, left turn pockets at Green Valley Road, Pioneer Road/Varni Road. Add bike lanes, transit turnouts, sidewalks, merge lanes, landscaping, and intersection improvements.	\$2,900	\$500	\$2,400	25	25	30	10	10	0	0	0	0	0
CO-P04	Bear Creek Road Improvements (Hwy 9 to Hwy 35)	Major rehab, add bike lanes, transit turnouts, merge lanes, and intersection improvements. Some landscaping and drainage improvements also.	\$4,600	\$800	\$3,800	25	10	50	5	10	0	0	0	0	0
CO-P56	Carlton Rd Traffic Improvements for Trucks (Lakeview Intersection)	Roadway and roadside improvements including bike lanes, left turn lanes, intersection improvements and roadway rehabilitation	\$500	\$0	\$500	25	25	35	15	0	0	0	0	0	0
CO 51	Corralitos Rd Left Turn Lane (Bradley Elementary School)	1260 foot left turn lane at Bradley Elementary School to improve traffic flow, especially during school drop off/pick up periods and associated roadside improvements	\$650	\$650	\$0	25	35	35	5	0	0	0	0	0	0

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CO-P15	Lakeview Road Improvements	Major road rehab, add left turn pocket at College Road, intersection improvements. Also add bike lanes, new transit facilities, landscaping. Drainage improvements, merge lanes, and intersection improvements may also be needed.	\$1,200	\$0	\$1,200	25	20	45	5	5	0	0	0	0	0
CO-P58	Soquel Dr Traffic Signal and Left Turn Lane (Robertson St)	Install left turn lane at signalized intersection from Soquel Dr to Robertson St and associated roadside improvements	\$500	\$0	\$500	25	25	35	5	0	0	0	0	0	0
CO-P36	Soquel-San Jose Rd Improvements (Paper Mill Rd to Summit Rd)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$2,500	\$1,000	\$1,500	25	10	50	5	10	0	0	0	0	0
CO-P31a	26th Ave Improvements (entire length-Portola Dr to end)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$2,300	\$0	\$2,300	20	25	25	5	25	0	0	0	0	0
CO-P27a	38th Ave Improvements (UPRR to E. Cliff Dr)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$1,700	\$500	\$1,200	20	25	25	5	25	0	0	0	0	0
CO-P26a	41st Ave Improvements (Hwy 1 Interchange to Soquel Dr)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,200	\$600	\$600	20	25	25	5	25	0	0	0	0	0
CO-P30b	Alba Rd Improvements (Empire Grade to State Hwy 9)	Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$1,700	\$0	\$1,700	20	25	25	5	25	0	0	0	0	0
CO-P27b	Aptos Beach Dr Improvements (Esplande to Rio Del Mar Blvd)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$1,200	\$0	\$1,200	20	25	25	5	25	0	0	0	0	0
CO-P26b	Beach Road Improvements (City limits to Pajaro Dunes)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,200	\$0	\$1,200	20	25	25	5	25	0	0	0	0	0
CO-P28a	Bean Creek Rd Improvements (Scotts Valley City Limits to Glenwood Dr)	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,700	\$0	\$1,700	20	25	25	5	25	0	0	0	0	0
CO-P29b	Bonita Dr Improvements (entire length)	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,200	\$0	\$1,200	20	25	25	5	25	0	0	0	0	0
CO-P26c	Bonny Doon Rd Improvements (State Hwy 1 to Smith Grade Rd)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$2,300	\$0	\$2,300	20	25	25	5	25	0	0	0	0	0

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CO-P33a	Bowker Rd. Improvements (entire length-Buena Vista Dr to Freedom Blvd)	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$600	\$0	\$600	20	25	25	5	25	0	0	0	0	0
CO-P30c	Branciforte Dr. Improvements (City of Santa Cruz to Vine Hill Rd)	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$1,700	\$0	\$1,700	20	25	25	5	25	0	0	0	0	0
CO-P26d	Brown Valley Rd Improvements (Corralitos Rd to Redwood Rd)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,200	\$0	\$1,200	20	25	25	5	25	0	0	0	0	0
CO-P26e	Buena Vista Rd Improvements (San Andreas to Freedom Blvd)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$2,900	\$0	\$2,900	20	25	25	5	25	0	0	0	0	0
CO-P65	Bulb Ave Road Improvements (Brommer St to Capitola City Limits)	Roadway and roadside improvements including curb, gutter, sidewalk, bike lanes, left turn lanes, intersection improvements and roadway rehabilitation	\$750	\$0	\$750	20	25	25	5	25	0	0	0	0	0
CO-P30d	Cabrillo College Dr. Improvements (Park Ave to Twin Lakes Church)	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$1,200	\$600	\$600	20	25	25	5	25	0	0	0	0	0
CO-P31b	Capitola Rd. Ext Improvements (Capitola Rd to Soquel Ave)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,200	\$0	\$1,200	20	25	25	5	25	0	0	0	0	0
CO-P26g	Cassery Rd Improvements (Hwy 152 to Green Valley Rd)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$750	\$0	\$750	20	25	25	5	25	0	0	0	0	0
CO-P33b	Cathedral Dr. Improvements (entire length)	Roadway and roadside improvements on Minor Collector. Roadwork includes major rehabilitation and maintenance of the road.	\$600	\$0	\$600	20	25	25	5	25	0	0	0	0	0
CO-P26h	Center Ave/Seacliff Dr Improvements (State Park Dr to Aptos Beach Dr)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,200	\$600	\$600	20	25	25	5	25	0	0	0	0	0
CO-P26i	Chanticleer Ave Improvements (Hwy 1 to Soquel Dr)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,200	\$600	\$600	20	25	25	5	25	0	0	0	0	0

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CO-P29c	Cliff Dr. Improvements (Rio Del Mar to Railroad Crossing)	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$600	\$0	\$600	20	25	25	5	25	0	0	0	0	0
CO-P32a	Clubhouse Drive Improvements (Sumner Av to Rio Del Mar Blvd)	Road rehabilitation and maintenance. Roadside improvements: left lane pockets, sidewalks, bike lanes and transit turnouts.	\$1,400	\$0	\$1,400	20	25	25	5	25	0	0	0	0	0
CO-P23	College Road Improvements (Hwy 152 to Lakeview Rd)	Major road rehab, add left turn pocket at Cutter Drive. Also add bike lanes, transit turnouts, sidewalks, landscaping. Drainage improvements, merge lanes, and intersection improvements may also be needed.	\$1,700	\$0	\$1,700	20	20	40	5	15	0	0	0	0	0
CO-P28c	Commercial Way Improvements (Mission Dr. to Soquel Dr.)	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$600	\$600	\$0	20	25	25	5	25	0	0	0	0	0
CO-P27c	Corcoran Ave Improvements (Alice St to Felt St)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$600	\$300	\$300	20	25	25	5	25	0	0	0	0	0
CO-P31c	Day Valley Rd. Improvements (entire length-Freedom Blvd to Valencia Rd)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,200	\$0	\$1,200	20	25	25	5	25	0	0	0	0	0
CO-P09	East Cliff Drive Improvements (41st Ave to Harbor)	Roadway rehab, add left turn pockets at 26th and 30th Ave, fill gaps in bikeways and sidewalks, add transit turnouts, intersection improvements. Some landscaping and drainage improvements.	\$4,600	\$4,600	\$0	20	20	25	10	25	0	0	0	0	0
CO-P26j	East Zayante Rd Improvements (Lompico Rd to just before Summit Rd)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,700	\$0	\$1,700	20	25	25	5	25	0	0	0	0	0
CO-P67	El Dorado Ave Road Improvements (Capitola Rd to SPRR)	Roadway and roadside improvements including curb, gutter, sidewalk, bike lanes, left turn lanes, intersection improvements and roadway rehabilitation	\$1,500	\$0	\$1,500	20	25	25	5	25	0	0	0	0	0
CO-P26k	El Rancho Dr Improvements (Mt. Hermon/Hwy 17 to SC city limits)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$2,300	\$0	\$2,300	20	25	25	5	25	0	0	0	0	0
CO-P10	Empire Grade Improvements	Road rehab and maintenance, left turn pocket at Felton Empire Road, add bike lanes, transit facilities, some sidewalks, landscaping. Drainage improvements, merge lanes, and intersection improvements may also be needed.	\$4,600	\$1,000	\$3,600	20	25	35	10	10	0	0	0	0	0

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CO-P33c	Esplanade Improvements (entire loop: Aptos Beach Dr to Moosehead/Aptos Beach Dr)	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,200	\$1,200	\$0	20	25	25	5	25	0	0	0	0	0
CO-P26l	Eureka Canyon Rd Improvements (Hames Rd to Buzzard Lagoon Rd)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$2,300	\$0	\$2,300	20	25	25	5	25	0	0	0	0	0
CO-P28d	Felton Empire Road Improvements (entire length to State Hwy 9)	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$2,300	\$500	\$1,800	20	25	25	5	25	0	0	0	0	0
CO-P11	Freedom Blvd Multimodal Improvements (Bonita Dr to City of Watsonville)	Add bike lanes, sidewalks on some segments, transit turnouts, signalization. Left turn pockets at Bowker, Day Valley, White Rd, and Corralitos Rd. Also includes merge lanes, intersection improvements, landscaping, major rehabilitation and maintenance, drainage improvements.	\$3,000	\$1,000	\$2,000	20	30	30	10	10	0	0	0	0	0
CO-P30f	Glen Arbor Rd. Improvements (State Hwy 9 to end)	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$1,200	\$0	\$1,200	20	25	25	5	25	0	0	0	0	0
CO-P26m	Glen Canyon Rd Improvements (Branciforte Dr to City of Scotts Valley)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$5,800	\$1,000	\$4,800	20	25	25	5	25	0	0	0	0	0
CO-P26n	Glenwood Dr. Improvements (Scotts Valley city limits to State Hwy 17)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$2,900	\$0	\$2,900	20	25	25	5	25	0	0	0	0	0
CO-P12	Graham Hill Road Multimodal Improvements (City of SC to Hwy 9)	Bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes, traffic signals. Major rehabilitation and maintenance. Drainage improvements. Signal upgrade at SR9.	\$6,800	\$1,000	\$5,800	20	25	35	10	10	0	0	0	0	0
CO-P30h	Granite Creek Rd. Improvements (Branciforte Dr to City of Scotts Valley)	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$1,700	\$0	\$1,700	20	25	25	5	25	0	0	0	0	0
CO-P13	Green Valley Road Improvements	Add two-way left turn lanes from Mesa Verde to Pinto Lake on Green Valley Rd. Also includes some road rehab and maintenance, bike lanes, sidewalks, transit facilities, landscaping, and merge lanes.	\$4,000	\$1,000	\$3,000	20	40	25	5	10	0	0	0	0	0

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CO-P32b	Hames Rd Improvements (entire length-Freedom Blvd to Eureka Canyon Rd)	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	\$3,500	\$0	\$3,500	20	25	25	5	25	0	0	0	0	0
CO-P32c	Harkins Slough Rd. Improvements (entire length-Buena Vista Dr to State Hwy 1)	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	\$1,700	\$0	\$1,700	20	25	25	5	25	0	0	0	0	0
CO-P33d	Harper St Improvements (entire length-El Dorado Ave to end)	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,200	\$1,200	\$0	20	25	25	5	25	0	0	0	0	0
CO-P32d	Huntington Dr. Improvements (Monroe Ave to Valencia Rd.)	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	\$2,300	\$0	\$2,300	20	25	25	5	25	0	0	0	0	0
CO-P32e	Jamison Cr. Rd Improvements (entire length-Empire Grade to Hwy 236)	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	\$600	\$0	\$600	20	25	25	5	25	0	0	0	0	0
CO-P14	La Madrona Dr Improvements (El Rancho Dr to City of Scotts Valley)	Bike lanes, sidewalks, transit turnouts, left turn pockets at Sims Road, Highway 17, and El Rancho Road), merge lanes, and intersection improvements. Also includes major rehabilitation, drainage and maintenance.	\$3,500	\$1,000	\$2,500	20	25	35	10	10	0	0	0	0	0
CO-P30i	Larkin Valley Rd. Improvements (San Andreas Rd to Buena Vista Dr)	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$600	\$0	\$600	20	25	25	5	25	0	0	0	0	0
CO-P30j	Laurel Glen Rd. Improvements (Soquel-San Jose Rd to Mt. View/Rodeo Gulch Rd)	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$1,200	\$0	\$1,200	20	25	25	5	25	0	0	0	0	0
CO-P31d	Ledyard Way Improvements (entire length-Soquel Dr to View Point Dr)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$600	\$0	\$600	20	25	25	5	25	0	0	0	0	0
CO-P31e	Lockhart Gulch Improvements (Scotts Valley City limits to end)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,200	\$0	\$1,200	20	25	25	5	25	0	0	0	0	0
CO-P24	Lockwood Lane Improvements (Graham Hill Rd to SV limits)	Major road rehab, add bicycle lanes, sidewalks, some transit facilities, landscaping, and intersection improvements.	\$850	\$350	\$500	20	10	45	10	15	0	0	0	0	0
CO-P60	Lomond St, Laurel St & Harmon St Pedestrian Safety Improvements (Boulder Creek Elementary School)	Roadway and roadside improvements including curb, gutter, sidewalk, bike lanes, left turn lanes, intersection improvements and roadway rehabilitation	\$1,500	\$0	\$1,500	20	25	25	5	25	0	0	0	0	0

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CO-P30k	Lompico Rd. Improvements (E Zayante Rd. to end)	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$600	\$0	\$600	20	25	25	5	25	0	0	0	0	0
CO-P29e	Maciel Ave. Improvements (Capitola Rd to Mattison Ln)	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,400	\$700	\$700	20	25	25	5	25	0	0	0	0	0
CO-P27e	Main St Improvements (Porter St to Cherryvale Ave)	Roadway and roadside improvements on Major Collector including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$1,700	\$1,700	\$0	20	25	25	5	25	0	0	0	0	0
CO-P33e	Manfre Rd. Improvements (entire length-Larkin Valley Rd to Buena Vista Dr)	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$600	\$0	\$600	20	25	25	5	25	0	0	0	0	0
CO-P30l	Mar Monte Dr. Improvements (San Andreas Rd to State Hwy 1)	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$600	\$0	\$600	20	25	25	5	25	0	0	0	0	0
CO-P33f	Mar Vista Drive Improvements (entire length-just before Seaclyff Dr to Soquel Dr)	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$290	\$0	\$290	20	25	25	5	25	0	0	0	0	0
CO-P26p	Mattison Ln Improvements (Chanticleer Ave to Soquel Ave)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,400	\$1,400	\$0	20	25	25	5	25	0	0	0	0	0
CO-P33g	McGregor Dr. Improvements (Capitola city limits to Seairidge Rd)	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,200	\$0	\$1,200	20	25	25	5	25	0	0	0	0	0
CO-P31f	Mesa Dr. Improvements (Vienna Drive to Ledyard Way)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,200	\$0	\$1,200	20	25	25	5	25	0	0	0	0	0
CO-P27f	Mill St Improvements (entire length)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$350	\$350	\$0	20	25	25	5	25	0	0	0	0	0

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CO-P27g	Mountain View Rd Improvements (Branciforte Dr to Rodeo Gulch Rd)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$1,200	\$0	\$1,200	20	25	25	5	25	0	0	0	0	0
CO-P26q	Mt. Hermon Rd. Improvements (Lockhart Gulch to Graham Hill Rd)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$2,900	\$1,000	\$1,900	20	25	25	5	25	0	0	0	0	0
CO-P39	Murphy Crossing Improvements	Bikeway on Murphy Crossing (Hwy 129 to Monterey Co line), major rehabilitation and maintenance of road, drainage improvements may also be needed.	\$1,200	\$0	\$1,200	20	25	20	9	26	0	0	0	0	0
CO-P31g	Opal Cliff Dr. Improvements (41st Av to Portola Dr)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,200	\$600	\$600	20	25	25	5	25	0	0	0	0	0
CO-P29f	Paul Minnie Ave. Improvements (Rodriguez St to Soquel Ave)	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,200	\$1,200	\$0	20	25	25	5	25	0	0	0	0	0
CO-P22	Paul Sweet Road Improvements (Soquel Dr to end)	Major road rehab and maintenance. Also adds bike lanes, sidewalks, landscaping. Drainage improvements, merge lanes, and intersection improvements, and new transit facilities may also be needed.	\$1,200	\$1,200	\$0	20	15	45	5	15	0	0	0	0	0
CO-P27h	Paulsen Rd Improvements (Green Valley Rd to Whiting Rd)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$1,200	\$1,200	\$0	20	25	25	5	25	0	0	0	0	0
CO-P28f	Pine Flat Rd Improvements (Bonny Doon Rd to Empire Grade Rd)	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$2,300	\$0	\$2,300	20	25	25	5	25	0	0	0	0	0
CO-P27i	Pinehurst Dr Improvements (entire length)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$850	\$850	\$0	20	25	25	5	25	0	0	0	0	0
CO-P31h	Pioneer Rd. Improvements (Amesti Rd to Green Valley Rd)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$850	\$0	\$850	20	25	25	5	25	0	0	0	0	0
CO-P29g	Polo Dr. Improvements (Soquel Dr to end)	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,400	\$0	\$1,400	20	25	25	5	25	0	0	0	0	0

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CO-P26r	Porter St Improvements (Soquel Dr to Paper Mill Rd)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,200	\$0	\$1,200	20	25	25	5	25	0	0	0	0	0
CO-P32f	Quail Hollow Rd Improvements (entire length-Upper East Zayante to Glen Arbor Rd)	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	\$800	\$0	\$800	20	25	25	5	25	0	0	0	0	0
CO-P51	Redwood Lodge Rd (Entire Length)	Roadway and roadside improvements including curb, gutter, sidewalk, bike lanes, left turn lanes, intersection improvements and roadway rehabilitation	\$3,000	\$0	\$3,000	20	25	25	5	25	0	0	0	0	0
CO-P30n	Rio Del Mar Blvd. Improvements (Esplanade to State Hwy 1)	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$2,900	\$1,900	\$1,000	20	25	25	5	25	0	0	0	0	0
CO-P31i	Rodeo Gulch Rd. Improvements (So & North: Mt. View/Laurel Glen Rd to Hwy 1)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,700	\$0	\$1,700	20	25	25	5	25	0	0	0	0	0
CO-P31j	Roland Dr. Improvements (30th to 38th)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$850	\$0	\$850	20	25	25	5	25	0	0	0	0	0
CO-P27j	Seacliff Dr Improvements (entire length)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$1,700	\$1,700	\$0	20	25	25	5	25	0	0	0	0	0
CO-P26s	Seascape Blvd Improvements (Sumner Ave to San Andreas Rd)	Roadway improvements and pavement rehabilitation.	\$600	\$200	\$400	20	25	25	5	25	0	0	0	0	0
CO-P17	Sims Road Improvements (Graham Hill Rd to La Madrona Dr)	Road rehab and maintenance, drainage, intersection improvements, landscaping, add bike, ped, and transit facilities.	\$1,700	\$500	\$1,200	20	25	40	5	10	0	0	0	0	0
CO-P32g	Smith Grade Improvements (entire length-Empire Grade to Bonny Doon Rd)	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	\$2,300	\$0	\$2,300	20	25	25	5	25	0	0	0	0	0
CO-p62	Soquel Dr Road Improvements (Robertson St to Daubenbiss)	Roadway and roadside improvements including curb, gutter, sidewalk, bike lanes, left turn lanes, intersection improvements and roadway rehabilitation	\$400	\$0	\$400	20	25	25	5	25	0	0	0	0	0
CO-P28g	Soquel-Wharf Rd Improvements (Robertson St to Porter St)	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,000	\$1,000	\$0	20	25	25	5	25	0	0	0	0	0
CO-P27k	Spreckels Dr Improvements (Soquel Dr to Aptos Beach Dr)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$1,200	\$500	\$700	20	25	25	5	25	0	0	0	0	0

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CO-P42	Spreckels Dr/Treasure Island Dr Improvements	Addition of bike lanes, intersection improvements, major road rehabilitation, road maintenance, and possible drainage improvements.	\$600	\$0	\$600	20	25	20	5	30	0	0	0	0	0
CO-P26u	Summit Rd Improvements	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$5,400	\$0	\$5,400	20	25	25	5	25	0	0	0	0	0
CO-P32h	Sumner Ave. Improvements (entire length-Rio Del Mar Blvd to end [just past via Novella])	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	\$1,400	\$0	\$1,400	20	25	25	5	25	0	0	0	0	0
CO-P33h	Thompson Ave. Improvements (entire length-Capitola Rd to end)	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,200	\$0	\$1,200	20	25	25	5	25	0	0	0	0	0
CO-P28h	Thurber Ln Improvements (entire length)	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,700	\$500	\$1,200	20	25	25	5	25	0	0	0	0	0
CO-P30p	Trout Gulch Rd. Improvements (Soquel Dr. to end)	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$2,900	\$0	\$2,900	20	25	25	5	25	0	0	0	0	0
CO-P32i	Upper East Zayante Rd. Improvements (Hwy 35 to E. Zayante Rd)	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	\$4,000	\$0	\$4,000	20	25	25	5	25	0	0	0	0	0
CO-P32j	Valencia Rd. Improvements (Trout Gulch Rd to Valencia School Rd)	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	\$1,700	\$0	\$1,700	20	25	25	5	25	0	0	0	0	0
CO-P28i	Varni Rd Improvements (Corralitos Rd to Amesti Rd)	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,200	\$1,200	\$0	20	25	25	5	25	0	0	0	0	0
CO-P30q	Vine Hill Rd. Improvements (Branciforte/Mt. View Rd to State Hwy 17)	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$1,400	\$0	\$1,400	20	25	25	5	25	0	0	0	0	0
CO-P33i	Wallace Ave. Improvements (entire length-Huntington Dr to end)	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$850	\$0	\$850	20	25	25	5	25	0	0	0	0	0

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CO-P29h	Webster St Improvements (Jose Ave to 16th St)	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,200	\$0	\$1,200	20	25	25	5	25	0	0	0	0	0
CO-P27I	Winkle Ave Improvements (entire length from Soquel Dr)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$2,300	\$500	\$1,800	20	25	25	5	25	0	0	0	0	0
CO 17B	Calabasas Rd widening, bike lanes and sidewalks	Install bike lanes, curb, gutter, sidewalks, and rehab on Calabasas Road.	\$2,000	\$2,000	\$0	15	35	35	0	15	0	0	0	0	0
CO-P08	Corralitos Road Rehab and Improvements (Freedom Blvd to Hames Rd)	Major rehab, transit, bike, and ped facilities. May also include drainage, merge lanes, landscaping and intersection improvements.	\$600	\$600	\$0	15	15	50	10	10	0	0	0	0	0
CO-P16	Robertson Street Improvements (Soquel Wharf Rd to Soquel Dr.)	Left turn pocket at Soquel Wharf Rd. Add bike lanes, transit turnout, sidewalks, and rehabilitation and maintenance, drainage improvements. Roadside: sidewalks, landscaping, and new transit facilities.	\$3,500	\$0	\$3,500	15	25	25	10	25	0	0	0	0	0
CO-P18	Soquel Ave Improvements (City of SC to Gross Rd)	Transit turnouts, two way left turn lanes from Chanticleer to Mattison, merge lanes, signalization and intersection improvements. Signals at Chanticleer and Gross Rd. Roadwork: major rehabilitation and maintenance, perhaps drainage improvements. Roadside: sidewalks, landscaping, and new transit facilities.	\$3,200	\$1,200	\$2,000	15	25	27	13	20	0	0	0	0	0
CO-P02	Airport Blvd Improvements (City limits to Green Valley Rd)	Major rehab, addition of bike lanes, transit facilities, merge lanes, intersection improvements, sidewalks, drainage, and landscaping.	\$1,200	\$1,200	\$0	10	5	40	10	35	0	0	0	0	0
CO-P35	Countywide General Road Maintenance and Operations	Ongoing maintenance, repair, and operation of road/street system within the unincorporated areas of the county. (Need \$14M/yr. Const=\$7.4M/yr)	\$350,000	\$185,000	\$165,000	10	0	85	0	5	0	0	0	0	0
CO-P69	Hwy 152/Hollohan/College Road Intersection Improvements	Operational improvements at Hwy 152/Hollohan/College Road. New signal, lengthen turn lanes, channelization, bicycle, pedestrian and drainage improvements.	\$1,500	\$1,500	\$0	10	50	0	5	5	0	30	0	0	0
CO-P19	Soquel Dr Improvements (Soquel Ave to Freedom Blvd)	Signals at Willowbrook, Aptos Creek Rd and Trout Gulch Rd. Major rehab, merge lanes, intersections improvements, signal coordination, transit turnouts, fill sidewalk gaps, some landscaping.	\$7,300	\$3,800	\$3,500	10	20	45	10	15	0	0	0	0	0
CO-P20	State Park Drive Improvements Phase 2	Transit turnouts, two way left turn lane, merge lanes, signal at Searidge, and intersection improvements. Fill gaps in bike and ped facilities. Plus, major rehabilitation and maintenance, drainage improvements, landscaping.	\$1,300	\$500	\$800	10	15	35	10	30	0	0	0	0	0

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CO 36	State Park Drive/Seacliff Village Improvements	Bike lanes, sidewalks, and bus turnouts on St. Park Dr, sidewalks and roadway rehab in Seacliff core area- consistent with the Seacliff Village Plan adopted by the BOS in 2003.	\$2,400	\$2,400	\$0	10	11	30	0	31	0	18	0	0	0
CO-P49	Carol Way/Lompico Creek Bridge Replacement	Replace existing single span-two lane bridge construction of steel girders and long deck with new 30 ft wide single span flat sale concrete bridge. Include (2) 11 ft lanes and (2) 4 ft shoulders.	\$1,200	\$0	\$1,200	6	85	0	3	6	0	0	0	0	0
Ecology Action															
RTC 26	Bike To Work/School Program	Countywide education, promotion, and incentive program to actively encourage bicycle commuting and biking to school. Coordinates efforts with local businesses, schools, and community organizations to promote bicycling on a regular basis. Provides referrals to community resources. Avg annual cost: \$140K/yr- includes in-kind donations and staff time.	\$3,500	\$3,500	\$0	100	0	0	0	0	0	0	0	0	0
RTC 17	Ecology Action Transportation Program	Community organization that promotes alternative commute choices. Work with employers, Cabrillo College Go Green Program, incentives for travelers to get out of SOVs including: emergency ride home, interest-free bike loans, discounted bus passes. Avg cost: \$90K/yr. Coordinates with Bike to Work program.	\$2,250	\$435	\$1,815	20	0	0	20	20	40	0	0	0	0
SCCRTC															
RTC 32	Bicycle Route Signage	Define routes, develop and install signs aimed at encouraging bicycling/directing cyclists to preferred routes to various destinations countywide.	\$500	\$100	\$400	100	0	0	0	0	0	0	0	0	0
RTC-P21	Bike Lockers	Grant program to provide bicycle lockers to satisfy on-demand high security bicycle parking needs at key destinations throughout the county. May have electronic lock accessible with smart-card, coin, token, or other mechanisms.	\$750	\$0	\$750	100	0	0	0	0	0	0	0	0	0
RTC 16	Bike Parking Subsidy Program	The project provides some free bicycle racks and subsidies for some bicycle racks, bicycle lockers and bicycle cages. Businesses, schools, government agencies and non-profit organizations are all eligible. Recipients are responsible for installation and maintenance of the equipment. Avg annual cost: \$25K/yr.	\$550	\$250	\$300	100	0	0	0	0	0	0	0	0	0
RTC 30	Hwy 1 Bicycle/Ped Overcrossing at Mar Vista	Pedestrian overcrossing of Highway 1 at Mar Vista. Serves Mar Vista Elementary School.	\$7,550	\$7,550	\$0	50	0	0	0	50	0	0	0	0	0
RTC 27	Monterey Bay Sanctuary Scenic Trail Network	A network of bicycle and pedestrian facilities on or near the coast/Monterey Bay National Marine Sanctuary. Includes master planning study and environmental review.	\$20,000	\$6,800	\$13,200	40	0	0	0	50	0	0	0	0	10

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Uncon- strained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plang:	Other
RTC 03	SC Branch Rail Line Acquisition, Corridor Preservation and Improvements	Public purchase and improvement of the Santa Cruz Branch Rail Line right-of-way for preservation of current uses and future transportation purposes. Includes: environmental studies, pre-acquisition, acquisition and some rail line infrastructure improvements.	\$23,000	\$23,000	\$0	15	0	0	0	15	0	0	0	0	70
RTC 24f	Hwy 1 Soquel Av-41st Auxiliary Lanes and Chanticleer Bike/Ped Bridge	Add NB and SB auxiliary lanes connecting freeway entrance ramps directly with the next exit ramps and construct bicycle/pedestrian bridge over highway at Chanticleer Ave.	\$0	\$0	\$0	10	0	0	0	15	1	1	0	0	0
RTC 02	Commute Solutions Rideshare Program	Transportation demand management outreach and education. Includes matching service for carpools, vanpools, and bicyclists. Provides services and information about all alternative transportation modes, including transit, walking, bicycling, telecommuting, and park-n-ride lots. Avg annual cost: \$250k.	\$6,250	\$1,750	\$4,500	8	0	0	10	2	60	10	10	0	0
RTC 24	Hwy 1 HOV Lanes (Morrissey to Larkin Vly Rd)	Add High Occupancy Vehicle (Carpool) lanes from Aptos to Santa Cruz, add new bike/ped overcrossings, and operational improvements (ramp meters, modified intersections, TOS, soundwalls, & auxiliary lanes). (Aux lanes b/t Morrissey/Soquel listed under RTC 28).	\$500,000	\$500,000	\$0	6	0	0	10	6	10	5	3	0	0
RTC 28	Hwy 1 Auxiliary Lanes: Soquel Ave. to Morrissey Blvd.	Construct auxiliary lanes, northbound and southbound, between Soquel Avenue and Morrissey Boulevard Interchanges.	\$22,100	\$22,100	\$0	5	80	0	5	7	0	0	3	0	0
SCMTD															
MTD-P20	Bikes on Buses Expansion	Add additional space for bikes on buses when/if new technology becomes available.	\$1,500	\$0	\$1,500	75	0	0	25	0	0	0	0	0	0
UCSC															
UC-P52	Electric Bike Program for UCSC	Develop and implement an electric bike incentive program for UC affiliates	\$500	\$0	\$500	100	0	0	0	0	0	0	0	0	0
UC-P30	McLaughlin Drive Bike Lanes/Pedestrian Enhancements	Install Class 2 bike lanes on University campus roadway.	\$1,000	\$0	\$1,000	100	0	0	0	0	0	0	0	0	0
UC-P34	Spring Street Bikeway	Construct bikeway connecting Spring Street to Hagar Ct.	\$300	\$200	\$100	100	0	0	0	0	0	0	0	0	0
UC-P43	UCSC - Western Dr. Bike/Pedestrian Path Connection	Install a Class 1 bicycle/pedestrian facility to connect the lower end of the existing UCSC bike path with existing bike lanes on Empire Grade near Western Drive.	\$500	\$0	\$500	100	0	0	0	0	0	0	0	0	0
UC-P33	UCSC Bicycle Parking Improvements	Install bicycle parking facilities to serve bicycle commuters to the University.	\$200	\$30	\$170	100	0	0	0	0	0	0	0	0	0
UC-P32	UCSC Bike Showers/Storage Lockers	Install showers and storage facilities to serve bicycle commuters to the University.	\$600	\$0	\$600	100	0	0	0	0	0	0	0	0	0
UC-P51	Bike Shuttle Vehicle Acquisition	Acquire more alt fueled vehicles for bike shuttle (and possible expansion)	\$500	\$0	\$500	75	0	0	25	0	0	0	0	0	0

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Unconstrained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plang:	Other
UC-P03	Steinhart Way Multimodal Improvements	Roadway improvements for shuttles, bikes and pedestrians.	\$300	\$0	\$300	25	0	25	25	25	0	0	0	0	0
UC-P01	UCSC Main Entrance Improvements	Realign roadway, transit pullout/shelter, relocate bike parking, construct pedestrian path, historic resource analysis.	\$540	\$540	\$0	20	30	0	30	20	0	0	0	0	0
UC-P49	Coastal Marine Campus Transportation Improvements	New Central Roadway/transit shelters and amenities/bike amenities/ped amenities/parking	\$5,000	\$0	\$5,000	10	50	0	20	10	10	0	0	0	0
UC-P07	Northern Loop Roadway	Construct new roadway, including bicycle lanes, on upper campus.	\$6,000	\$0	\$6,000	10	70	0	10	10	0	0	0	0	0
UC-P10	Hagar/McLaughlin Intersection Improvements	Signal, pedestrian safety improvements and roadway improvements.	\$400	\$0	\$400	5	85	0	0	10	0	0	0	0	0
UC-P14	Hagar/Steinhart Intersection Improvements	Signal, pedestrian safety improvements, roadway improvements.	\$400	\$0	\$400	5	85	0	0	10	0	0	0	0	0
UC-P47	Hagar-Coolidge Connector Road/Hagar/East Remote Intersection Improvements	New roadway connector, including bicycle lanes, between Hagar Drive and Coolidge, plus Hagar/East Remote Intersection Improvements: signal, pedestrian safety improvements and roadway improvements.	\$2,000	\$0	\$2,000	5	0	0	75	5	0	15	0	0	0
UC-P04	Meyer Drive Extension/Jordan Gulch Bridges	Extension of Meyer Drive from existing Meyer Drive to Hagar Drive. Includes construction of two bridges, pedestrian, and bicycle facilities.	\$10,000	\$0	\$10,000	5	10	0	75	10	0	0	0	0	0
UC-P08	Northern Entrance	Construct Northern Entrance including Cave Gulch Bridge to Empire Grade and road and bicycle lanes to Northern Heller Dr.	\$6,000	\$0	\$6,000	5	95	0	0	0	0	0	0	0	0
Various Agencies															
VAR-P03	Bicycle Sharrows	Install sharrows (shared roadway marking) designating areas where bicyclists should ride on streets, especially when bicycle lanes are not available. To be implemented by local jurisdictions.	\$500	\$100	\$400	100	0	0	0	0	0	0	0	0	0
VAR-P16	Bike Share	Establish and maintain an urban centered bike share program allowing county residents to access loaner bikes at key locations such as downtowns, transit centers, shopping districts, and tourist destinations.	\$5,000	\$0	\$5,000	100	0	0	0	0	0	0	0	0	0
VAR-P05	Bike-Activated Traffic Signal Program	Grant program to provide traffic signal equipment to ensure that the traffic signals will detect bicycles just as cars are detected and ensure that the appropriate traffic signal phase is activated by the bicycles.	\$1,000	\$200	\$800	100	0	0	0	0	0	0	0	0	0
VAR-P18	Mission St/Hwy 1 Bike/Truck Safety Campaign	Partnership with road safety shareholders including Caltrans, UCSC, City of Santa Cruz, trucking companies and others to improve bike/truck safety along the Mission Street corridor. Provide safety presentations, videos, brochures, safety equipment, etc.	\$500	\$20	\$480	60	15	0	0	25	0	0	0	0	0

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Uncon- strained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plang:	Other
CT-P07a	Hwy 1 Bike/Ped Bridge (Cabrillo-New Brighton)	Construction of bike/ped bridge connecting New Brighton State Beach and Cabrillo College as part of larger Nisene SP to the Sea trail concept. Lead agency TBD.	\$8,000	\$0	\$8,000	50	0	0	0	50	0	0	0	0	0
VAR-P10	Safe Routes to Schools Studies	Funds two joint studies with local jurisdictions and CTSC to assess pedestrian and bicycle safety near schools.	\$200	\$200	\$0	50	0	0	0	50	0	0	0	0	0
VAR-P19	Safe Routes to School Programs	Extensive bicycle and walking safety education and encouragement program targeting K-12 schools in Santa Cruz County. Provide classroom and on the bike safety training in an age appropriate method. Provide a variety of bicycle, walking, biking and carpooling encouragement projects ranging from bike to school events, to incentive driven tracking, and educational support activities.	\$3,750	\$300	\$3,450	40	0	0	0	60	0	0	0	0	0

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
Regional Transportation Plan - PROJECT IDEA FORM

Dear Santa Cruz County Transportation System User:

The Santa Cruz County Regional Transportation Commission would like to get your input on what specific transportation improvements should be made in Santa Cruz County. Examples include a street in need of a bike lane, a turn lane to improve traffic flow, a road that needs a sidewalk, new bus services, and other improvements that you would like to see happen. We are looking for specific ideas that can be implemented in the future (through 2035). A list of projects and their descriptions included in the prior *Regional Transportation Plan* is available for review online at <http://sccrtc.org/wp-content/uploads/2011/05/2010-RTP-Appendix-B.pdf>. Maps of the project locations can be found at <http://sccrtc.org/wp-content/uploads/2011/05/2010-RTP-Chapter4-maps.pdf>. For more information on the 2014 Regional Transportation Plan, see the RTP page of the RTC website (<http://sccrtc.org/funding-planning/long-range-plans/rtp/>)

Is there a project we missed? Please let us know! By filling out this form, you will be including your ideas in the transportation planning process. Please use one form for each new project idea. Return completed forms to SCCRTC by **August 30, 2012**. Completed forms can be faxed to (831) 460-3215, emailed to info@sccrtc.org or mailed to 1523 Pacific Ave, Santa Cruz, 95060.

1. Specific project that could improve transportation in Santa Cruz County:

2. Project Description:

3. Project Location:

1. Provide beginning/end points, cross streets, main address, etc:

b. This project is located in (check all that apply):

☐ City of Capitola ☐ City of Watsonville ☐ Not sure
☐ City of Santa Cruz ☐ City of Scotts Valley ☐ Countywide
☐ Other location in County _____

4. Why is this project needed/how will it improve the transportation system in Santa Cruz County?

5. Your contact information:

Your Name: _____

E-mail Address: _____

Mailing Address: _____

6. Do you want to be notified of public meetings on the *Regional Transportation Plan* in the future? If so, we strongly encourage you to include your e-mail address in #5 above so that notifications can be sent by e-mail.