



Santa Cruz County Regional Transportation Commission's
Elderly & Disabled Transportation Advisory Committee
(Also serves as the CA Social Service Transportation Advisory Council)

NOTE LOCATION:

AGENDA ~ 1:30pm- 3:30pm, Tuesday, December 8, 2015

Regional Transportation Commission Santa Cruz Office
1523 Pacific Avenue, Santa Cruz, CA, 95062 (2nd Floor)

1. **Call to Order**
2. **Introductions**
3. **Oral communications**
4. **Additions or deletions to the consent or regular agenda**

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 E&D TAC or public wishes an item be removed and discussed on the regular agenda. Members of the E&D TAC 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 E&D TAC member objects to the change.

5. **Approve minutes from October 11, 2015 - pg 3**
6. **Receive Transportation Development Act Revenues Report– pg 7**
7. **Receive RTC Meeting Highlights – pg 8**
8. **Recommend RTC Approve E&D TAC Member Reappointments – pg 10**
9. **Receive Information Regarding the Highway 1 Project – Tier 1 and Tier 11 Draft Environmental Impact Report/Environmental Assessment – pg 25**
10. **Receive November 2016 Transportation Ballot Measure- Expenditure Plan Update – pg 34**
11. **Receive Information Items - pg 37**
 - a. Letter on October 23, 2015 from E&D TAC to City of Watsonville Regarding Support for Funding City of Watsonville Complete Streets Plan
12. **Receive Agency TDA Reports – pg 38**
 - a. CTSA FY14/15 Final Report

- b. Volunteer Center FY14/15 Final Report
- c. Volunteer Center FY15/16 1st Quarter Report

13. Receive Agency Updates (*other than items on the regular agenda*) – pg 42

- a. Santa Cruz Metro
 - i. ParaCruz Report for August & September 2015
 - ii. Accessible Service Report for July, August & September 2015

REGULAR AGENDA

14. Provide Input on Draft 2016 State and Federal Legislative Programs - 65

15. Receive Rail Transit Feasibility Study – Final Report – pg 66

16. Provide Input on 2040 Regional Transportation Plan Update – pg 81

17. Pedestrian Safety Workgroup Update (oral report)

18. Adjourn

Next meeting: 1:30 pm, February 9, 2016 @ RTC Office, Santa Cruz

Future Topics: Highway 1 Environmental Impact Document (Dec), Final Passenger Rail Study (Dec), Handicapped Parking Spaces in downtown Santa Cruz, Accessibility in the San Lorenzo Valley, Pedestrian FAQ, San Mateo paratransit presentation, rides to election sites, Annual Report, Uber Car

HOW TO REACH the RTC

*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*

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.

TITLE VI NOTICE TO BENEFICIARIES

The RTC operates its programs and services without regard to race, color and national origin in accordance with Title VI of the Civil Rights Act. Any person believing to have been aggrieved by the RTC under Title VI may file a complaint with RTC by contacting the RTC at (831) 460-3212 or 1523 Pacific Avenue, Santa Cruz, CA 95112 or online at www.sccrtc.org. A complaint may also be filed directly with the Federal Transit Administration to the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.



Santa Cruz County Regional Transportation Commission

Elderly & Disabled Transportation Advisory Committee

Draft Minutes

Tuesday, October 13, 2015

**Regional Transportation Commission Office
1523 Pacific Avenue, Santa Cruz, CA 95060**

1. Call to Order – 1:32 pm
2. Introductions

Members Present:

Kirk Ance, CTSA, Community Bridges,
Lift Line
Pam Arnsberger, 2nd District
Lisa Berkowitz, CTSA
Debbi Brooks, Social Service
Provider – Persons of Limited Means
John Daugherty, Metro Transit
Veronica Elsea, 3rd District
Sally French, Social Services Provider-
Disabled
Clay Kempf, Social Service Provider for
Seniors
Cara Lamb, Potential Transit User

Alternates Present:

April Warnock, Metro ParaCruz

Excused Absences:

Unexcused Absences:

Michael Molesky, Social Service
Provider Disabled

Others Present:

Kari Beuerman
Kathy Digrazia, Caltrans
Raymon Cancino, CTSA/Community/
Bridges/Lift Line
Bertha Roman, Caltrans

RTC Staff Present:

Cory Caletti
Cathy Judd
Karena Pushnik

3. Oral Communications
 - Latest Metro's *Headways*, good through June 2016, now available including a large print edition
 - Updated Metro ParaCruz Customer Guide available, including a Spanish version, with E&D TAC listed as an official advisory body
 - Metro Forward Transit Plan flyer distributed. The goals are to establish strategies and programs designed to make the area's bus system more efficient and cost effective, and to increase the number of bus riders
 - Metro provides, at no charge, yellow securement straps. Contact Metro Accessible Service Coordinator, John Daugherty, for information
 - ParaCruz Report in the Metro Board packet will now be included on a quarterly basis
 - Regarding E&D TAC terms ending in 2015, applications were provided to affected members and alternates
 - An updated Draft *Guide to Specialized Transportation Services* in both English and Spanish were circulated for final review. Printed editions will be available for distribution before the December E&D TAC

4. Additions or deletions to consent and regular agenda
 - Handout - Review of strategies for cost management in paratransit services throughout the Country
 - Monterey Bay Sanctuary Scenic Trail Network project status page and map hand-out for Agenda Item 14

CONSENT AGENDA

Action: The motion (Ance/Berkowitz) to approve the Consent Agenda, Item 5, with a correction to the minutes from the August 11, 2015 meeting for the Scotts Valley Transportation Development Act Claim (Item 16 in that agenda) that should state that having no audible pedestrian notification is unsafe for blind and visually-impaired pedestrians -- carries.

Ayes: Kirk Ance, Pam Arnsberger, Lisa Berkowitz, Debbi Brooks, John Daugherty, Veronica Elsea, Sally French, Clay Kempf, Cara Lamb
Nays: None
Abstain: None

Action: The motion (Brooks/Kempf) to approve the Consent Agenda Items 6-12 -- carries.

Ayes: Kirk Ance, Pam Arnsberger, Lisa Berkowitz, Debbi Brooks, John Daugherty, Veronica Elsea, Sally French, Clay Kempf, Cara Lamb
Nays: None
Abstain: None

5. Approved minutes from August 11, 2015 meeting
6. Received Transportation Development Act Revenues Report
7. Received RTC meeting highlights
8. Received 08/19/15 letter from E&D TAC to Metro regarding Revisions to ParaCruz Customer Guide
9. Received CTC staff recommended Active Transportation Grant (subject to CTC Board approval on 10/27/15)
10. Received Information Item
11. Received Agency TDA Reports
12. Received Agency TDA Reports
 - a. Volunteer Center
 - b. Community Bridges
 - c. Santa Cruz Metro – September 25, 2015 packet

REGULAR AGENDA

13. Caltrans Americans with Disabilities Act (ADA) Pedestrian Upgrades to Local Highways

Kathy Digrazia and Bertha Roman, Caltrans District 5, discussed the planned pedestrian components on local highways in Santa Cruz County. Ms. Digrazia mentioned that based on a lawsuit the State (Caltrans) is upgrading pedestrian crossing devices, and installing accessible push button pedestrian systems. All projects

must meet ADA compliance. Anytime there is a pavement rehabilitation or compliance project they must bring the pedestrian facilities up to ADA pedestrian compliance. Ms. Roman stated that curb ramps and pedestrian push button compliance projects will begin November 3rd.

Veronica Elsea reminded members to go on the Caltrans ADA site to log complaints and grievances, which are Caltrans first priority.

Members were assured that Caltrans will follow guidelines for pedestrian safety in construction zones and were informed that at times Caltrans does temporary construction accessibility for special cases.

Members asked if information regarding how and when Caltrans receives pedestrian injury and fatalities data and if these statistics are available. Karena Pushnik suggested that there could be a demonstration of UC Berkeley's Transportation Injury Mapping System (TIMS) at a future E&D TAC meeting. (More information is available here: <http://tims.berkeley.edu/>)

Members also asked for the best way to highlight pedestrian needs and Ms. Digrazia recommended writing a letter to Caltrans and they will investigate to determine safety issues and ADA compliance.

15. Class IV Bikeways (*this item was taken out of order*)

Veronica Elsea, E&D TAC Chair, explained the process for establishing statewide Class IV bikeways mentioning that Caltrans invited people to a summit to provide design input. Ms. Elsea is on the subcommittee to respond to Federal Highway Administration (FHWA) guidelines saying that Caltrans expects to have a plan in place by January 1, 2016. Ms Elsea wants to make sure that accessibility components are not afterthoughts, specifically how to traverse bikeways to get to bus stops. She doesn't feel that she has seen good designs yet, and that individuals with accessibility needs are not feeling like they are being heard. There are no specific guidelines yet to protect individuals to get through bikeways.

Ms. Elsea said that all input is due by December 31 and she will come back to the E&D TAC when the guidelines are drafted. Ms. Elsea also stated that she will not advocate for the safety of one group at the expense of another group. She returns to the subcommittee in Sacramento on November 6.

14. Monterey Bay Sanctuary Scenic Trail Update (*this item was taken out of order*)

Cory Caletti, RTC Senior Transportation Planner, provided an overview of the Monterey Bay Sanctuary Scenic Trail (MBSST) project and explained projects underway comprising about 25% of the trail sections on the rail line. Ms. Caletti also reviewed the new MBSST fact sheet and background information.

Members asked:

- What the E&D TAC can contribute to help move this project along
- How this project might impact Highway 1

Other discussion included member appreciation for the multi-modal approach and the health benefits of using trails.

16. Pedestrian Safety Workgroup Update

Veronica Elsea, Pedestrian Safety Work Group Chair said that distribution of the brochure for *What Pedestrians and Motorists Want Each Other to Know* continues and

that the next project for this committee is a brochure for *What Pedestrians and Bicyclists Want Each Other to Know*.

Ms. Elsea mentioned that the Pedestrian Safety Work Group is looking for another member with the next meeting scheduled for 10:00 am on October 21, 2015 in the RTC Conference Room.

17. Adjourned at 3:15 pm

Respectfully submitted, Cathy Judd, RTC Staff

I:\E&DTAC\2015\10-Oct-13\2015-10-13-Draft-Minutes.docx

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
TDA REVENUE REPORT
FY 2015-2016**

MONTH	FY14 - 15 ACTUAL REVENUE	FY15 - 16 ESTIMATE REVENUE	FY15 - 16 ACTUAL REVENUE	DIFFERENCE DIFFERENCE	AS % OF PROJECTION	CUMULATIVE % OF ACTUAL TO PROJECTION
JULY	591,100	602,922	601,300	-1,622	-0.27%	99.73%
AUGUST	788,200	803,964	801,800	-2,164	-0.27%	99.73%
SEPTEMBER	791,871	807,709	872,384	64,675	8.01%	102.75%
OCTOBER	616,700	629,034	617,500	-11,534	-1.83%	101.74%
NOVEMBER	822,300	838,746	0			
DECEMBER	719,449	733,838	0			
JANUARY	601,300	580,629	0			
FEBRUARY	801,800	758,764	0			
MARCH	739,331	835,900	0			
APRIL	524,400	524,826	0			
MAY	699,200	699,732	0			
JUNE	853,689	812,340	0			
TOTAL	8,549,340	8,628,404	2,892,984	49,355	0.57%	34%

Note:

I:\FISCAL\TDA\MonthlyReceipts\[FY15 - 16.xlsx]FY2016



*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*

*CONTACTS: George Dondero, Executive Director
Karena Pushnik, Senior Planner/Public Information Coordinator*

Santa Cruz County Regional Transportation Commission (RTC) November 5, 2015 Meeting Highlights

Highway 17 Access Management Plan Update

The [Regional Transportation Commission](#) received information from [Caltrans District 5](#) on the Highway 17 Access Management Plan (AMP) that is analyzing the 7.1 mile segment on Highway 17 between Granite Creek Road and Summit Road. The demand for this section of the highway has exceeded its capacity with approximately 54,000 drivers on Highway 17 everyday. The goal of the AMP is to find a balance between safety and efficiency by reducing congestion and conflict points. The RTC and the County of Santa Cruz will serve as the core partners in the study and as the steering committee for public engagement activities. There will be upcoming workshops and booths at local farmers markets for information and public input, as well as a [website](#) to be launched later in the month.

Project Updates from City of Watsonville Public Works

The [Regional Transportation Commission](#) received information from the City of Watsonville Public Works and Utilities Department on transportation project updates. There are 6 projects scheduled for construction in 2016, a multi-modal project is scheduled for construction in 2017, and Segment 18 of the [Monterey Bay Scenic Sanctuary Trail Network \(MBSSTN\)](#) is scheduled for 2018. Although there have been a couple of delays in projects, the School Crossings Upgrade project to improve the safety of pedestrians is currently underway and the Pennsylvania Drive at Clifford Avenue Roundabout project that provided pedestrian improvements has been completed.

Highway 1 Project – Tier I and Tier II Draft Environmental Impact Report/Environmental Assessment

The [Regional Transportation Commission](#) received information on the Highway 1 Tier I/Tier II Draft Environmental Impact Report/Environmental Assessment (DEIR/EA) currently available for public review and comment. Tier I provides a program level analysis for the future of the Highway 1 corridor between Santa Cruz and Aptos. The Tier I concept would be built over time through a series of incremental projects (referred to as

Tier II projects). The first proposed Tier II project is auxiliary lanes between 41st Ave and Soquel DR with a pedestrian/bicycle overcrossing of Highway 1 at Chanticleer Ave, which is analyzed at a detailed project level in the DEIR/EA. The environmental documents can be viewed electronically at sccrtc.org/hwy1eir. Copies of the DEIR/EA can also be viewed at the RTC Office and at the following libraries: Aptos, Capitola, Downtown Santa Cruz, Live Oak, Scotts Valley, and Watsonville. An open forum hearing will be held on Thursday, December 3rd from 6:00 to 8:30 pm at Live Oak Elementary School, 1916 Capitola Rd @ 17th Ave, Live Oak. Comments or questions on the DEIR/EA are due by Monday, January 18, 2016, and should be addressed to Matt.C.Fowler@dot.ca.gov.

[Highway 1 Corridor Investment Program](#) provides an overview of the project development process currently underway for the improvement of Highway 1.

Upcoming RTC and Committee Meetings:

Please check the RTC website [www.sccrtc.org] or call 831-460-3200 to confirm. Most agendas are posted to the website 4 business days before the meeting.

Transportation Policy Workshop

Thursday, November 19, 2015, 9:00 a.m.
Veterans Memorial Building,
846 Front Street, Santa Cruz

Elderly/Disabled Transportation Advisory Committee

Tuesday, December 8, 2015, 1:30 p.m.
RTC Offices, 1523 Pacific Avenue,
Santa Cruz

Interagency Technical Advisory Committee

Thursday, November 19, 2015, 9:00 a.m.
RTC Offices, 1523 Pacific Avenue,
Santa Cruz

Bicycle Advisory Committee

Monday, December 14, 2015, 6:00 p.m.
RTC Offices, 1523 Pacific Avenue,
Santa Cruz

Commission Meeting

Thursday, December 3, 2015, 9:00 a.m.
County Board of Supervisors Chambers,
701 Ocean Street – 5th floor, Santa Cruz

Public input on transportation issues is welcomed and encouraged. For more information, visit the SCCRTC website at www.sccrtc.org or call 460-3200. Some Regional Transportation Commission meetings are televised countywide by Community TV of Santa Cruz. Consult www.communitytv.org or call 831-425-8848 for schedule and station information.

COMMITTEE APPOINTMENT APPLICATION

Meetings are scheduled for the second Tuesday of every other month at 1:30 p.m. in the Santa Cruz County Regional Transportation Commission conference room, located at 1523 Pacific Avenue in downtown Santa Cruz. At least one meeting each year is scheduled for an alternate location. Please refer to the Committee description, bylaws and recruitment process for more information.

PLEASE TYPE OR PRINT CLEARLY

Mailing address (if different): _____

E-mail: [REDACTED]

Position(s) I am applying for: ☐ Any appropriate position

☒ Social Service Provider for Seniors ☐

Previous experience on a government commission or committee (please specify)

G4D THE Since 1990

Long Term Care Commission SCAU2 - 1991 - 2005

" " " " San Benito 2000 - present

2005 White House Conference on Aging Alternate

Calif. Commission on Aging Transit Task Team 2002-2006

Relevant Work or Volunteer Experience

Organization	Town or Address	Position	Dates
Seniors Council of Santa Cruz & San Benito Counties	Apptos CA (operating in Santa Cruz, Monterey, San Benito & Santa Clara Counties)	Executive Director	2000 to present
Lift Line / Food & Nutrition Services	236 Santa Cruz Ave. Apptos, CA	Transportation Division - Director	1990-1998

Statement of Qualifications: Please attach a brief statement indicating why you are interested in serving on this committee and why you are qualified for the appointment. If you have served on this committee in the past, please summarize your accomplishments on the committee and indicate which of the committee's potential future endeavors most interest you.

Certification: I certify that the above information is true and correct and I authorize the verification of the information in the application in the event I am a finalist for the appointment.

[Redacted Signature]

Signature

10/21/15
Date

How did you learn about this opportunity?

☐ newspaper
☐ radio
☐ internet

☐ flyer
☐ friend/family member
☒ other

Return Application to:

SCCRTC
Elderly & Disabled Transportation Advisory Committee
1523 Pacific Avenue
Santa Cruz, CA 95060
fax: 460-3215 email: gblakeslee@sccrtc.org

Questions or Comments: (831) 460-3200

I:\E&DTAC\MEMBERS\Applcation\COMMITTEE APPOINTMENT APPLICATION.doc

E&D TAC Statement of Qualifications

Without access to work, services, and socialization, seniors and people with disabilities quickly become isolated and at-risk of numerous threats to their independence. Specialized transportation is an essential element of keeping people connected with their community, and living a healthy and independent life. The Area Agency on Aging supports the delivery of specialized transportation services, including contributing funding for the transportation of older adults to various congregate meal sites in the County. The E&DTAC continues to be the most effective local forum to discuss these issues.

As the Director of the Area Agency on Aging and the Executive Director of the Seniors Council, serving on the E&D TAC provides the opportunity to continue to provide input into our local transportation delivery models. Besides discussing regularly scheduled items and plans, I remain available to assist in activities and special projects as staff and the Committee deems appropriate.

Patty Talbot

COMMITTEE APPOINTMENT APPLICATION

Santa Cruz County Regional Transportation Commission (SCCRTC) Elderly & Disabled Transportation Advisory Committee (E&D TAC)

Meetings are scheduled for the second Tuesday of every other month at 1:30 p.m. in the Santa Cruz County Regional Transportation Commission conference room, located at 1523 Pacific Avenue in downtown Santa Cruz. At least one meeting each year is scheduled for an alternate location. Please refer to the Committee description, bylaws and recruitment process for more information.

If you are interested in serving on this committee, please complete this application, and return it to the Regional Transportation Commission office.

PLEASE TYPE OR PRINT CLEARLY

Name: Patty Talbot

Home address: _____

Mailing address (if different): _____

Phone: (home) _____

(business/message) _____

E-mail: _____

Length of residence in Santa Cruz County: 30+ years

Position(s) I am applying for:

☐ Any appropriate position

☒ alt. for Clay Kempf

☐

Previous experience on a government commission or committee (please specify)

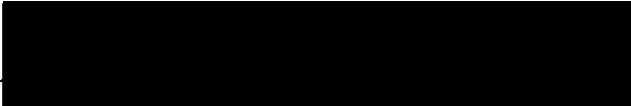
I have served as alternate for Clay Kempf for 10 years. I am the planner for the Area Agency on Aging and also worked at Lifeline when it was the ADA Paratransit provider.

Relevant Work or Volunteer Experience

Organization	Town or Address	Position	Dates
Seniors Council / Area Agency on Aging	Aptos, CA	Associate Director	2005- present 1990-93
LiftLine	Aptos	Program Analyst	1995-97

Statement of Qualifications: Please attach a brief statement indicating why you are interested in serving on this committee and why you are qualified for the appointment. If you have served on this committee in the past, please summarize your accomplishments on the committee and indicate which of the committee's potential future endeavors most interest you.

Certification: I certify that the above information is true and correct and I authorize the verification of the information in the application in the event I am a finalist for the appointment.



Signature

11/12/15

Date

How did you learn about this opportunity?

☐ newspaper
☐ radio
☐ internet

☐ flyer
☐ friend/family member
☐ other

Return Application to:

SCCRTC
Elderly & Disabled Transportation Advisory Committee
1523 Pacific Avenue
Santa Cruz, CA 95060
fax: 460-3215 email: gblakeslee@sccrtc.org

Questions or Comments: (831) 460-3200

I:\E&DTAC\MEMBERS\Application\COMMITTEE APPOINTMENT APPLICATION.doc

Patty Talbott

Position Applying for: Alternate for Clay Kempf, Social Services Provider

I have been involved in the delivery of services to seniors in Santa Cruz County since 1990. I have worked at the Seniors Council/Area Agency on Aging as Assistant Director on two different occasions, most recently from 2005 to the present. In that capacity, I serve as the agency Planner and I am the Contracts Manager for contracts totaling \$1.8 million with our 8 contracted services providers in Santa Cruz and San Benito Counties. I was also a Program Analyst at LiftLine from 1995-97 during a time when it was the ADA Paratransit provider.

COMMITTEE APPOINTMENT APPLICATION

Santa Cruz County Regional Transportation Commission (SCCRTC) Elderly & Disabled Transportation Advisory Committee (E/D TAC)

Meetings are scheduled for the second Tuesday of every other month at 1:30 p.m. in the Santa Cruz County Regional Transportation Commission conference room, located at 1523 Pacific Avenue in downtown Santa Cruz. At least one meeting each year is scheduled for an alternate location. Please refer to the Committee description, bylaws and recruitment process for more information.

If you are interested in serving on this committee, please complete this application, and return it to the Regional Transportation Commission office.

PLEASE TYPE OR PRINT CLEARLY

Name: Veronica Elsea

Home address: [REDACTED]

Mailing address (if different): _____

Phone: (home) [REDACTED] (business/message) [REDACTED]

E-mail: [REDACTED]

Length of residence in Santa Cruz County: 35 years

Position(s) I am applying for: E&DTAC 3rd district rep. ☐

☐ _____ ☐ _____

Previous experience on a government commission or committee (please specify)

Served for the past 2 4-year terms on E&DTAC, current chair; chairing Pedestrian Safety Work group subcommittee; Serving as charter member of the CalTrans Accessibility Advisory Committee; member of the Class IV Bikeway design subcommittee; member of Santa Cruz County voter Accessibility advisory committee; currently chair of Metro Advisory committee; served on Mission Street Widening Task Force 1998-its end in 2002. _____

Relevant Work or Volunteer Experience (see separate sheet as I had difficulty inserting into the table below.)

Organization	Town or Address	Position	Dates

Statement of Qualifications: Please attach a brief statement indicating why you are interested in serving on this committee and why you are qualified for the appointment. If you have served on this committee in the past, please summarize your accomplishments on the committee and indicate which of the committee's potential future endeavors most interest you.
(See attached page.)

Certification: I certify that the above information is true and correct and I authorize the verification of the information in the application in the event I am a finalist for the appointment.

Signature Veronica Elsea
11/09/2015

Date

Return Application to: SCCRTC
Elderly & Disabled Transportation Advisory Committee
1523 Pacific Avenue
Santa Cruz, CA 95060
fax: 460-3215 email: kpushnik@sccrtc.org

Questions or Comments: (831) 460-3200

Relevant Volunteer Experience

Organization: E&DTAC committee and Pedestrian Safety Work Group
Subcommittee 2008-2015

CalTrans Accessibility Advisory committee: 2013 to present: Appointed as a result of my work with E&DTAC and PSWG.

Metro Advisory Committee: 2013 to present: currently chair. Allows me to share information among groups and be a more informed member of both committees.

Soroptimist International of Capitola-by-the-Sea: held many different offices, guided many fund-raising and service projects to successful completion.

American Federation of Musicians: Held several offices, headed contract negotiation team.

Guide Dog Users, Inc. Served as chair of many different committees; organized many presentations, fund raisers and performed administrative and contract tasks.

Statement of Qualifications:

During my first term as a member of E&DTAC, I was able to act on one of my main concerns by helping to reinvigorate a pedestrian subcommittee, The Pedestrian Safety Work Group. During my two-term tenure, the PSWG has been very active in securing grants and producing reports and projects related to sidewalk safety and accessibility in Santa Cruz County. We have created a brochure designed to foster better relationships and increased safety among motorists and pedestrians with additional emphasis on the needs and behaviors of those with disabilities. We are currently beginning work on a similar brochure for pedestrians and bicyclists. I have chaired this group and given many of its public presentations, as well as participated in workshops as a representative of the PSWG.

I am currently serving as chair of the E&DTAC.

My attendance record has been very good and I believe that my level of participation, in the pedestrian subcommittee, at meetings, and in the public demonstrates my commitment to the issues facing this committee, my ability to do what I say I'll do, and the contributions I've been able to bring to this committee.

I'm very proud of what I've been able to accomplish as a member of the E&DTAC and firmly believe that I could not have made this much of a difference as an individual citizen, without the wisdom, resources and staff working together. I very much look forward to continuing my efforts on behalf of the E&DTAC to improve access throughout Santa Cruz County for all residents, especially for seniors and the disabled.

Thanks for considering my application renewal.

COMMITTEE APPOINTMENT APPLICATION

Santa Cruz County Regional Transportation Commission (SCCRTC) Elderly & Disabled Transportation Advisory Committee (E/D TAC)

Meetings are scheduled for the second Tuesday of every other month at 1:30 p.m. in the Santa Cruz County Regional Transportation Commission conference room, located at 1523 Pacific Avenue in downtown Santa Cruz. At least one meeting each year is scheduled for an alternate location. Please refer to the Committee description, bylaws and recruitment process for more information.

If you are interested in serving on this committee, please complete this application, and return it to the Regional Transportation Commission office.

PLEASE TYPE OR PRINT CLEARLY

Name: [REDACTED]

Home address: [REDACTED]

Mailing address (if different): _____

Phone: (home) [REDACTED] (business/message) [REDACTED]

E-mail: [REDACTED]

Length of residence in Santa Cruz County: 38 years

Position(s) I am applying for: ▪ Any appropriate position

X CTSA Community Bridges ▪ _____

Previous experience on a government commission or committee (please specify)

SCCRTC Elderly and Disabled Transportation Advisory Committee

Area on Aging Advisory Council

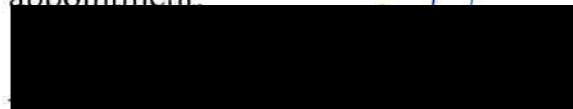
Relevant Work or Volunteer Experience

Organization	Town or Address	Position	Dates
Community Bridges	236 Santa Cruz Avenue Aptos, CA 95003	Meals on Wheels Program Director	7/79- Present

Statement of Qualifications: Please attach a brief statement indicating why you are interested in serving on this committee and why you are qualified for the appointment. If you have served on this committee in the past, please summarize your accomplishments on the committee and indicate which of the committee's potential future endeavors most interest you.

Since 1976 I have worked in the field of aging. I have worked for organizations whose mission it has been is to address the challenges faced by adults as we age. Maintaining independence is a common component of many of those challenges. Transportation services are a key concern and frequently play a pivotal role in determining the success of many other life choices and decisions. I hope to stay involved in the committee's efforts to ensure that transportation services for seniors and disabled adults remain an important issue in our community.

Certification: I certify that the above information is true and correct and I authorize the verification of the information in the application in the event I am a finalist for the appointment.



Signature



Date

Return Application to: SCCRTC
Elderly & Disabled Transportation Advisory Committee
1523 Pacific Avenue
Santa Cruz, CA 95060
fax: 460-3215 email: gblakeslee@sccrtc.org

Questions or Comments: (831) 460-3200

COMMITTEE APPOINTMENT APPLICATION

Santa Cruz County Regional Transportation Commission (SCCRTC) Elderly & Disabled Transportation Advisory Committee (E&D TAC)

Meetings are scheduled for the second Tuesday of every other month at 1:30 p.m. in the Santa Cruz County Regional Transportation Commission conference room, located at 1523 Pacific Avenue in downtown Santa Cruz. At least one meeting each year is scheduled for an alternate location. Please refer to the Committee description, bylaws and recruitment process for more information.

If you are interested in serving on this committee, please complete this application, and return it to the Regional Transportation Commission office.

RECEIVED

NOV 24 2015

RTC

PLEASE TYPE OR PRINT CLEARLY

Name:

Debbi Brooks

Home address:

[REDACTED]

Mailing address (if different):

[REDACTED]

Phone: (home)

[REDACTED]

(business/message)

[REDACTED]

E-mail:

[REDACTED]

Length of residence in Santa Cruz County:

42 years

Position(s) I am applying for:

☐ Any appropriate position

☒ E+D TAC

☐

Previous experience on a government commission or committee (please specify)

I've been on this committee for over 6 years representing the Volunteers Centers transportation program.

Relevant Work or Volunteer Experience

Organization	Town or Address	Position	Dates
Volunteer Center of Santa Cruz	Santa Cruz	Program Coord. Transportation Program	25 years
Transp. E'd Tac Committee	Santa Cruz	Member	6 years

Statement of Qualifications: Please attach a brief statement indicating why you are interested in serving on this committee and why you are qualified for the appointment. If you have served on this committee in the past, please summarize your accomplishments on the committee and indicate which of the committee's potential future endeavors most interest you.

Certification: I certify that the above information is true and correct and I authorize the verification of the information in the application in the event I am a finalist for the appointment.



Signature

Nov. 21, 2015
Date

How did you learn about this opportunity?

☐ newspaper

☐ radio

☐ internet

☐ flyer

☐ friend/family member

☐ other

Return Application to:

SCCRTC

Elderly & Disabled Transportation Advisory Committee

1523 Pacific Avenue

Santa Cruz, CA 95060

fax: 460-3215 email: gblakeslee@sccrtc.org

Questions or Comments: (831) 460-3200

I:\E&DTAC\MEMBERS\Application\COMMITTEE APPOINTMENT APPLICATION.doc

Sally French

COMMITTEE APPOINTMENT APPLICATION

Santa Cruz County Regional Transportation Commission (SCCRTC) Elderly & Disabled Transportation Advisory Committee (E&D TAC)

Meetings are scheduled for the second Tuesday of every other month at 1:30 p.m. in the Santa Cruz County Regional Transportation Commission conference room, located at 1523 Pacific Avenue in downtown Santa Cruz. At least one meeting each year is scheduled for an alternate location. Please refer to the Committee description, bylaws and recruitment process for more information.

If you are interested in serving on this committee, please complete this application, and return it to the Regional Transportation Commission office.

PLEASE TYPE OR PRINT CLEARLY

Name: Sally French

Home address: [REDACTED]

Mailing address (if different): [REDACTED]

Phone: (home) [REDACTED] (business/message) [REDACTED]

E-mail: [REDACTED]

Length of residence in Santa Cruz County: 10 years

Position(s) I am applying for: ☐ Any appropriate position

☒ Some Service Provider ☐

for people with disabilities
Previous experience on a government commission or committee (please specify)

I have been on this committee for
about 7 years.

Relevant Work or Volunteer Experience

Organization	Town or Address	Position	Dates
Kiwanis	Santa Cruz	Secretary & Pres. Elect	2010 - 2015
Hope Services	220 Lincoln St SC.	Director	1978 - present

Statement of Qualifications: Please attach a brief statement indicating why you are interested in serving on this committee and why you are qualified for the appointment. If you have served on this committee in the past, please summarize your accomplishments on the committee and indicate which of the committee's potential future endeavors most interest you.

Certification: I certify that the above information is true and correct and I authorize the verification of the information in the application in the event I am a finalist for the appointment.

Signature

Date 10/13/15

How did you learn about this opportunity?

___ newspaper
___ radio
___ internet

___ flyer
___ friend/family member
___ other

Return Application to:

SCCRTC
Elderly & Disabled Transportation Advisory Committee
1523 Pacific Avenue
Santa Cruz, CA 95060
fax: 460-3215 email: gblakeslee@sccrtc.org

Questions or Comments: (831) 460-3200

I:\E&DTAC\MEMBERS\Application\COMMITTEE APPOINTMENT APPLICATION.doc

AGENDA: November 5, 2015

TO: Regional Transportation Commission

FROM: Kim Shultz, Senior Transportation Planner

RE: Highway 1 Project – Tier I and Tier II Draft Environmental Impact Report/Environmental Assessment

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC) receive information on the Highway 1 Tier I and Tier II Draft Environmental Impact Report/Environmental Assessment and efforts to obtain public comment on the proposed projects.

BACKGROUND

In September 2003, the RTC, in partnership with Caltrans, and the Federal Highway Administration (FHWA), initiated preliminary design and environmental studies to add high occupancy vehicle (HOV) lanes to Highway 1 from Morrissey Boulevard in Santa Cruz to Larkin Valley/San Andreas Road in Aptos. Progress on the project was hampered by the need to update right-of-way monument surveys on the central section of the project, delays in the availability of the regional travel demand model, resolution of project design elements among all affected parties, and a decision to subordinate work on the HOV lane study in order to advance progress on the environmental document for the Soquel/Morrissey Auxiliary Lanes project.

In the summer of 2011, the FHWA advised the project team that changes in the emphasis and scrutiny of federal environmental regulations, combined with the absence of committed revenues to construct the HOV Lane project, required a change in the format of the environmental document to maintain eligibility to use federal funds on the project. In late 2011, the RTC adopted a revised approach to the project best described as a combined tiered environmental document that consists of two components:

- Tier I – A long term, program level analysis for the future of the entire Highway 1 corridor from Santa Cruz to Aptos. The Tier I concept would be built over time through a series of smaller incremental projects (referred to as Tier II projects).
- Tier II – Project level analysis for smaller incremental projects within the Tier I corridor which would move forward based on available funding, each with independent utility to the highway.

The first Tier II project under review in the draft environmental documents is auxiliary lanes between 41st Avenue and Soquel Drive and a pedestrian/bicycle overcrossing of Highway 1 at Chanticleer Avenue.

DISCUSSION

The Highway 1 Tier I and Tier II Draft Environmental Impact Report/Environmental Assessment has undergone extensive review through Caltrans and the FHWA and as of this writing is scheduled for release to the public, resource agencies, and stakeholders on November 4, 2015. Attachment 1 is the summary of the draft environmental documents including a summary of the environmental impacts – both adverse and beneficial.

The project consultants will present an overview of the draft environmental document including design features of the respective project alternatives under analysis and an overview of significant environmental findings related to traffic operations, visual impacts, noise, wetland resources, and right-of-way impacts.

Staff is updating the RTC Highway 1 webpage to provide information on the draft environmental documents and will upload the entire document for access through the internet, with links to specific topic areas within the 600 page document. The technical studies prepared to support the environmental documents will also be available on RTC's website.

Staff is placing display ads in prominent newspapers throughout the county in compliance with Caltrans standards announcing the availability of the environmental documents. As part of this outreach effort staff is also issuing press releases and E-news messages to interested parties. Staff is also issuing direct mail flyers to all residents and businesses within a ¼ mile radius of the Tier II project limits (between 41st Avenue and Soquel Drive). Interested parties will be directed to RTC's website or to the Aptos, Capitola, Central, Live Oak, and Watsonville libraries and RTC's office to view the draft environmental documents.

As part of the public notification information, staff will be publicizing an Open Forum Public Hearing scheduled for Thursday, December 3, 2015, between 6:00 – 8:30 p.m. This public meeting will be held at the Live Oak Elementary School, Multi Purpose Room, located at 1916 Capitola Road (at 17th Avenue) in Live Oak. Caltrans, RTC staff and consultant engineering and environmental staff will be in attendance at the meeting to provide information and record questions and comments from the public. There will be a court reporter at the meeting to document oral comments offered by participants and an interpreter to assist Spanish language speakers.

Caltrans has agreed to extend the comment period for a total of 75 days from the scheduled document release date, in response to RTC's request, with the deadline for public and agency comments currently set for Monday, January 18, 2016. Comments are to be directed to Caltrans as the lead agency for compliance with the

California Environmental Quality Act (CEQA). The consultant team will prepare a Public Meeting Record to document all public outreach efforts and comments received.

All comments will be addressed in the final environmental document and any changes made to the project as a result of those comments will be highlighted in the final documents. Staff anticipates the response to public comments to take 3-4 months depending on the volume of comments received and then the final environmental document is subject to multiple reviews by Caltrans and FHWA prior to adoption.

SUMMARY


As of this writing, the Highway 1 Tier I and Tier II Draft Environmental Impact Report/Environmental Assessment is scheduled for release on November 4, 2015. Attachment 1 is the summary of the draft environmental document including a summary of the environmental impacts. The project consultants will present an overview of the draft environmental document including design features of the respective project alternatives under analysis and an overview of significant environment findings. Interested parties are to be directed to RTC's website or to the Aptos, Capitola, Central, Live Oak, and Watsonville libraries and RTC's office to view the draft environmental document.

An Open Forum Public Hearing is scheduled for Thursday, December 3, 2015, between 6:00 – 8:30 p.m. to be held at Live Oak Elementary School, Multi-Purpose Room, located at 1916 Capitola Road (at 17th Avenue) in Live Oak. The deadline to submit public comments is set for Monday, January 18, 2016.

Attachments:

1. Executive Summary – Highway 1 Tier I/II Draft Environmental Impact Report/Environmental Assessment

\\Rtcserv2\shared\RTC\TC2015\TC1115\Hwy1\StaffReport-151105.docx




Highway 1 Corridor Investment Program

Highway 1 Tier I/II DEIR/EA

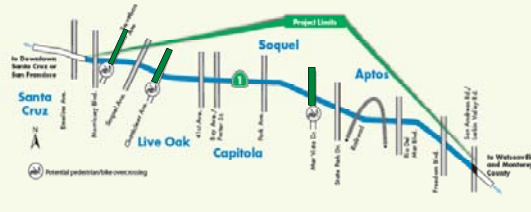
Project Update November 2015

November 2015




Corridor Limits

- Planned Improvements - 9 miles on Highway 1 – San Andreas to Morrissey




November 2015



Purpose and Need

- Purpose of the Highway 1 Corridor Environmental Analysis**
 - Reduce congestion
 - Encourage carpooling and use of alternative transportation modes as means to increase capacity
 - Improve safety


November 2015



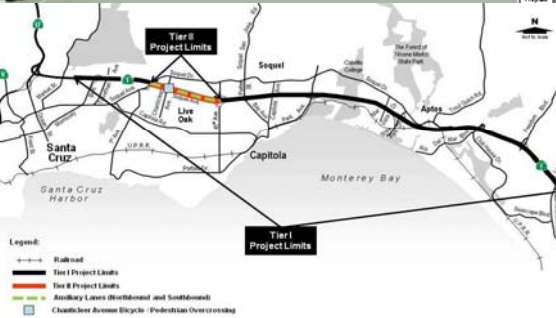
Purpose and Need

- Existing and Anticipated Needs to Address**
 - Recurrent congestion
 - Existing and future delays for commuters, commerce, and emergency vehicles
 - Disincentives to use transit; congestion prevents cost-effective transit service
 - No incentives to carpool and lack of supporting facilities
 - Accident rates exceed statewide averages
 - “Cut-Through” traffic on local streets


November 2015



Tier I & Tier II Project Limits



November 2015



Tier I Corridor - Alternatives Under Consideration




- No Build Alternative**
 - Does not address corridor purpose and need but offers comparison with impacts of other alternatives
- Transportation System Management (TSM) Alternative**
 - Lower cost improvements to partly address corridor purpose and need without adding capacity
- High Occupancy Vehicle Lane (HOV) Alternative**
 - Designed to fully address corridor purpose and need

November 2015

[illegible]



What Is Tiering?

- Phased approach to implement project over an extended time period
 - Tier I: **Program**-level review (corridor)
 - Tier II: **Project**-level review (segment)
- Future Tier II projects subject to project level environmental analysis




NOVEMBER 2015

Traffic Operations



- Both Tier I build alternatives would
 - Improve average speeds in the corridor
 - Reduce traffic on parallel streets
- Tier II Auxiliary Lane Alternative would result in
 - Operational improvements, primarily in the northbound direction
 - Improved weaving/merging conditions through the busiest section of Highway 1 in Santa Cruz



November 2015

Visual Impacts


Visual Changes Resulting from Alternatives

Tier I Build Alternatives	Tier II Auxiliary Lane Alternative
<ul style="list-style-type: none"> New lanes New pedestrian/bike overcrossings New retaining walls and sound walls Removal of mature vegetation Bridge widening Ramp reconstruction 	<ul style="list-style-type: none"> New lanes New pedestrian/bike overcrossing New retaining walls Removal of mature vegetation


13 November 2015

Visual Simulation Of Tier II Improvements

Existing view



Visual simulation




View from Soquel Ave. sidewalk, looking east toward Chanticleer Ave.

14 November 2015

Visual Impact Measures

- Avoidance, minimization, and mitigation measures would include
 - Save and protect as much existing vegetation as feasible
 - Landscape and revegetate disturbed areas to the greatest extent feasible
 - Include skyline trees in the planting palette
 - Apply aesthetic treatments to retaining walls and bridges



15 November 2015

Noise Impacts

Number of Receptors Where Noise Would Approach or Exceed Abatement Criteria

Tier I Alternatives		Tier II Auxiliary Lane Alternative
TSM Alternative	HOV Alternative	
108	130	7

- Tier II analyses will identify "feasible and reasonable" abatement per Caltrans protocol
- Tier II Auxiliary Lane Alternative
 - Noise insulation of 1 residence
 - Sound walls found to be feasible but not reasonable

16 November 2015

Wetland Impacts

Permanent Wetland Impacts (acres)


	Tier I Alternatives		Tier II Auxiliary Lane Alternative
	TSM Alternative	HOV Alternative	
Army Corps wetlands	0.23	0.78	0
Army Corps other waters	0.10	0.15	0.22
Local Coastal Plan jurisdiction	2.20	3.22	0
CA Dept. of Fish & Wildlife jurisdiction	3.58	8.98	0.15

Note: There is some overlap among the various jurisdictions

17 November 2015

Impacts to Threatened and Endangered Species

- Tier I build alternatives may potentially affect
 - Tidewater goby
 - California Coast steelhead
 - California red-legged frog
 - Santa Cruz long-toed salamander
 - California tiger salamander
 - White-tailed kite
 - Tricolored blackbird
- Tier II Auxiliary Lane Alternative may affect
 - Tidewater goby
 - California red-legged frog





California red-legged frog

18 November 2015

Wetland & Species Impacts: Measures

- Avoidance, minimization, and mitigation measures for impacts would include:
 - Measures to avoid and minimize impact during construction
 - Compensatory mitigation would include in-kind, on-site and/or off-site replacement of vegetation

November 2015

Environmental Review Process

- Environmental review process for Tier I/Tier II EIR/EA
 - Public comment period: November 4, 2015 – January 18, 2016
 - Open forum public hearing on December 3, 2015
 - Response to comments/preparation of Final EIR/EA: Fall 2016
 - Certify Final EIR/Sign Finding of No Significant Impact: Winter 2016/2017

November 2015

Questions and Answers

November 2015

Right of Way Acquisition


Number of Partial and Full Acquisitions by Land Use Type

Land Use Type	Tier I Alternatives		Tier II Auxiliary Lane Alternative	
	TSM Alternative	HOV Alternative	Partial	Full
Residential Properties	2	0	9	5
Commercial Properties	9	0	30	4

Note: In some cases there are multiple units on individual properties

November 2015

Visual Simulation Of Tier I Improvements



Existing view

Visual simulation

View from NB Route 1, looking west toward South Aptos Railroad crossing

November 2015

Noise Abatement

- Caltrans' Noise Analysis Protocol requires noise abatement to be both "feasible and reasonable"
- "Feasible" relates to engineering:
 - Must achieve 5-decibel reduction in future noise level
 - Considers topography, access requirements, other noise sources, and safety
- "Reasonable" relates to cost and other factors:
 - Cost per benefited unit
 - Acceptance by residents
 - Absolute noise level
 - Build versus existing noise

November 2015

Noise Impact

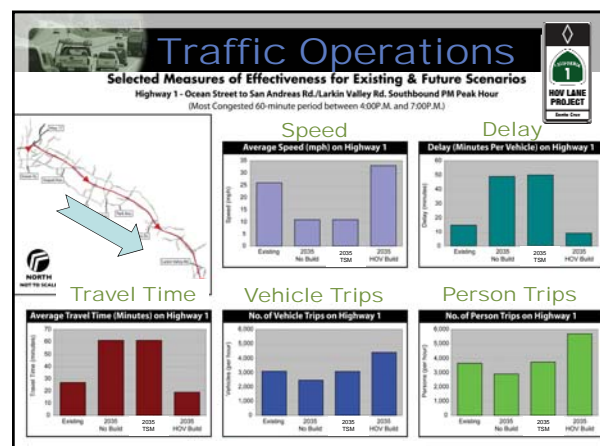
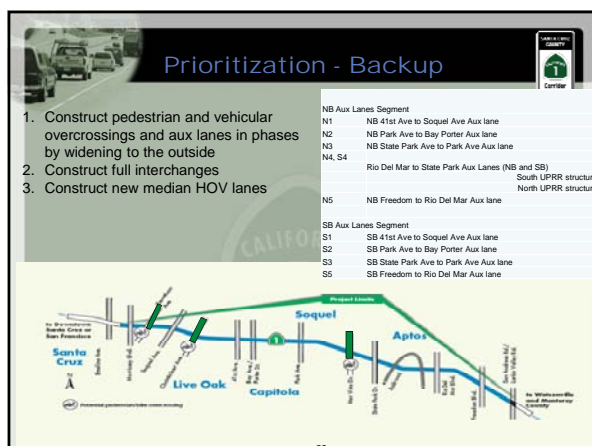
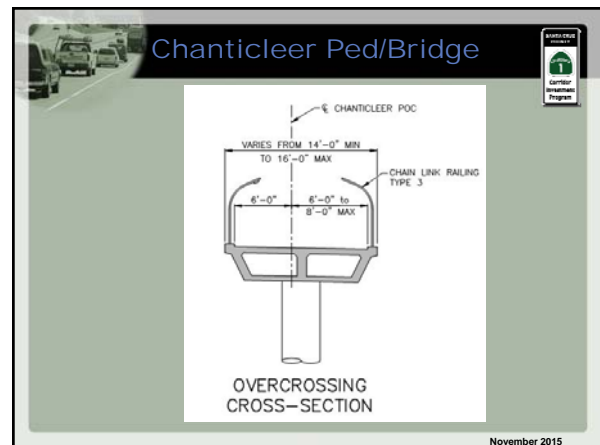
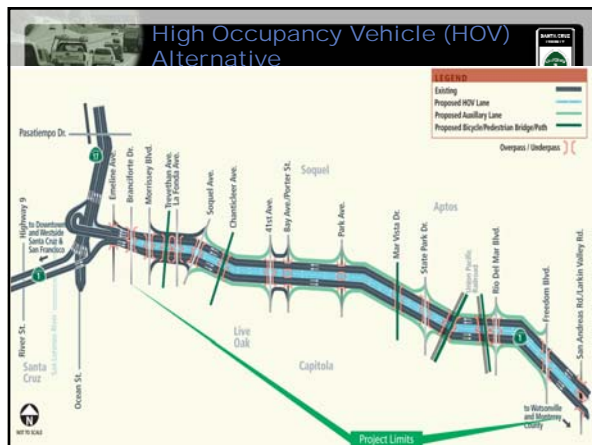
Noise impact occurs when:

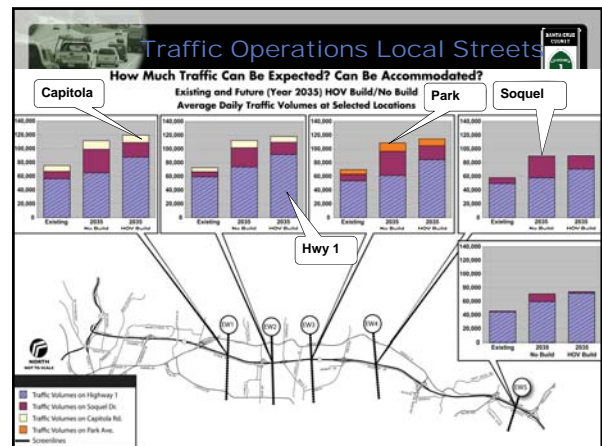
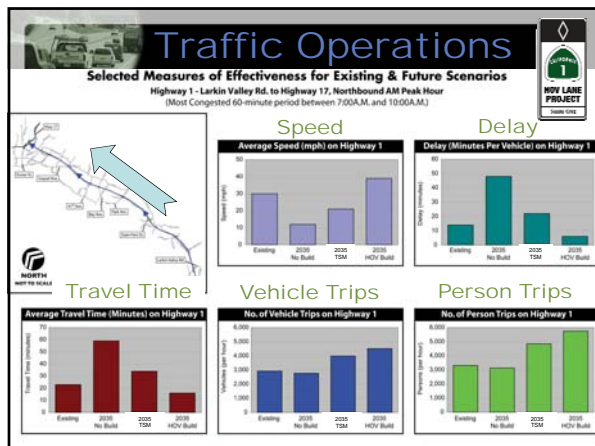
- Project results in a substantial increase in noise level (12-decibel or more increase) OR
- Future noise level with the project approaches or exceeds noise abatement criteria

Approaching the noise abatement criteria is defined as:

- Coming within one decibel of the noise abatement criteria

25 November 2015





TO: Elderly & Disabled Transportation Advisory Committee
FROM: Grace Blakeslee, Transportation Planner
RE: November 2016 Transportation Ballot Measure – Expenditure Plan Development

RECOMMENDATION:

Staff recommends that the Elderly & Disabled Transportation Advisory Committee:

1. Receive the draft expenditure plan (Attachment 1) for a local ½ cent sales tax ballot measure for the presidential election of November 8, 2016.
-

BACKGROUND

With state and federal revenues available for transportation projects in Santa Cruz County diminishing and unreliable, the Regional Transportation Commission adopted a funding strategy as part of the 2014 long range Regional Transportation Plan to meet more of the region's transportation needs which are roughly double the expected revenues. Included in the adopted plan is the pursuit of local funding mechanisms to help become a "self help" county with local, independent, secure revenue that cannot be taken by the state and can be used to leverage additional state and federal funding.

Since approval of the long range transportation plan in June 2014, the RTC has been taking steps to place a ½ cent sales tax transportation ballot measure on the November 2016 presidential ballot. The transportation measure must be approved by a super (2/3) majority of voters in Santa Cruz County.

DISCUSSION

At the November 19, 2015 Transportation Policy Workshop, the RTC Board considered the draft expenditure plan (Attachment 1) for a November 2016 ballot measure. Five project categories are included in the draft expenditure plan. The RTC is scheduled to adopt the November 2016 expenditure plan at the December 3, 2015 RTC meeting. The complete November 19, 2015 staff report to the RTC regarding the draft expenditure plan can be located here: <http://sccrtc.org/wp-content/uploads/2010/09/15-11-19-TPW-Packet.pdf> beginning on page 41.

The five investment categories included in the draft expenditure plan are as follows:

- Neighborhood Projects – Funding to local jurisdictions (cities and county) for their high priority eligible projects such as repair and maintenance of local streets and roads; school traffic safety and safe routes to school; bicycle and pedestrian facilities; and other safety improvement projects. Also included are Highway 9 projects in the San Lorenzo Valley; and the Highway 17 Wildlife Undercrossing to improve safety for wildlife and motorists.

- Highway Corridors – Funding for the next three auxiliary lane projects on Highway 1 including 41st Ave to Soquel Dr, Bay/Porter to Park Ave, and Park Ave to State Park; two bicycle/pedestrian highway crossings; transportation systems management programs to inform travelers of real-time traffic conditions and encourage carpool/vanpooling; Safe on 17 programs and Freeway Service Patrol to help reduce congestion and collisions;
- Mobility Access - Funding primarily for specialized transportation services to meet the needs of the area's aging and disabled populations including Santa Cruz METRO's paratransit and Community Bridges transportation service.
- Rail Corridor – Funding to maintain the track and bridge infrastructure; environmental analysis of passenger rail transit options; Watsonville/Pajaro Valley Train Station connection with the Capital Corridor and Coast Daylight train services; improvement, upgrade and installation of signals at railroad crossings; and underground conduit and/or pipes to facilitate utilities including Internet service.
- Coastal Rail Trail – Funding to construct, operate and maintain sections of the Monterey Bay Sanctuary Scenic Trail.

Staff recommends that the Elderly & Disabled Transportation Advisory Committee receive the attached draft expenditure plan (Attachment 1) for a local ½ cent sales tax ballot measure for the presidential election of November 8, 2016.

SUMMARY

The Regional Transportation Commission is swiftly moving toward agreement on the Expenditure Plan for a ½ cent sales tax measure for the November 2016 ballot, including percentages of revenues for five transportation investment categories. Staff recommends that the Elderly & Disabled Transportation Advisory Committee consider the attached draft expenditure plan (Attachment 1) for a local ½ cent sales tax ballot measure for the presidential election of November 8, 2016.

Attachments:

1. Draft Expenditure Plan

Draft Transportation Expenditure Plan Proposal

For Discussion: 11/19/2015

A 1/2-cent Transportation Sales Tax for 30 Years.

Objective: To increase access and mobility options, and decrease greenhouse gas emissions.

Requirement: Must be approved by 2/3 of Santa Cruz County voters

RTC Draft Plan		
Percent of Total	Fund Allocation (millions of \$)	Lead Agencies

Neighborhood Projects	30%	\$135	Local Jurisdictions (cities and county) for eligible projects
-----------------------	-----	-------	---

Eligible Projects:

Local Street/Road - Maintenance and Repair
 School Traffic Safety Projects
 Bike/Pedestrian Projects
 Neighborhood Safety - reduce speeding and cut-through traffic
 Operational Improvements (signal timing, intersection design, etc.)

Specific Designated Projects:

Highway 9 Corridor Improvements
 Wildlife Undercrossing on Hwy 17

Highway Corridors	25%	\$113	Regional
-------------------	-----	-------	----------

Highway 1 Corridor
 - 3 Auxiliary Lane projects: 41st Ave-Soquel Dr; Bay/Porter-Park; State Park-Park
 - 2 Bicycle/Pedestrian over-crossings
 Traveler Information and Transportation Demand Management - Cruz511; Carpool/Vanpool Programs
 Safe on 17 Program and Freeway Service Patrol

Mobility Access	15%	\$68	Service Providers
-----------------	-----	------	-------------------

Elderly/Disabled/Veterans Paratransit
 Local Bus Service

Rail Corridor	15%	\$68	Regional
---------------	-----	------	----------

Rail Corridor Maintenance and Repair - track, structures
 Environmental analysis of passenger train options
 Watsonville Junction/Pajaro Train Station
 Conduit for future Internet and/or utility lines
 Property Management

Active Transportation	15%	\$68	Regional
-----------------------	-----	------	----------

Monterey Bay Sanctuary Scenic Trail - capital
 Operations & Maintenance

Total	100%	\$450	
--------------	-------------	--------------	--

Notes (1) Total assumes \$15M/year for 30 years; no inflation in revenues or costs

(2) Finance costs included in the totals

(3) Administrative costs for the measure -- such as annual audit and reporting, program management and oversight committee staffing -- are included in the subtotals.

\\RTCSERV2\Shared\BallotMeasure\2016\ExpPlan\RTC_DraftExpenditurePlan_2015Nov19.xlsx]Draft Plan



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

1523 Pacific Ave., Santa Cruz, CA 95060-3911 • (831) 460-3200 FAX (831) 460-3215 EMAIL info@sccrtc.org

October 23, 2015

Maria Esther Rodriguez, Assistant Director
City of Watsonville Public Works & Utilities Department
250 Main St
Watsonville, CA 95076

RE: Support for funding City of Watsonville Complete Streets Plan

Dear Mrs. Rodriguez:

On behalf of the Santa Cruz County Regional Transportation Commission's Elderly and Disabled Transportation Advisory Committee, I am writing to support the city's pursuit of a Caltrans' Planning Grant to develop a City of Watsonville Complete Streets Plan. The City of Watsonville Complete Streets Plan will focus on developing a safe and comfortable network of well integrated multimodal transportation facilities to accommodate and welcome the community's lifeblood, people including road users such as pedestrians, bicyclists, public transit riders and motorists.

Watsonville has one of the highest percentages of younger residents in the county, along with high obesity rates and large volumes of pedestrians.

Safety and access to goods and services in downtown Watsonville can be challenging for senior and disabled pedestrians, as well as Watsonville's large youth population. New street designs that balance the needs of all users are needed to create safe, comfortable, and convenient pedestrian access. For example, reducing crossing distances and creating an integrated sidewalk network would address many of the local transportation challenges encountered by senior and disabled individuals. Improved pedestrian access to transit would also improve access for seniors and disabled individuals to goods and services available regionally.

As chair of both the Elderly and Disabled Transportation Advisory Committee and it's Pedestrian Safety Work Group, I urge approval of this funding request to design roadways to accommodate all users. Thank you for your support of this vital project for the City of Watsonville.

Sincerely,

Veronica Elsea, Chair
Elderly and Disabled Transportation Advisory Committee

I:\E&DTAC\Letters-Outgoing\2015\CityWat_CS_GrantSupportLetter - Elderly and Disabled Transportation Advisory Committee.doc

CC 20,23,26,32,38,39							CC21					CC29					CC 24,30					CC36					CC 31												
#	Performance Measures to be	Medical					YTD % of Goals	Meals on Wheels					YTD % of Goals	Taxi Scrip					YTD % of Goals	Elderday					YTD % of Goals	ISSP					YTD % of Goals	Same Day					YTD % of 6 mo Goal	Total	
		Q1	Q2	Q3	Q4	Total		Q1	Q2	Q3	Q4	Total		Q1	Q2	Q3	Q4	Total		Q1	Q2	Q3	Q4	Total		Q1	Q2	Q3	Q4	Total		Q1	Q2	Q3	Q4	Total			
1	Unduplicated Passengers per Month	174	186	182	122	664		83	87	75	77	322		106	102	111	109	428		120	109	110	108	447		0	234	355	182	771		108	84	0	0	192		2,824	
2	Total Passenger Trips (Units of Service) per Month	1,570	1,813	2,089	1,125	6,597	95%	4,357	4,299	3,320	3,890	15,866	99%	758	876	612	686	2,932	122%	8,899	8,262	7,732	8,479	33,372	116%	0	7,310	14,697	2,012	24,019	78%	1000	482	0	0	1,482	72%	84,268	
3	Number of Incidents per Month	1	0	0	0	1		0	0	0	2	2		0	0	0	0	0		7	11	5	2	25		0	2	4	0	6		0	0	0	0	0		34	
4	Number of Accidents per Month	0	0	0	0	0		0	0	1	1	2		0	0	0	0	0		0	0	2	1	3		0	0	0	0	0		0	0	0	0	0		5	
5	Number of Mechanical Failures (including lift failure) per Month	0	1	0	0	1		0	0	0	0	0		N/A	N/A	N/A	N/A	0		4	3	2	1	10		0	0	0	0	0		0	0	0	0	0		11	
6	Number of No-Shows per Month	78	125	119	73	395		N/A	N/A	N/A	N/A	0		N/A	N/A	N/A	N/A	0		296	339	287	250	1172		N/A	N/A	N/A	N/A	0		40	26	0	0	66		1,633	
7	Number of Turndowns or Referrals per Month	0	0	0	115	115		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		115	
8	Total Donations per Month	\$137	\$651	\$222	\$4,539	\$5,549		N/A	N/A	N/A	N/A	0		N/A	N/A	N/A	N/A	0		N/A	N/A	N/A	N/A	0		N/A	N/A	N/A	N/A	0		N/A	N/A	N/A	N/A	0		5,549	
9	Operating Cost per Passenger Trip				\$39.62						\$7.82						\$9.81						\$12.57						\$2.22								\$73.65		
10	Operating Cost per Vehicle Service Hour				\$50.61						\$48.51												\$50.65						\$51.09								\$49.58		
11	Passengers per Vehicle Service Hour				1.24						6.21												4.05						22.96								0.67		
12	Passengers per Vehicle Service Mile				0.08						0.41												0.26						1.20								0.08		
13	Van Mileage per Program				76,457						38,193												125,315						19,935								18,857		

Footnotes:

- * Medical Rides, Meals on Wheels, Taxi Scrip, and Elderday all came within 5% or higher than our projected goals for FY14/15.
- * Medical Same Day program fell short because there was a disruption in service due to uncertainty of Caltrans 5317 funding.
- * Winter Shelter program fell short of projections. One of the contributing factors is believed to be associated with lack of rain during this past winter season. Ridership increases during rain.
- * Line 9 includes both taxi and Lift Line costs and units of service combined.
- * Lines 10 through 13 reflect Lift Line data only and exclude taxi costs and units of service.

	Total <u>FY14-15</u>	<u>%</u>
<u>Client Jurisdictions</u>		
Santa Cruz City	20	22%
Scotts Valley City	42	19%
San Lorenzo Valley	30	19%
Capitola City	14	9%
Watsonville City	10	11%
Midcounty Unincorporated	42	12%
South County	26	8%
North County	0	0%
Total Clients (unduplicated)	182	100%
<u>Origin of Ride by Jurisdiction</u>		
Santa Cruz City	201	38%
Scotts Valley City	89	17%
San Lorenzo Valley	58	11%
Capitola City	42	8%
Watsonville City	14	3%
Midcounty Unincorporated	89	17%
South County	39	7%
North County	0	0%
Total	532	100%

Year End Report- 2014-2015
Volunteer Center of Santa Cruz Transportation Program

A great story of how the Transportation Program Makes a Difference in a person's life.

The Veterans International Council met on February 24 and we attended their meeting to recruit more transportation drivers. There were Veterans in attendance representing all the chapters in Santa Cruz County. We started off the presentation with our volunteer telling a heartfelt true story to the veterans.

Here is the Volunteer's Story... My dad was a veteran of World War II serving overseas at Guadalcanal. I started volunteering for The Volunteer Center of Santa Cruz County four years ago right after my father passed away. I was asked one day to go through the Transportation Client's profiles and call up anyone who had not received a ride in the last 90 days to see if they are still active. I came across my father's profile as a client of the program and I did not even know he had used the Transportation Program. He was a proud man who loved to maintain as much independence as he could so I imagine he felt happy to be able to use the Transportation Program and not have to "bug" his kids all the time for a ride. My Dad had just died and when I attended his funeral, I knew each and every one of the people attending except one man sitting by himself in the back pew. I introduced myself and asked him how he might know my Dad. He said he was his Transportation Program Driver and had become such good friends with my Dad that sometimes on a Saturday afternoon he would swing by and pickup my Dad and they would go to a local pub for a beer and some stories about their experiences during two very different wars, World War II and Viet Nam. At the end of the funeral I looked for this kind man, but he had disappeared. I proceeded to tell the group of veterans about how sometimes wonderful friendships can be built through driving seniors to their rides, that my Dad's story is a perfect example. I told the group that I wish I could connect again with that wonderful veteran that became my Dad's friend.

There was one man sitting in the back of the room who had his head down. Slowly his head began to rise until his eyes met mine. He said, "I am the man who drove your Dad and attended his funeral," and then he asked about Dad's beloved cat, Buddy, and his love for Amstel Light Beer. Tears welled up in my eyes and I crossed the room to give this man a big hug. There wasn't a dry eye in the room. I finished my presentation with a statement, "I guess you all believe me now, how rewarding it is to be a driver in the Transportation Program."

	Total FY15-16	%
<u>Client Jurisdictions</u>		
Santa Cruz City	15	12%
Scotts Valley City	26	20%
San Lorenzo Valley	30	23%
Capitola City	9	7%
Watsonville City	11	9%
Midcounty Unincorporated	24	19%
South County	13	10%
north Couty	1	1%
Unknown		0%
Total Clients (unduplicated)	129	100%

<u>Origin of Ride by Jurisdiction</u>		
Santa Cruz City	40	8%
Scotts Valley City	96	18%
San Lorenzo Valley	103	20%
Capitola City	56	11%
Watsonville City	42	8%
Midcounty Unincorporated	142	27%
South County	48	9%
Out of County	0	0%
Total	527	100%

DATE: November 13, 2015

TO: Board of Directors

FROM: April Warnock, Paratransit Superintendent

**SUBJECT: ACCEPT AND FILE THE METRO PARACRUZ OPERATIONS STATUS
REPORT FOR AUGUST AND SEPTEMBER 2015**

I. RECOMMENDED ACTION

**That the Board of Directors accept and file the Metro ParaCruz Operations
Status Report for August and September 2015**

II. SUMMARY

- Summary review of monthly operational statistics for ParaCruz.
- Summary of monthly operational information about ParaCruz.

III. DISCUSSION/BACKGROUND

Comparing July 2015 statistics to August 2015, ParaCruz rides increased by 21 rides. Comparing August 2015 statistics to September 2015, ParaCruz rides increased by 444 rides.

Comparing the monthly statistics of 2014 to the monthly statistics of 2015, for the month of August, the number of ParaCruz rides increased by 70. For the month of September, ParaCruz rides decreased by 703.

On September 10, 2015, the changes to paratransit service and fares were initiated as the Board of Directors intended. During the transitional period, several people experienced loss of service as a result of the changes. One person had to obtain alternate transportation to their destination, but was able to utilize ParaCruz for a return ride. Another person appealed to the Board directly in an attempt to reinstate Sunday service in the Corralitos area. ParaCruz offered the person six free trips so the person could look into alternative spiritual support available during the weekdays, but the rides were declined. ParaCruz is now working with their place of worship to see if there is an option they could offer. Another elderly person could not attend a traditional weekend breakfast with a daughter; ParaCruz offered the person six free rides in order to explore the option of having breakfast with the daughter at an alternate location. They found a restaurant that was accessible, had good food, and is in our modified service area. One person attended a Commission on Disabilities Committee, and explained they would lose service that was needed for medical appointments.

But when the location of the residence was investigated, it fell within the $\frac{3}{4}$ mile around a route that runs non-stop, so the fear was unfounded.

There were several persons who became no-shows, and we provided them with a return ride at a regular fare, along with a conversation about how this type of return ride would cost \$16.00 in the future.

Other than these few issues, the transition went well. People appear to have adjusted to the fare changes and are scheduling their rides within the travel times available for their origins and destinations. Based on one month's data, ridership is down approximately 10% overall.

METRO ParaCruz is the federally mandated ADA complementary paratransit program of the Santa Cruz Metropolitan Transit District, providing shared ride, door-to-door demand-response transportation to customers certified as having disabilities that prevent them from independently using the fixed route bus.

IV. ALTERNATIVES

Not applicable.

V. COORDINATION

This staff report has been coordinated with statistics provided by the Finance and Fleet Departments. Additional data was provided by the Eligibility Coordinator.

VI. FINANCIAL CONSIDERATIONS

There are no financial considerations for this report.

VII. ATTACHMENTS

- | | |
|----------------------|---|
| Attachment A: | ParaCruz On-time Performance Chart for August and September 2015 |
| Attachment B: | Comparative Operating Statistics Tables for August and September 2015 |
| Attachment C: | Number of Rides Comparison Chart and Data Table |
| Attachment D: | Shared vs. Total Rides Chart and Data Tables |
| Attachment E: | Mileage Comparison Chart and Mileage Data Tables |
| Attachment F: | Monthly Assessment |

Prepared by: April Warnock, Paratransit Superintendent

VIII. APPROVALS:

April Warnock, Paratransit Superintendent 

Approved as to form:
Leslyn K. Syren, District Counsel 

Alex Clifford, CEO/General Manager 

ParaCruz On-time Performance Report

	August 2014	August 2015
Total pick ups	7472	7542
Percent in “ready window”	92.45%	89.82%
1 to 5 minutes late	3.08%	3.61%
6 to 10 minutes late	1.99%	2.58%
11 to 15 minutes late	1.10%	1.43%
16 to 20 minutes late	.51%	.84%
21 to 25 minutes late	.44%	.53%
26 to 30 minutes late	.20%	.26%
31 to 35 minutes late	.08%	.20%
36 to 40 minutes late	.09%	.14%
41 or more minutes late (excessively late/missed trips)	.05%	.04%
Total beyond “ready window”	7.55%	10.18%

During the month of August 2015, ParaCruz received five (5) Customer Service Reports. Three (3) reports were valid. Two (2) of the reports were not verifiable or valid.

	September 2014	September 2015
Total pick ups	8716	7986
Percent in “ready window”	91.01%	88.54%
1 to 5 minutes late	3.52%	4.22%
6 to 10 minutes late	2.23%	2.75%
11 to 15 minutes late	1.45%	1.98%
16 to 20 minutes late	.79%	.94%
21 to 25 minutes late	.39%	.71%
26 to 30 minutes late	.26%	.41%
31 to 35 minutes late	.17%	.23%
36 to 40 minutes late	.13%	.19%
41 or more minutes late (excessively late/missed trips)	.06%	.03%
Total beyond “ready window”	8.99%	11.46%

During the month of September 2015, ParaCruz received two (2) Customer Service Reports. One (1) report was valid. One (1) report was not verifiable or valid.

In March of 2014, METRO ParaCruz received an upgrade to their scheduling software, Trapeze. The upgrade was needed to prepare Trapeze for the addition of Mobile Data Computers (MDC's) to the system, those installations happened in mid-May. July 2014 was the first full month of real-time data entered by Operators into the MDC's. Recognizing that data was manually entered previously, from handwritten manifests, by Operators and Reservationists, it is not surprising that there is a shift in the data being gathered and compiled. The 'on-time' statistics reflected utilizing the 'real-time' equipment reflects a lower level of 'on time' performance than previously realized, as shown in the chart above.

This more accurate data is providing staff the opportunity to focus on the late pick-ups and to work incrementally towards achieving a target of 95% in "ready window" with an initial goal of achieving 92% by the end of FY15.

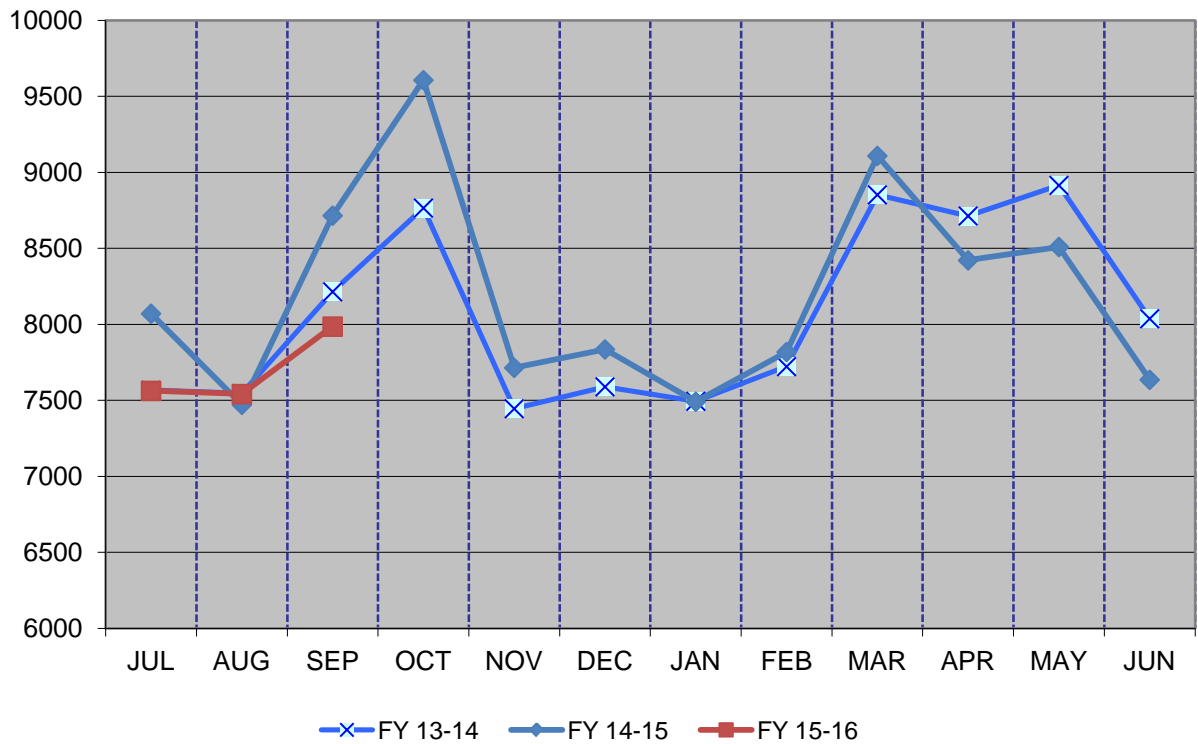
Comparative Operating Statistics through August 2015.

	August 2014	August 2015	Fiscal 14-15	Fiscal 15-16	Performance Averages	Performance Goals
Requested	7783	8193	16,106	16,495	8867	
Performed	7472	7542	15,543	15,105	8139	
Cancel	18.66%	19.32%	18.86%	19.5%	20.47%	
No Shows	3.06%	3.08%	3.09%	3.16%	3.07%	Less than 3%
Total miles	58,154	61,555	117,108	123,842	60,812	
Av trip miles	5.56	5.91	5.42	5.97	5.26	
Within ready window	92.45%	89.82%	91.41%	89.35%	90.32%	92.00% or better
Excessively late/missed trips	4	3	6	5	4.08	Zero (0)
Call center volume	5815	6446	11,864	12,677	6334	
Hold times less than 2 minutes	96.5%	94.9%	96.7%	93.5%	95.03%	Greater than 90%
Distinct riders	776	803	995	1014	826	
Most frequent rider	57 rides	62 rides	113 rides	106 rides	60 rides	
Shared rides	61.5%	63.0%	62.4%	63.3%	65.16%	Greater than 60%
Passengers per rev hour	1.85	1.93	1.89	1.93	2.00	Greater than 1.6 passengers/hour
Rides by supplemental providers	4.90%	4.93%	5.37%	4.89%	6.69%	No more than 25%
Vendor cost per ride	\$28.52	\$24.17	\$25.41	\$23.09	\$23.99	
ParaCruz driver cost per ride (estimated)	\$32.18	N/A	\$32.26	N/A	N/A	
Rides < 10 miles	63.58%	65.50%	63.31%	64.24%	64.81%	
Rides > 10 miles	36.42%	34.50%	36.69%	35.76%	35.19%	
Denied Rides	0	0	0	0	0	Zero

Comparative Operating Statistics through September 2015.

	September 2014	September 2015	Fiscal 14-15	Fiscal 15-16	Performance Averages	Performance Goals
Requested	9153	8882	25,259	25,377	8844	
Performed	8716	7986	24,259	23,091	8078	
Cancel	19.22%	20.13%	18.99%	19.72%	20.55%	
No Shows	2.74%	3.32%	2.96%	3.22%	3.11%	Less than 3%
Total miles	64,034	61,139	181,110	185,008	60,570	
Av trip miles	5.35	5.62	5.4	5.85	5.28	
Within ready window	91.06%	88.54%	91.32%	89.07%	90.11%	92.00% or better
Excessively late/missed trips	5	2	11	7	3.83	Zero (0)
Call center volume	6247	6332	12,062	19,009	6341	
Hold times less than 2 minutes	95.4%	94.0%	96.0%	93.6%	94.92%	Greater than 90%
Distinct riders	843	824	1173	1180	825	
Most frequent rider	65 rides	45 rides	160 rides	165 rides	57 rides	
Shared rides	65.5%	64.8%	63.5%	63.8%	65.10%	Greater than 60%
Passengers per rev hour	1.99	1.97	1.93	1.97	2.00	Greater than 1.6 passengers/hour
Rides by supplemental providers	4.90%	7.16%	5.41%	5.62%	6.88%	No more than 25%
Vendor cost per ride	\$25.94	\$24.84	\$25.59	\$23.86	\$23.90	
ParaCruz driver cost per ride (estimated)	\$30.46	N/A	\$31.66	N/A	N/A	
Rides < 10 miles	63.09%	67.57%	63.23%	65.37%	65.18%	
Rides > 10 miles	36.91%	32.43%	36.77%	34.63%	34.82%	
Denied Rides	0	0	0	0	0	Zero

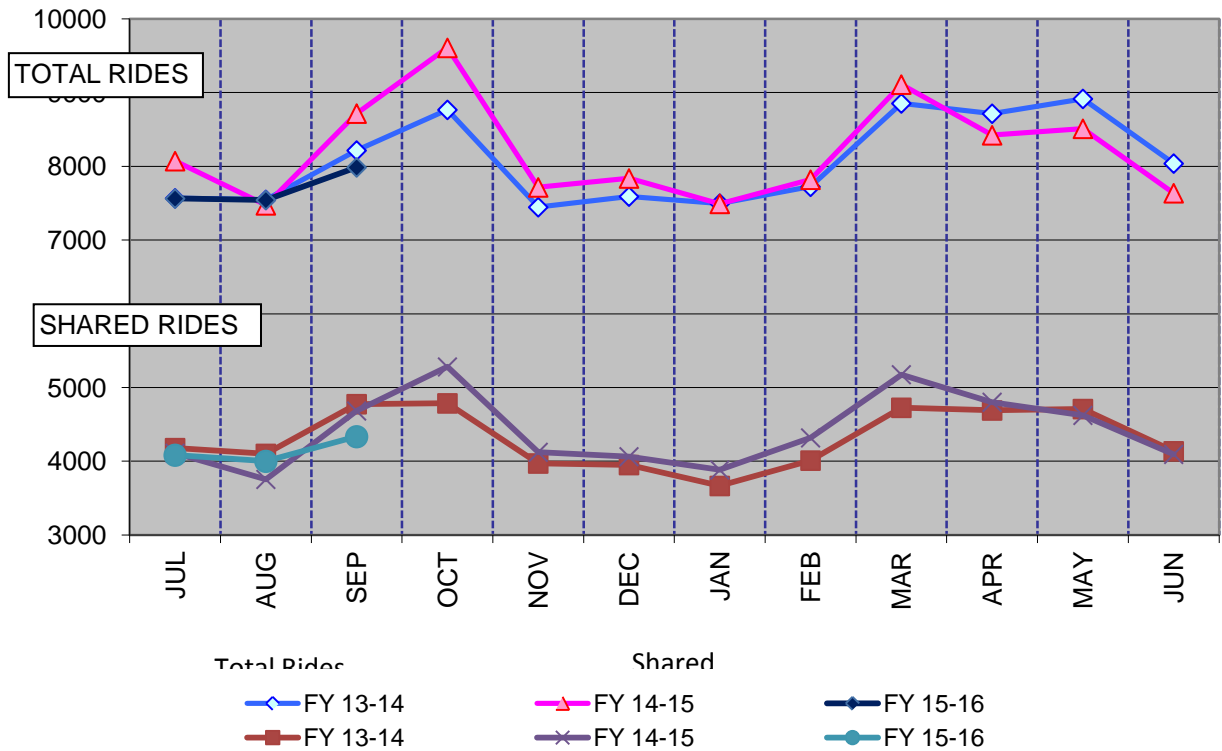
NUMBER OF RIDES COMPARISON CHART



Data Table for Number of Rides performed monthly.

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
FY 13-14	7567	7546	8215	8766	7446	7590	7495	7723	8853	8714	8915	8038
FY 14-15	8071	7472	8716	9607	7715	7836	7492	7819	9109	8422	8510	7636
FY 15-16	7563	7542	7986									

TOTAL RIDES vs. SHARED RIDES



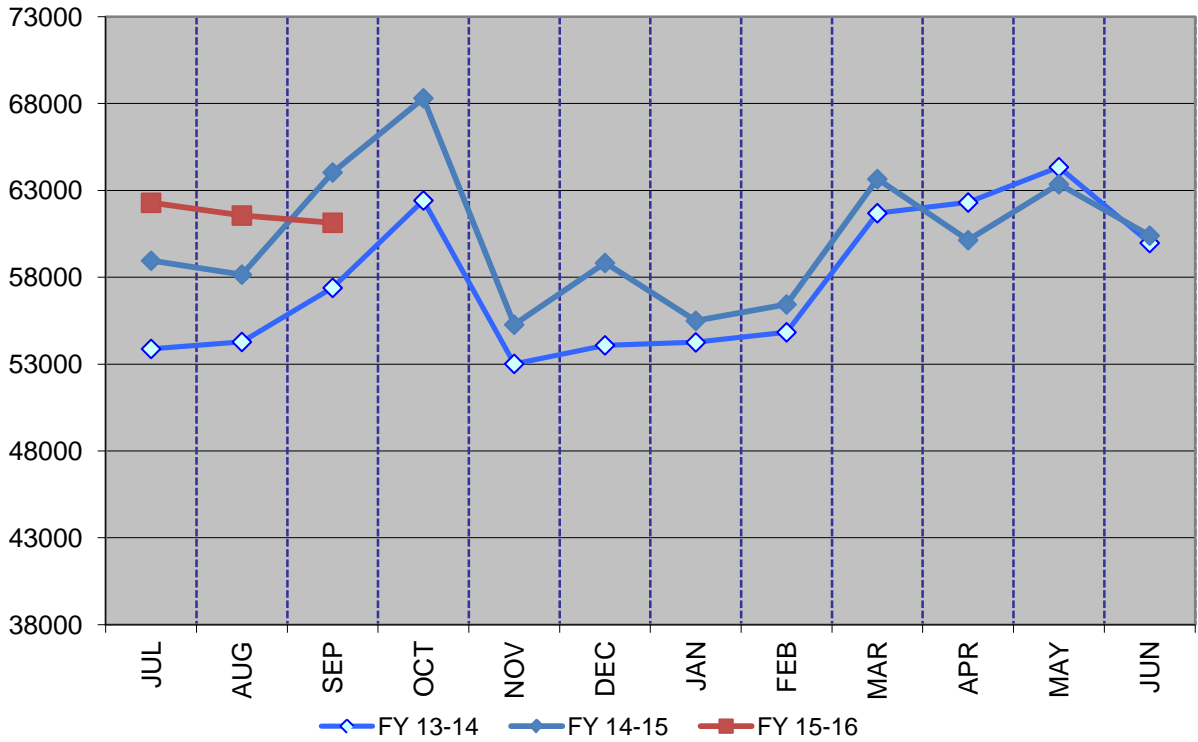
Data table for total number of rides provided.

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
FY 13-14	7567	7546	8215	8766	7446	7590	7495	7723	8853	8714	8915	8038
FY 14-15	8071	7472	8716	9607	7715	7836	7492	7819	9109	8422	8510	7636
FY 15-16	7563	7542	7986									

Data table for total number of shared rides provided.

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
FY 13-14	4179	4101	4775	4786	3971	3950	3666	4010	4726	4690	4709	4136
FY 14-15	4110	3755	4683	5280	4123	4063	3883	4318	5175	4801	4623	4094
FY 15-16	4083	4000	4334									

MILEAGE COMPARISON



Data table for monthly mileage

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
FY 13-14	53878	54278	57391	62420	53017	54083	54255	54833	61690	62304	64339	59974
FY 14-15	58954	58154	64034	68305	55269	58823	55495	56434	63651	60135	63353	60397
FY 15-16	62287	61555	61139									

Data table for year-to-date mileage

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY
FY 13-14	53878	108156	165547	227877	280894	334976	391682	446515	508205	570509	634848
FY 14-15	58954	117108	181142	249415	304685	363487	419053	475529	539180	599315	665306
FY 15-16	62287	123842	185008								

Monthly Assessments

	UNRESTRICTED	RESTRICTED CONDITIONAL	RESTRICTED TRIP BY TRIP	TEMPORARY	DENIED	TOTAL
SEPTEMBER 2014	62	0	9	3	0	74
OCTOBER 2014	51	5	7	7	0	70
NOVEMBER 2014	34	0	2	4	1	41
DECEMBER 2014	89	3	2	2	0	96
JANUARY 2015	28	1	3	11	1	44
FEBRUARY 2015	34	0	2	5	0	41
MARCH 2015	35	0	3	1	0	39
APRIL 2015	52	1	0	0	0	53
MAY 2015	39	0	0	2	0	41
JUNE 2015	36	0	4	4	0	44
JULY 2015	40	0	0	5	0	45
AUGUST 2015	21	0	2	4	0	27

Number of Eligible Riders for the month of August 2015 = 3788



DATE: November 13, 2015
TO: Board of Directors
FROM: April Warnock, Paratransit Superintendent
**SUBJECT: ACCEPT AND FILE THE ACCESSIBLE SERVICES REPORTS FOR
THE MONTHS OF JULY, AUGUST AND SEPTEMBER 2015**

I. RECOMMENDED ACTION

That the Board of Directors accept and file the Accessible Services Reports for the months of July, August and September 2015. Staff is recommending that this report be received as the final report; no further monthly/quarterly reports will be provided.

II. SUMMARY

- These Accessible Services Reports track activity of Santa Cruz Metropolitan Transit District's (METRO) Accessible Services Program (ASP) for the months of July, August and September 2015.
- The Accessible Services Coordinator (ASC) provides ongoing outreach to the disability and senior/older adult communities to promote METRO bus use and accessibility. ASC services included in METRO's Accessible Services Program are group orientations using METRO services and outreach to community groups.
- The ASC participates in METRO staff training and policy review regarding accessibility.
- The ASC represents METRO on outside Committees and Commissions.

III. DISCUSSION/BACKGROUND

The ASC's daily responsibilities are broken out into four categories as follows:

1. Mobility training that is customized support to allow access to METRO services.
2. Community outreach to promote METRO bus use and accessibility.
3. Participation in METRO staff training and policy review regarding accessibility.
4. Provides METRO representation on outside Committees and Commissions.

1. **Mobility Training that is customized support to allow access to METRO services can include:**

- **An Assessment:** The ASC meets the trainee to assess the trainee's capabilities to use METRO's service. They discuss the trainee's experience using public transit and set goals for training sessions. An assessment typically takes two to four hours.
- **Trip Planning:** Practice to use bus route schedules, maps, online resources and other tools to plan ahead for trips on METRO fixed route and METRO ParaCruz services. All mobility training includes some trip planning. Trip planning sessions typically take one to four hours.
- **Boarding/Alighting Training:** Practice to board, be secured, and alight (get off) METRO buses. This training is requested by persons using walkers, wheelchairs, scooters and service animals. The ASC coordinates the training session with the Operations Department to arrange working with an operator and an 'out of service' fixed route bus. Boarding/alighting training typically lasts three to five hours.
- **Route Training:** Practice using METRO buses to travel to destinations chosen by trainees. The training session includes practice on handling fares, bus riding rules and emergency situations. One training session can take two to eight hours. One or two sessions to learn one destination is typical. The number of training sessions varies with each trainee.

2. **Ongoing community outreach to promote METRO bus use and accessibility includes:**

- Set up and carry out class and group orientation to ride the bus: The ASC works with teachers, counselors, activity coordinators, and residents who request orientations for groups. After being introduced to METRO services by the ASC, the ASC facilitates groups in setting up field trips to ride buses together, receiving orientations at various destinations, including the Santa Cruz METRO Center and the Capitola Mall. The ASC provides guidance in obtaining Discount Fare Cards and other tools to encourage bus use.
- The ASC regularly attends meetings – such as the Santa Cruz County Seniors Commission and Commission on Disabilities – where transportation issues affecting older adults and people with disabilities are discussed and acted upon.
- The ASC is also invited to speak to other community groups to promote METRO and its accessibility. ASC time spent for each meeting

may include preparation such as agenda review, research on meeting topics, and assembling handouts. After attending the meeting, follow up activity may include reports on the meeting, individual information requests and referrals for mobility training and further outreach.

3. Participation in METRO staff training and policy review regarding accessibility includes:

- The ASC assists in specialized training sessions with newly hired Operators, for example; the 'Securement Testing' for new Operators.

4. Provides METRO representation on outside Committees and Commissions

- The ASC attends regular committee and commission meetings, such as the Santa Cruz County Commission on Disabilities and the Elderly and Disabled Transportation Advisory Committee as a METRO Representative. This includes all sub-committees of the committees/commissions.

Staff is recommending that this report be received as the final report; no further monthly or quarterly reports will be provided. As a result, net time savings to staff requirements will be high.

IV. FINANCIAL CONSIDERATIONS/IMPACT

On July 10, 2015, two (2) one day passes were utilized for route training.
On August 12, 2015 one (1) one day pass was utilized for route training.
On September 30, 2015 one (1) one day pass was utilized for route training.
Total cost of four (4) one day passes is \$24.00.

V. ATTACHMENTS

Attachment A: Accessible Services Program Report for July 2015
Attachment B: Accessible Services Program Report for August 2015
Attachment C: Accessible Services Program Report for September 2015

Prepared By: April Warnock, Paratransit Superintendent

VI. APPROVALS:

April Warnock, Paratransit Superintendent 

Approved as to form:
Leslyn K. Syren, District Counsel



Alex Clifford, CEO/General Manager



Accessible Services Report for July 2015

NOTE: TR is a generic reference for "Trainee" and the associated number is a unique identifier for each new trainee. This method is used in order to respect the confidentiality of the trainees.

Mobility training that is customized support to allow access for METRO services

- July 1- TR28 Conversation with TR28 and counselor. TR28 has been utilizing route 71 buses to travel between home and a class. (2 hours).
- July 6 – TR16 Follow up conversation with counselor regarding readiness for route training (2 hours).
- July 10 – TR46 Training on route 35 round trip between Boulder Creek and Felton Faire. (3 hours). The ASC round trip travel time was two hours.
- July 21- TR13 requests route training. Trip planning discussed. (2 hours).
- July 21- TR39 Conversation determined no further route training needed, file closed. (2 hours).
- July 27- TR7 Conversation setting up route training session (2 hours).
- July 27- TR46 Written summary completed. (1 hour).
- The amount of time dedicated to training sessions and follow up activity for the activities noted above is approximately 16 hours.
- Tracking of scheduled appointments vs. cancelled: Appointments scheduled on July 2 and July 21. No appointments were cancelled.

Community outreach to promote METRO bus use and accessibility

- July 1- Presentation to the Pajaro Valley Unified School District (PVUSD) Job Club at The Towers, Watsonville. There was an audience of 16 persons: 12 students, 2 counselors, a reporter and Career Development Specialist Ms. Butterworth. Topics of discussion were the accessible features of Metro service, how the bus helps people to hold jobs, and bus riding tips. Metro's web site was accessed to show students how to use the trip planner to plan a trip. The audience asked questions about fares, discount fares and where the buses traveled. Headways and business cards were distributed. (1 1/2 hours). The ASC round trip travel time was 2 1/4 hours.
- July 21- Presentation to Harbor High School, Special Day Class in Santa Cruz. Attending were Career Development Specialist Ms. Juarez and six participants.

Metro's web site was accessed to show students how to use the trip planner to plan a trip. The audience asked questions on destinations METRO buses travel to and how to obtain discount fare cards. Information was provided to facilitate individuals in learning to ride the bus and to facilitate field trips utilizing METRO's fixed route system. Headways and business cards were distributed. (1 1/2 hours). ASC travel time was 1 1/2 hours.

- Throughout July, the ASC communicated with approximately 26 individuals in person and/or over the phone. Most contacts regarded outreach, training and information requests.

Staff training and policy review regarding accessibility

- July 9- The ASC participated in the first staff transition training provided by Paratransit Supervisors Almanza and Sullivan regarding upcoming METRO ParaCruz' fare and service changes (3 hours).

Provides METRO representation on outside Committees and Commissions.

- July 21- Attended Pedestrian Safety Work Group (PSWG) at the Santa Cruz County Regional Transportation Commission (SCCRTC) offices in Santa Cruz: Five PSWG members, including Chair Ms. Elsea, reviewed progress on projects. Projects included Public Service Announcements and the distribution of the PSWG safety brochure (2 hours). The ASC round trip travel time between Santa Cruz Metro and the SCCRTC offices was 1/2 hour.

Accessible Services Report for August 2015

NOTE: TR is a generic reference for "Trainee" and the associated number is a unique identifier for each new trainee. This method is used in order to respect the confidentiality of the trainees.

Mobility training that is customized support to allow access for METRO services

- August 12- TR13 Conducted route training on routes 65, 55 and 68 travelling round trip between Santa Cruz and Capitola. (4 ½ hours) There was no ASC travel time.
- August 24- TR7 Confirmed next route training session (2 hours).
- August 25-TR16 Confirmed ready to resume route training. The ASC placed first phone call to trainee (instead of counselor) (2 hours).
- August 26- TR49 New referral. The ASC placed his first phone call to trainee (instead of counselor) (2 hours).
- August 26-TR50 New referral. The ASC placed first phone call to trainee (instead of counselor) (2 hours).
- August 31- TR13 Follow up conversation on future route training and completed written summary (3 ½ hours).
- The amount of time dedicated to training sessions and follow up activity for the activities noted above is approximately 16 hours.
- Tracking of scheduled appointments vs. cancelled: Appointment scheduled on August 24, No appointments were cancelled.

Community outreach to promote METRO bus use and accessibility

- August 27- Presentation for Foster Grandparents at Simpkins Family Swim Center in Live Oak- Attending were 60 Foster Grandparent volunteers, facilitator Ms. Greenwood and support staff. Questions were answered regarding mobility training, discount fares and where buses travelled. Headways, ParaCruz Changes brochures and business cards were distributed (2 hours). ASC round trip travel time was one hour.
- August 28- Presentation to Imagine Independent Living Services in Aptos- Attending the overview presentation of METRO's Accessible Services Program was Executive Director Mr. Pascover and four staff persons. Information was provided to assist clients that IILS staff worked with to ride METRO buses safely and questions were answered regarding bus service and mobility training.

Headways, discount fare forms, Mobility Training and ParaCruz Changes brochures were distributed. (1 1/2 hours). The ASC round trip travel time was 2 hours.

- Throughout August, the ASC communicated with approximately 44 individuals in person and/or over the phone. Most contacts regarded meeting follow up and outreach.

Staff training and policy review regarding accessibility

- August 11- Provided Verification of Transit Training (VTT) refresher training on the Americans with Disabilities Act (ADA) to a class of 10 fixed route bus operators. Also attending was Assistant Safety and Training Coordinator Ms. Toline. (1 ½ hours). Since the training took place at Pacific Station, there was no ASC travel time.
- August 13- Provided the ADA refresher module with Ms. Toline to a VTT class of five fixed route bus operators (1 ½ hours).
- August 18- Provided the ADA refresher module with Ms. Toline to a VTT class of 12 bus operators (1 ½ hours).
- August 19- Provided assistance to the Securement Testing for a class of nine new bus operators. One community member also participated. (4 ¼ hours). ASC preparation was ¾ hours. Since the testing began and ended at Pacific Station, there was no ASC travel time,

Provides METRO representation on outside Committees and Commissions.

- August 11- Attended the Elderly and Disabled Transportation Advisory Committee (E&D TAC) at the Santa Cruz County Regional Transportation Commission (SCCRTC) offices in Santa Cruz. Also attending were nine members of the committee, including Chair Ms. Elsea, four guests and two SCCRTC. METRO Paratransit Superintendent Ms. Warnock represented METRO at this meeting. The ASC attended as Alternate. The Committee approved a letter to be sent to METRO requesting that METRO ParaCruz continue its “door-to-door” service and not introduce a “door-to-curb” option, even if requested by customers. The Elderly and Disabled Transportation Advisory Committee (E&D TAC) has strong concerns for the safety of people with cognitive impairments, which are hard to assess and can change quickly (1 ½ hours). The ASC round trip travel between Santa Cruz Metro and the RTC was ½ hour.
- August 13- Attended the Santa Cruz County Commission on Disabilities at the SCCRTC offices. Guest Ms. Dowling shared with Commissioners that her access to doctors’ appointments will be cut when the METRO ParaCruz service area changes September 10. Ms. Dowling noted that she had met with County

Supervisor Bruce McPherson and asked for his help. Guest Mr. Patrick initiated discussion of a draft letter he is writing, intended to be sent to METRO (it was not distributed at the meeting) addressing concerns about the need to mitigate impact on paratransit riders when the upcoming changes to paratransit take effect. The discussion included a review of the services the Accessible Services Coordinator has provided to the community in the past. Attending were six Commissioners, including Vice Chair Ms. Taylor. Coordinator Ms. Thuerwachter and three guests were also present (1 hour). The ASC round trip travel time between Santa Cruz Metro and the SCCRTC was ½ hour.

- August 18- Attended the Santa Cruz County Seniors Commission at the SCCRTC offices. Seven Commissioners, including Chair Ms. McKibbin discussed collaborating on the draft letter discussed by Mr. Patrick at the Commission on Disabilities meeting on August 13. The ASC attended the beginning and the end of this meeting due to providing the VTT ADA refresher training at METRO. Also attending were three guests and Coordinator Ms. Thuerwachter. (¾ hour). ASC round trip travel time between the Metro and SCCRTC was ½ hour.

Accessible Services Report for September 2015

NOTE: TR is a generic reference for "Trainee" and the associated number is a unique identifier for each new trainee. This method is used in order to respect the confidentiality of the trainees.

Mobility training that is customized support to allow access for METRO services

- September 8- TR49 Assessment set up (2 hours).
- September 9- TR16 Assessment set up (1 hour).
- September 11- TR7 Trainee cancels route training session.
- September 14- TR16/TR49 Pre-training route evaluation on routes 91X, 71 Clifford and 75 Green Valley and path of travel in neighborhoods (4 hours).
- September 15 – TR16 Completes assessment. Walked from school to nearest bus stops. Discussed trip planning. (2 hours). ASC travel time between Santa Cruz and Watsonville was 1 ¾ hours.
- September 23- TR49 Completes assessment. (1 hour). ASC travel time was 2 ½ hours.
- September 24- TR16 Completes route check and assessment summaries and updates file. (4 ½ hours).
- September 24- TR49 Completes route check and assessment summaries and opens file (3 hours).
- September 25- TR13 File update (1hour).
- September 25- TR45 Communicates via phone and email. Updates file. (1 hour).
- September 28- Communication via email. No further route training is requested. File closed. (4 hours).
- September 28- TR49 Confirms route training session. Sent additional information. (1 ½ hours).
- September 29- TR7 Trainee confirms next route training session. (1 hour).
- September 30- TR42 Communication via phone and email. Updates file. (1 hour).

- September 30- TR16 Provides route training on route 71 to trainee's Watsonville class. Met with counselors and received two new referrals for route training (4 hours). ASC travel time is 1 ¾ hours.
- The amount of time dedicated to training sessions and follow up activity for the activities noted above is approximately 37 hours.
- Tracking of scheduled appointments vs. cancelled: Appointments scheduled on September 8, 9, 15, 23 and 29. Appointment cancelled on September 11.

Community outreach to promote METRO bus use and accessibility

- September 3- Attended a California Highway Patrol (CHP) Senior's Driving Class ("Age Well, Drive Smart" at the Aptos Public Library- CHP Officer Ms. Sharp conducted the class, attending were 35 seniors. Included in the curriculum was the option of using METRO as an alternative to driving. Discussion included information on discount fare, where buses travelled, and mobility training. Headways booklets, Large Print Headways and business cards were distributed. (2 hours). ASC round trip travel time was 1 1/2 hours.
- September 16- Attended the Santa Cruz County Fair at the Fairgrounds in Watsonville. Joined the Customer Service and METRO ParaCruz staff working the METRO table and vehicle display area. Spoke about METRO's Accessible Services Program to over 50 persons and answered their questions. Stokes Straps, Get Mobile with Metro brochures, Large Print Headways and business cards were distributed. (4 1/2 hours). The ASC round trip travel time between Santa Cruz and Watsonville was 2 hours.
- Throughout September, the ASC communicated with approximately 30 individuals in person and/or over the phone. Most contacts regarded training, outreach and meeting follow up.

Staff training and policy review regarding accessibility

- September 29- Provided Verification of Transit Training (VTT) refresher training on the Americans with Disabilities Act (ADA) to a class of 7 fixed route bus operators. Also attending was Assistant Safety and Training Coordinator Ms. Toline. (1 ½ hours). Since the training took place at Pacific Station, there was no ASC travel time.

Provides METRO representation on outside Committees and Commissions.

September 10- Attended the Santa Cruz County Commission on Disabilities meeting at the SCCRTC Santa Cruz offices. Five Commissioners attended, including Vice Chair Ms. Taylor; the Commission was one member short of a quorum to approve Motions. Also attending were Coordinator Ms. Thuerwachter and three guests. Guest Mr.

Holeman explained to Commissioners that METRO ParaCruz service to his daughter was being cut starting today. His daughter relied on that transportation to get safely from her Lompico home to a Santa Cruz Hope Services job site. The ASC provided ParaCruz Changes brochures and encouraged those present to notify METRO of service cut impacts and other concerns. Commissioner Neily linked the cuts in METRO ParaCruz service to the proposed cut from full to half time for the Accessible Services Coordinator position. (2 hours).

The ASC round trip travel time between Santa Cruz Metro and the SCCRTC offices was ½ hour.

TO: Elderly & Disabled Transportation Advisory Committee
FROM: Rachel Moriconi, Senior Transportation Planner
REGARDING: Draft 2016 State and Federal Legislative Programs

RECOMMENDATIONS

Staff recommends that the Elderly/Disabled Transportation Advisory Committee:

1. Provide input on the RTC's Draft 2016 State and Federal Legislative Programs (Attachments 1 & 2, respectively- *to be emailed separately*) and identify any additional legislative issues the Regional Transportation Commission (RTC) should pursue or monitor in 2016.
-

BACKGROUND

Each year the Regional Transportation Commission (RTC) adopts legislative programs to guide its analysis of the impacts of state and federal legislative or administrative actions transportation in Santa Cruz County. Working with other transportation entities and its legislative assistants the RTC develops and implements the RTC legislative program, monitoring bills and other federal and state actions that could impact transportation in Santa Cruz County.

DISCUSSION

Staff is in the process of developing the RTC's 2016 State and Federal Legislative Programs. The Draft 2016 State and Federal Legislative Programs will be available December 3, 2015 and distributed separately as Attachments 1 & 2, respectively. **Staff recommends that RTC's advisory committee members provide input on the RTC's legislative program and identify any additional issues the RTC should monitor or pursue in 2016.** The RTC is scheduled to approve the Legislative Programs at the January RTC meeting.

SUMMARY

This report provides the initial Draft 2016 State and Federal Legislative Programs for review and comment. The RTC is scheduled to approve the documents in January 2016.

Attachment 1 - Draft State Legislative Program
Attachment 2 - Draft Federal Legislative Program

I:\E&DTAC\2015\12-Dec-08\WordDocuments\SR_draftLegProgram2016.docx

TO: Regional Transportation Commission (RTC)

FROM: Rachel Moriconi, Senior Transportation Planner

RE: Rail Transit Feasibility Study – Final Report

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission:

1. Accept the *Rail Transit Feasibility Study – Final Report* for the Santa Cruz Branch Rail Line (online at: www.sccrtc.org/rail); and
 2. Direct staff to seek funding to conduct environmental review, preliminary engineering and other analysis needed to answers outstanding questions regarding potential rail transit options.
-

BACKGROUND

In 2012 the RTC purchased the Santa Cruz Branch Rail Line in order to expand transportation options in Santa Cruz County. The rail line generally parallels the coast from Davenport to Watsonville/Pajaro Junction, through the most heavily populated areas of the county. With the rail line under public ownership, the RTC received a transit planning grant from the California Department of Transportation (Caltrans) to analyze a range of rail transit options on the rail line and further the state's mission to improve mobility and the quality of life in California.

Previously, the RTC completed the Monterey Bay Sanctuary Scenic Trail Network (MBSST) Master Plan which provides guidance and cost estimates for constructing a bicycle/pedestrian trail within the right-of-way adjacent to the railroad tracks. Iowa Pacific – operating locally as Santa Cruz & Monterey Bay Railways (SC&MB) – owns an easement and has been assigned Common Carrier status by the Federal Surface Transportation Board to provide freight operations on the rail line. Big Trees Railroad/Roaring Camp and SC&MB operate recreational/excursion service on portions of the rail line.

In May 2014, the RTC awarded a contract to Fehr & Peers, which specializes in transit planning, to conduct the rail transit study. The consultant team includes experts in rail operations and service planning (LTK Engineering Services), rail engineering and capital costs (RailPros), and transportation funding (Schaevitz). Agencies with experience in planning and implementing rail transit provided peer review of technical information; local agencies and stakeholders provided input at several points during development of the study. The study was prepared in

partnership with Santa Cruz METRO, Iowa Pacific/Santa Cruz & Monterey Bay Railway, and Caltrans who provided oversight as members of the Project Team.

On May 21, 2015, the draft rail study was released for public review. Comments on the draft document were due July 31, 2015. The RTC conducted a broad range of public outreach activities to encourage community participation in the review of and discussion about the findings in the draft study (summarized in Appendix A of the study). The draft document, fact sheets, flyers and background materials were available on the RTC webpage (www.sccrtc.org/rail) and at numerous meetings and events. Information was available at local libraries and distributed through newsletters, emails, web newsfeeds, news media, and local business and community groups. At its September 2015 meeting, the RTC discussed input received on the draft study (including over 400 emails, comment forms, and letters - online at: www.sccrtc.org/rail-study-comments, comments received at meetings, and over 2,600 responses to the online survey). While there is a broad spectrum of opinions, ranging from those that oppose adding any transit service on the rail line to others that would like to see passenger rail service immediately implemented, many community members had questions or suggestions regarding certain aspects of rail transit service.

DISCUSSION

The Rail Transit Feasibility Study provides cost and ridership estimates for and analyzes a range of sample rail transit options on the Santa Cruz Branch Rail Line between Santa Cruz and Watsonville/Pajaro based on goals and objectives developed with community input in Summer 2014 and service scenarios and evaluation metrics approved by the RTC in September 2014.

Based on the technical analysis and evaluation conducted by the consultant team, the study finds that introducing rail transit service on the Santa Cruz Branch Rail Line is feasible from a constructability and operational standpoint. Rail transit service has the potential to improve accessibility and mobility along the rail corridor and aligns with goals, objectives and sustainability principles identified in the RTC's Regional Transportation Plan (RTP), AMBAG's Metropolitan Transportation Plan (MTP)/Sustainable Communities Strategy (SCS), Caltrans' California Transportation Plan, Smart Mobility Framework, Strategic Management Plan, District System Management Plan, Highway 1 Corridor System Management Plan, and State Rail Plan. Regardless of the final station locations, station design, schedules, frequency, and vehicle technology utilized, rail transit is considered in order to improve long term accessibility and mobility along this underutilized transportation corridor, provide an alternative to driving on congested roadways, and provide more reliable travel times than vehicles using the congested roadway and highway network. Rail transit service would provide additional travel options for getting to work, going to school, visiting friends, or running errands. Rail transit attracts riders who may not otherwise take a bus, in addition to those who cannot drive, walk or bike to their destinations. It could facilitate economic development and land use that preserves and revitalizes local, walkable communities; reduce gasoline consumption from private automobiles; provide a comfortable ride where people can relax; help

relieve the pressure to develop farm land and create a mobility option for future generations along the narrow coastal shelf between the mountains and ocean.

Document Updates

Based on input received on the draft study, the document has been updated to provide clarification and additional information on many of the topics raised by members of the public, Commissioners, RTC Committees, interest groups and partner agencies, as summarized in Attachment 1.

The most significant change is that Section 8 has been revised, based on strong interest in providing rail transit service to Watsonville, comments on priority goals and objectives, and concerns from many members of the community that rail transit service every 30 minutes (up to 30 round trips per day) is too frequent. The updated document outlines possible parameters for providing service between Santa Cruz and Watsonville (summarized in Attachment 2). Section 9 has been modified and expanded to provide additional information on implementing rail service (summarized in Attachment 3). Additional information has also been included regarding rail vehicle technology, noise, the Monterey Bay Sanctuary Scenic Trail (MBSST), bicycles on rail vehicles, and other topics.

Fehr and Peers will present the final report at this meeting. **Staff recommends that the RTC accept the Rail Transit Feasibility Study-Final Report** (online at: www.sccrtc.org/rail), **inclusive of any modifications requested by the board at this meeting.**

Next Steps

Any final changes requested by the RTC board at this meeting will be made and the final study will be posted on the RTC website, printed and distributed to libraries and Caltrans, as well as available to partner agencies and Commissioners.

As demonstrated by the extensive public input received on the draft study (see September 3, 2015 staff report), there are many outstanding questions or suggestions about the parameters for and implementation of rail transit service. Since the Rail Study is a planning-level document it provides a general evaluation of a range of rail transit service scenarios on the Santa Cruz Branch Rail Line; it does not answer all of the questions raised by staff, Commissioners, and members of the community. As described in Sections 8 and 9 of the revised document, **there are a wide range of factors that would need to be taken into consideration before deciding to implement rail transit service and selecting a preferred alternative. Project-level environmental documentation and preliminary design engineering would more fully answer questions** raised by providing design to a 20-30% level, more detailed analysis about ridership, costs, environmental impacts/mitigations, transit coordination, station design and vehicle options. To address many of the outstanding questions about rail transit service on the Santa Cruz Branch Rail Line, **staff recommends that the RTC direct staff to seek funding to conduct environmental review, preliminary engineering and other needed analysis for potential rail transit options.** See *separate*

staff report regarding recommendation to include funding for this more detailed evaluation of rail transit service in the local sales tax measure expenditure plan.

In consideration of numerous public comments on the draft document and overall goals and objectives for rail transit, any detailed analysis should focus on the Santa Cruz-Watsonville/Pajaro corridor, and the phased service options described in the revised Section 8. The RTC should also monitor vehicle technology advancements. Additionally, as with all public transportation and infrastructure projects, funding would need to be secured for construction, vehicles, and ongoing operations and maintenance. New local funds, such as a local sales tax, could provide not only operations and maintenance revenue, but also matching funds to compete for federal or state grants, essential for funding construction and other upfront capital expenses.

In addition to requesting more detailed answers to technical and policy-level questions about noise, vehicle technology, service hours and frequency, ridership, rail station design and parking, integration with the bus system, and other factors, some RTC board and community members have expressed interest in better understanding any other feasible options for the corridor, in order to provide the fullest data set as the RTC evaluates its options and makes decisions regarding use of the Santa Cruz Branch Rail Line. This includes how other uses could either complement or replace rail service, such as bus rapid transit (BRT), "trail-only" use, combined trail and BRT use, and possible use of pod cars in the right-of-way. Some have indicated that definitive answers to these questions are needed before moving forward with rail transit service. If the RTC receives funding for the Unified Corridor Plan, the forthcoming county-level travel model and planning effort could provide a comparative evaluation of possible transportation investments on the Watsonville-Santa Cruz travel corridor.

SUMMARY

The RTC was awarded a transit planning grant to analyze rail transit service along the Santa Cruz Branch Rail Line. The study includes cost, ridership, and funding information for a range of public transit service scenarios within the most populated sections of the rail corridor. Based on comments received on the draft study, the study was updated to provide clarification and additional information on several topics ([Attachment 1](#)). Staff recommends that the RTC accept the final consultant report (online at www.sccrtc.org/rail) and seek funds for environmental analysis and preliminary design work, in order to determine how best to proceed with utilizing the rail corridor.

Attachments:

- Online: Rail Transit Feasibility Study - Final Report – www.sccrtc.org/rail
- 1. Summary of comments and updates
- 2. Suggested Parameters for Service (*Summary of updated Section 8*)
- 3. Implementation Steps (*Summary of updated Section 9*)

Summary of Public Comments on the Draft Study and Updates in Final Rail Transit Study

The following is a summary of comments received on the draft rail feasibility study by topic and a summary of updates made in the final study (*shown in italics*). Input was received by the RTC via emails, letters, comment forms, an online survey, and at several meetings held from May 21, 2015 to July 31, 2015. All of the emails, comment letters, and forms, as well as the survey results, were posted on the RTC website and available to the RTC board. While the following summary does not include every unique comment, additional information is included in the final document in response to most comments and questions received during the comment period. Answers to some questions and comments are beyond the scope of this feasibility study and would not be explored until detailed analysis is done in later phases, including project-level environmental review, design engineering, or operational service planning; or as part of a comparative unified corridors plan.

GENERAL SUMMARY OF COMMENTS

- Comments received ranged from strong support for any type of rail service, to support of certain types or frequency of service, to voicing concerns about potential impacts or certain aspects of scenarios analyzed, to strong opposition to any type of rail service, to opposition to any activity on the rail line and other comments in between.
- Many respondents that expressed general support for rail transit proposed specific parameters (e.g. service area, station locations, vehicle types, cost, service hours) for a preferred service scenario.
- Concerns expressed by those opposed to rail transit often focused on the number of daily trains, cost, ridership estimates, horn noise, and trail integration.

SERVICE CHARACTERISTICS

- **SERVE WATSONVILLE:** Strong support for serving Watsonville to address congestion and equity. Some suggested a “hybrid” scenario, with peak or commute hour service to Watsonville and regular local service between Westside Santa Cruz and Aptos/Cabrillo throughout the day. *Document Updates: Section 8 was revised to show options for a hybrid scenario that serves Watsonville.*
- **REGIONAL RAIL CONNECTIONS:** Support for regional rail connections at Pajaro to provide both links for Santa Cruz County residents to travel to places outside the county and for visitors to come to Santa Cruz County without their vehicles, many citing that regional connection would be key to project success and/or funding. Connections to Monterey were also encouraged. *Document Updates: Addressed in document as Scenario J and revised Section 8.*
- **HOURS and FREQUENCY:** Concerns were expressed that 60 trains a day is too many. Others requested that trains run frequently so service is convenient for regular use. Some respondents wanted frequent service throughout the day (not just peak periods). Some communicated importance of late night service for students and workers with non-traditional hours. Some were opposed to early morning or late night service. Some requested that train service operate on holidays. *Document Updates: The sample service scenarios identified in the study include a range of service hours and frequencies in order to understand differences in costs and ridership. Text edited to emphasize that actual service hours would be established with public input during service planning*

(similar to bus system service planning), including in Sections 8 and 9. Section 8 suggests scalable implementation options.

- **SPEED:** Concerns that trains traveling 45-60 mph would be too fast in neighborhoods. *Document Updates: Clarifies that under the scenarios analyzed, trains are traveling 25-35 mph on average, provides information on regulations regarding train speeds, and sample trip graph (Section 5.1.2).*
- **FARES:** Requests for a unified fare card that works on buses. Request for affordable fares. Requests that rider fares cover a higher percentage of the cost. *Document Updates: Additional information added to Section 9.3 about fare collection and rate options used by transit systems. Additional information on farebox recovery ratios (portion of cost covered by rider fares) added to section 6.4.3.*
- **SPUR LINE:** Requests for service to downtown Santa Cruz via Chestnut Street, to Harvey West businesses, and to San Lorenzo Valley; suggestions to reach out to Roaring Camp and Big Trees RR. *Document Updates: Executive Summary includes explanation that this study focuses on the main portion of the RTC-owned Branch Rail Line between Santa Cruz and Watsonville/Pajaro. Coordination with Big Trees/Roaring Camp to extend service toward Harvey West and the San Lorenzo Valley could take place in the future.*
- **OVER-THE-HILL:** Interest in expanding future train service to the Bay Area north through the Santa Cruz mountains. *Document Updates: Expanded discussion in the "history" section of Section 1: Introduction regarding the history of rail corridor over "the hill" and current conditions. This study focuses on the existing RTC-owned Santa Cruz Branch Rail Line.*

VEHICLES:

- **VEHICLE TECHNOLOGY:** High level of interest in lighter, smaller, quieter, more efficient vehicles than traditional commuter trains. Interest in energy options other than diesel. *Document Updates: Expanded information on current and potential future vehicle options, including rail transit vehicles that are low and zero emission, included in Sections 2 and 8.2.4. General information about available vehicle technologies/types is already included in the document.*
- **VEHICLE DESIGN:** Requests that rail cars have the capacity to accommodate many bikes, large baggage (surfboards, kayaks, etc.), dogs and restrooms. *Document Updates: Text added throughout the document and in Section 2, especially regarding bikes on board. Section 8 notes that given the high level of community interest in this feature, specifications for rail transit vehicles should include accommodations for transporting bicycles. The specifics would be decided at future stages. Vehicle design and floor plan could undergo public review prior to vehicle procurement/purchase.*

STATIONS

- **STATION LOCATIONS:** Concern expressed that proposed stations are not close enough to major destinations and employment centers, such as UCSC, Dominican Hospital, the Capitola Mall, and Cabrillo College. Suggestion that downtown station be moved to the north leg of the wye (by old Depot Park station) to be closer to downtown and Laurel St. buses serving UCSC, others suggested that Westside Santa Cruz be considered the primary UCSC station instead of Bay St. *Document Updates: Section 8 was modified to include a potential initial service option with less frequent service and shorter length between Watsonville and Depot Park in downtown Santa Cruz. Text added to Section 8 regarding access to/from stations. Coordination with METRO buses and future developments*

discussed in Section 9. Appendix H includes maps and information on key destination and employment areas within ¼ and ½ mile of potential rail stations analyzed in this study.

- AMENITIES: Suggestions that stations include bathrooms and concessions/retail (latter to finance project) and wi-fi in stations/on trains to enhance trip productivity. *Document Updates: Updated text in several sections to clarify that detailed station design would be decided at future stages of rail transit development.*
- PARKING: Comments that additional parking at stations is needed, and that permitting may be appropriate to prevent spill over into neighborhoods. *Document Updates: Discussion of parking in Sections 8 and 9 expanded to identify policy decisions and experience in other areas, and coordination needed with local jurisdictions for parking restrictions. The location and size of park-and-ride lots would be analyzed in future stages of rail transit development.*

COST

- COSTS & FUNDING: Concerns expressed about the total cost, that cost would outweigh benefits, cost per rider, that funding (including ongoing Operating & Maintenance) is uncertain, and that considerable support by taxpayers would be required. Comments that project will be more expensive in the future, so investment should happen now. *Document Updates: Text added to Sections 6, 8 and 9 about cost and funding methodology, farebox recovery rates, and comparable rail system costs. O&M costs are based on an average of costs shown in the National Transit Database; study includes 30% contingency. Sections 6 and 7 include comparisons of costs and farebox recovery rates for other transit systems.*
- ALTERNATIVE SPENDING OPINIONS: Support expressed for spending funds on other transportation projects, including widening Highway 1, expanding Metro bus service, and fixing local roads. Comments that rail construction costs less than widening Highway 1. *Document Updates: The Santa Cruz County Regional Transportation Plan (RTP) included an analysis of different funding scenarios for the countywide transportation system. Comparative information about specific other transportation modes or projects is proposed to be analyzed as part of Unified Corridors Plan.*
- METRO FUNDING: Concern that rail project would dilute funds to Metro. *Document Updates: Section 6.4 modified to focus on funding sources that are potentially available for rail transit and text added to Section 6.4 to emphasize that the study assumes funds currently designated for METRO operations would not be available for rail transit; STIC and METRO UCSC fees removed from list of candidate sources.*

RIDERSHIP

- RIDERSHIP MODEL: Ridership numbers were thought to be either too optimistic (high) or too conservative (low), especially for Watsonville. Clarification requested on how the ridership numbers were generated, including Santa Cruz specific factors (students, tourists), growth projections, and how rail transit ridership might affect congestion on Highway 1 and local arterial roads. Concern was expressed that those who do not currently ride the bus would not switch out of their cars, or that Santa Cruz does not have the density to support rail. *Document Updates: Discussion in Section 5 on ridership methodology expanded. Appendix added with the input factors used. Modify text related to the AMBAG travel demand model to clarify about model capabilities.*

TIMING

- TIMING: Comments that it is taking too long to implement rail service and that a 10 year time line is too long. *Document Updates: The timeframe would depend on when/if a certain service alternative is pursued; based upon experience of other rail projects implemented in the past decade, a 10 year timeframe is considered realistic for a system requiring environmental review and procuring new vehicles.*

IMPACTS AND BENEFITS

- NOISE: The most common concern voiced was regarding noise. In particular, horn noise was of greatest concern, though there was some concern regarding the noise from vehicle engines and wheels. Many people reported being bothered by the horn noise from past recreational trains on the Westside of Santa Cruz and voiced opposition to any rail projects if that volume of horn/duration of signal were to be used. Support expressed for Quiet Zones, though some are concerned that Quiet Zone crossing warnings would still be too loud. *Document Updates: Additional information on horn options and regulations, quiet zones, rail infrastructure and vehicles added to Section 8.*
- ENVIRONMENT: Belief was expressed that the rail project would have positive environmental impacts and reduce emissions in general. Concern was expressed about emissions from trains on nearby neighborhoods. Strong support was expressed for creating environmentally-friendly alternatives to automobile travel. Belief expressed that Highway 1 creates too much pollution via congestion. *Document Updates: Text added to Section 8 regarding vehicle emissions. Environmental benefits and impacts would be evaluated in more detail in a future environmental documentation phase. Text added in several sections on California, regional (RTC and AMBAG), and local sustainability goals and plans.*
- ECONOMY: Belief expressed rail project would be good for the economy, specifically providing access to jobs and increasing mobility options for visitors. *Document Updates: Add additional information on economic benefits of transit included in Section 1.*
- LAND USE: Concerns and/or support that rail transit could result in densification around stations. Some believe this will create an undesirable urban feel, while others believe it will curb urban sprawl and preserve agricultural land, support the state-mandated Sustainable Communities Strategy (SCS), support construction of affordable housing options, and/or encourage new employers to locate in Santa Cruz County. Others stated that rail could provide access to recently approved development, such as Aptos Village. *Document Updates: Add additional information on impacts rail has on land use and the SB375 Sustainable Communities Strategy (SCS) added to Section 1.*
- CROSSINGS: Strong concern was expressed about potential traffic impacts that rail transit (especially with the maximum studied - 60 trains/day) would have at street crossings, and requests that more information be included in the study. *Document Updates: Text on at-grade crossing and gate downtimes added to Section 8, including information about typical crossing gate time on local streets, based on other rail systems and factors that might impact crossings.*
- CONGESTION RELIEF: Many respondents commented rail transit would reduce congestion, some others believe it will not. Many focused on the need for more reliable and faster alternatives to driving or riding buses on congested roads. *Document Updates: Introduction and Section 7 updated to clarify that rail transit would increase travel choices by providing an additional travel option with reliable travel times.*

- **PROPERTY VALUES:** Concern that rail project would negatively affect nearby property values. Comments that the rail project would positively affect property values and economic activity near stations, particularly in commercial areas. *Document Updates: Information added to Section 7.4 about the role rail has had on property values in other areas.*
- **ACCESS TO COAST:** Some concern expressed that rail transit would restrict beach access; the Coastal Commission stated it would enhance beach access. *Document Updates: Information from Coastal Commission comment letter added. Coastal access would also be analyzed in the environmental document.*

INTEGRATION WITH OTHER MODES:

- **ACCESS TO STATIONS:** Many questions about access to and from the rail transit system or “first/last mile” and total trip time. Strong support for using bicycles to access rail transit. Other suggestions include shuttles, ride pools, a bike/pedestrian bridge to Cabrillo. *Document Updates: Text added to Section 8 regarding access to/from stations.*
- **BUS COORDINATION:** Comments strongly support Metro bus and rail service working in tandem as an integrated transit network. Specifically, a system of feeder busses to the rail line is suggested, with many suggesting that current Metro routes will need to be modified. *Document Updates: Study includes information about current transit routes, assumes funding sources currently used for bus operations would not be used for rail operations, and includes information about a coordinated transit network. Section 9 includes discussion about schedule planning and coordination and transit system governance options.*
- **Trail/MBSST:** Strong support for the trail. Some supported a trail only option. Others supported combined trips using trail and rail to go longer distances, especially for people with limited mobility. Questions about safety, access to, and width of the trail, including need for additional bridges and the locations of sidings. *Document Updates: Discussion on integration and coordination of trail and rail, as well as right-of-way widths expanded in Introduction.*
- **BIKES:** Strong support for allowing bicycles on trains, including a bike-specific car similar to Caltrain. Strong support for covered/secure bike parking at stations, inclusion of bike sharing systems, as well as the need to improve bicycle facilities around stations (in addition to MBSST). *Document Updates: Information about bike on board railcars added to Section 2. Section 8 recognizes strong support for integrated bicycle facilities, amenities and accommodation of bikes on rail transit vehicles. Document notes that specific details about vehicle and station amenities would be determined in future project stages.*
- **RECREATIONAL TRAINS:** Respondents generally less supportive of recreational trains than rail transit. Concerns expressed that rail line would only benefit tourists. Others expressed belief that tourists using the train would be of benefit to the economy and reduce tourist-related congestion. Support for recreational trains to Davenport, Coast Dairies and other north coast public lands. *Document Updates: Sections 1 and 2 include information about current and potential future recreational excursion and tourist-type passenger rail services. Text was added to emphasize that the scope of this study is public transportation and notes that ridership projections from recreational users was not modeled, but could result in higher ridership numbers. Text also added under Sections 1 and 7.4 to reflect benefits identified by the California Coastal Commission.*
- **OTHER MODES:** Other ideas for modes/use of the rail line (besides the Monterey Bay Sanctuary Scenic Trail/Coastal Rail Trail) include: Bus Rapid Transit (BRT), Railbus, Personal Rapid Transit (PRT),

monorail, a new road, waste removal, and utility location (water, broadband). *Document Updates: The scope and budget of this analysis limited the analysis of rail transit technologies to those widely used in the United States. Additional text was added to Sections 2 and 8 about potential rail transit vehicle options, including vehicles that are low and zero emission.*

- FREIGHT: Comments that there is limited demand for freight and that rail transit should have priority use of the rail line. Requests for clarification about the requirements for providing freight service and how freight and passenger rail would function together, including vehicle or temporal separation requirements. Comments that nighttime freight service could be unpopular. *Document Updates: Provided additional clarification under "Regulatory Setting" and "Integration/ Coordination with Freight Service" in Chapter 9 about federal and state rules and regulations.*

Other comments not included above:

SUPPORT OPINIONS

- Start rail service as soon as possible
- Rail line is great resource - be brave, think big
- Transportation alternatives – rail and trail - are needed, especially because of congestion and growth
- Do not remove the tracks – will be an important future asset
- Transit here should be more like Europe/East Coast/Portland
- Bus is not a viable alternative, is stuck in traffic

OPPOSE OPINIONS

- Trains should not run through residential neighborhoods
- V2V technology will surpass rail technology
- Rail right-of-way should only be used for a trail, no trains
- Train will ruin beauty/peace

\\\\rtcserv2\\internal\\rail\\planningrailservice\\passengerrailstudy_ctgrant\\reportstudy\\updates4final\\appendices\\appendixapubinput
\\summarypublicinputupdates2015draft.docx

Suggested Parameters for Rail Transit Service

Summary of Section 8 of Rail Transit Feasibility Study: Final Report

The Santa Cruz Branch Rail Line Rail Transit Study provides an assessment of capital, operations, ridership, and funding for sample rail transit service scenarios and finds that all rail transit service options analyzed are feasible from a constructability and operational standpoint. Ultimately -- depending on available funding, customer needs, and future mobility -- a hybrid service scenario or phased implementation of a combination of scenarios could be implemented and meet goals and objectives for rail transit and travel needs of county residents and visitors. Based on the technical evaluation conducted for this study and community input, **the following outlines suggested parameters that could be pursued for phased implementation of rail transit service on the Santa Cruz Branch Rail Line.** Environmental review and design engineering should include evaluation of the maximum service area. Please see Section 8 of the Final Report for more information.

PHASED SERVICE IMPLEMENTATION PARAMETERS

Initial Service Area: Santa Cruz <--> Watsonville (Scenarios D+E refined)

- Five stations: Downtown Santa Cruz (Depot Park), Live Oak (17th Avenue), Capitola Village, Cabrillo (Seacliff Village), and Watsonville
- Frequency:
 - Peak Hours: Santa Cruz <--> Watsonville every 30 minutes during weekday peak periods (e.g., Monday-Friday 7:00 to 9:00 a.m. and 4:00 to 7:00 p.m.)
 - Midday and evenings: Santa Cruz <--> Cabrillo/Seacliff (segment with highest ridership levels) less frequent service, i.e. every 60 minutes
 - Weekends: None or hourly summer service between Santa Cruz Depot and Capitola Village.
- Annual O&M Cost: \$5-8 million, based on bracketing the above service option between those evaluated for Scenarios D, E and G.

Subsequent Phases: Add Service and Infill Stations (Scenario G)

- Infill stations: May include, but not be limited to adding stations at: Westside Santa Cruz, Bay/California, Boardwalk, Seabright, 7th Avenue, 41st Avenue and Aptos Village
- Frequency: Up to every 30 minutes daily
- Annual O&M Cost: \$9.9 million

Extension: Watsonville to Pajaro (Scenario J)

- Add service to Pajaro Station to connect to trains to/from the Bay Area and others parts of California
- Frequency: Up to six times per day to meet regional trains
- Could require the acquisition of another rail vehicle
- O&M: May require an additional crew given the turnaround required, which would add to the annual operating and maintenance cost described above.

STATION LOCATION AND DESIGN

Planning and design of stations and associated facilities is a multi-step process and a key element of the preliminary engineering and environmental assessment phase. Consultation and coordination with local jurisdictions and input from the community is important at all steps.

1. Assess needs, identify potential sites, evaluate those sites, and selecting a preferred site. Determine what, if any, park-and-ride facilities to provide.

2. Conceptual Design Stage/Station Access: Includes details such as internal circulation, bus interface, parking layout (if included) and access by all modes.
3. Prepare detailed design plans where ADA provisions, safety and security considerations, and amenities (e.g. restrooms, wifi, benches, concessions or retail) are addressed.

Station Access

- Address provisions for all access modes including bus, bicycle, walking, park-and-ride, kiss-and-ride (i.e., curbside drop-off by car or taxi), carpools (such as those established through Cruz511.org), other ride services (i.e., companies like Lyft or Uber), as well as carshare and bikeshare should be considered and included where appropriate and feasible.
- At stations where little or no parking is provided, and there are concerns about the potential for overflow parking in residential, commercial, or employment districts, parking management strategies such as short-term parking limits and parking permits are included.
- Bus access provisions include on-street or off-street bus stops with platforms, shelters, lightings, and other amenities. Coordination with Santa Cruz METRO buses will be a critical component of any implementation plan.
- Bicycle and pedestrian access provisions include integration with the Monterey Bay Sanctuary Scenic Trail Network (MBSST) Rail Trail, off-street paths and on-street bicycle lanes and sidewalks that provide connections to the station.
- Pedestrian facilities should be provided that connect the station platform to adjacent sidewalks, bus stops, and loading areas.
- Provide space for bikes within the rail vehicles
- Include bike parking at or near the station platform.

VEHICLES

Vehicle Technology

The vehicle procurement process, particularly if it involves purchasing new vehicles, typically starts three to five years before construction of a line is complete and ready to be operational. The first step in the process is to develop a rail vehicle technology report that assesses current vehicle options, identifies procurement options, and provides a recommended vehicle type, vehicle parameters, procurement approach and schedule. This process allows for consideration of vehicles that meet community goals for service operations and other factors such as emission characteristics. Determination of a vehicle type is made as part of the preferred alternative selection in the environmental analysis phase of project development. This study focused on "Light" DMU technology, which is currently the most cost-effective and readily available technology to serve a 20+ mile corridor, however new technologies are currently being developed that may be available for future use in this corridor.

Vehicle Layout

The specifics of vehicle layout would be decided at future stages and vehicle design and floor plan could undergo public review prior to vehicle procurement/purchase.

- Specifications for rail transit vehicles should include accommodations for transporting bicycles.
- Railcars should also include designated areas for people in mobility devices and with limited mobility.
- Vehicles could also include space for large baggage and surfboards, and inboard restrooms.

GRADE CROSSINGS

The intersection of railroad tracks and public streets without physical separation are known as an "at grade crossing." The Federal Railroad Administration (FRA) and California Public Utilities Commission (CPUC) regulate the safety of these crossings to ensure that conflicts do not occur, including crossing design, signage, and active warning devices, such as rail vehicle horns and electronic bells.

Active Warning Devices

- **Electronic Bells:** The American Railway Engineering and Maintenance-of-Way Association (AREMA) Standards requires that electronic bells be utilized at intersections at levels between 61 and 91 decibels, as heard from 50 feet away.
- **Horns:** For FRA-regulated service, the FRA “Final Rule” requires all rail vehicles to sound their horns at a grade crossing. The current practice is for horns to sound one-fourth of a mile before a grade crossing until the rail vehicle reaches the crossing, at a minimum of 96 decibels and a maximum of 110 decibels when measures at 100 feet in front of the locomotive or rail engine car.
- **Wayside horns:** An alternative treatment, also present an opportunity to reduce noise associated with grade crossings. Wayside horns are located at the grade crossing itself and are directed toward the street, reducing noise at locations beyond the crossing.

Quiet Zones

In order to reduce noise associated with grade crossings, the FRA provides a mechanism for local jurisdictions to create “Quiet Zones” based on specific risk-reduction criteria. Where Quiet Zones are implemented, rail vehicles are exempt from the requirement to sound their horn at grade crossings, but are not exempt from sounding electronic bells. Operators may still sound their horns in the event of an emergency or safety risk. In order to develop a quiet zone, the absence of a horn is usually counterbalanced with safety improvements to reduce risk of collision. While improvements needed for Quiet Zones could be installed at railroad crossings, the rail agency cannot actually designate them. Only local public agencies with control over streets and roads (such as cities or the County of Santa Cruz) may establish Quiet Zones.

Implementation Steps*Summary of Section 9 of Rail Transit Feasibility Study: Final Report*

Several steps and decisions must be made prior to deciding to implement service, including characteristics of service. Based on the findings in this study, the following summarizes future steps to follow to further address community questions and concerns, conduct additional planning, identification of funding sources, and potential implementation of service. These include the following project development activities:

- Secure grants and local funding – ongoing
 - More intensive ridership forecasting required for FTA grants
- Implementation considerations:
 - Regulatory Setting/Integration with Freight: Decide to operate non-Federal Railroad Administration (FRA) compliant vehicles as a “transit system” – requires temporal separation with freight and is subject to CPUC regulations or FRA-compliant equipment – could require Positive Train Control (PTC) or using a derail to physically separate section of track.
 - Governance structure for operations: Decide whether service is to be operated by an existing transit agency, establish a new regional transit district, form a joint powers authority (JPA), or have a private operator or public-private partnership govern operations.
- Draft Environmental Studies and Conceptual Engineering
- Develop Design Criteria and Parking Considerations
- Develop Bridge Ratings and Test Rail Conditions
- Preferred Alternative and Preliminary Engineering
- Final Design, Construction Documents, and Funding
- Right-of-way (ROW) Acquisition for stations and sidings, if needed
- Contractor Procurement
- Construction (includes: site surveys, track reconstruction, station construction (platforms, ticketing machines, bike and vehicle parking), as well as testing and commissioning)
- Vehicle Design and Procurement
- Develop Fare Policy
- Service Planning/Bus Integration Plan – includes schedule coordination and route evaluation
- Opening/start service

Other steps and considerations:

- Forward study results to Caltrans for inclusion in future State Rail Plans.

- Integrate service and station planning into city/county land use planning efforts, future Regional Transportation Plans and Metropolitan Transportation Plans, including the Sustainable Communities Strategy. Work with local jurisdictions to consider transit-oriented development along the rail line that would support job growth and maximize transit and trail use. This may include infill housing development, encouraging high density redevelopment, providing density bonuses near station areas, developing high quality transit corridors near stations, and transforming station areas into fully multimodal nodes.
- Work with local jurisdictions and property owners to preserve right-of-way for future stations/parking, sidings (confirm sidings identified in this report are the only/most likely options), and trail facilities.
- Continue to empower and engage the community in future stages of project implementation.

\\\\rtcserv2\\shared\\rtc\\tc2015\\tc1215\\regular_agenda\\railstudy\\parametersandimplsummary.docx

AGENDA: December 8, 2015

TO: Elderly & Disabled Technical Advisory Committee

FROM: Ginger Dykaar, Transportation Planner

RE: 2040 Santa Cruz County Regional Transportation Plan

RECOMMENDATIONS

Staff recommends that the Elderly & Disabled Technical Advisory Committee (E&DTAC):

1. Receive information on the development of the 2040 Regional Transportation Plan (RTP);
 2. Provide input on the draft goals, policies and targets of the 2040 RTP;
 3. Review the 2014 Regional Transportation Plan (RTP) project list and provide new project ideas for the 2040 Regional Transportation Plan.
-

BACKGROUND

As the regional transportation planning agency (RTPA) 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 RTP is a state-mandated plan that identifies transportation needs in Santa Cruz County over the next twenty-plus years. It estimates the amount of funding that will be available over this timeframe and identifies a financially constrained priority list of projects. This planning effort is a critical component to project implementation as it provides a forum for setting the direction of transportation in our county over the next 20 plus years, it positions our community to receive federal, state or local funding for projects, and helps facilitate collaboration on projects. Individual projects listed in the RTP can only be implemented as local, state and federal funds become available.

The RTPs adopted by RTPAs in Santa Cruz, Monterey, and San Benito Counties are incorporated into the federally-mandated Metropolitan Transportation Plan/state-mandated Sustainable Communities Strategy (MTP/SCS), which is prepared by the Association of Monterey Bay Area Governments (AMBAG). The current RTP was adopted by RTC in June 2014 at the same time as the MTP/SCS was adopted by AMBAG and the 2014 RTPs by Transportation Agency for Monterey County (TAMC) and San Benito Council of Governments (SbCOG).

DISCUSSION

The next Santa Cruz County RTP and AMBAG MTP/SCS are scheduled for adoption in June 2018. These documents will provide transportation plans through 2040 and will be referred to as the 2040 RTP and 2040 MTP/SCS. The RTP and AMBAG MTP/SCS are being updated after four years based on state law requirements to update the RTP every four or five years and SB 375 requirements to sync the adoption of the regional housing element (RHNA) that occurs every 8 years with the adoption of the MTP.

2040 RTP Work Plan

The Santa Cruz County Regional Transportation Plan consists of three main elements; the Policy Element, the Financial Element, and the Action Element.

- The Policy Element identifies the goals, policies, and measurable outcomes/targets that guide transportation funding decisions and prioritization.
- The Financial Element identifies funds anticipated to be available for transportation projects and the outstanding funding needs over the next 20 plus years.
- The Action Element of the RTP identifies specific projects and programs that could be funded within the projected funds identified in the Financial Element (constrained) and which projects/programs would require new revenues above and beyond those anticipated over the next twenty-plus years (unconstrained).

The Santa Cruz County Regional Transportation Plan underwent a major update in 2014. Given the significant re-visioning of the RTP for 2014, the 2040 RTP will be a minor update. The draft work plan for the 2040 RTP is outlined in **Attachment 1** and the schedule in **Attachment 2**.

Policy Element

The 2014 Santa Cruz County Regional Transportation Plan included a major re-visioning of the goals and policies. The RTC voluntarily adopted a sustainability framework for the 2014 RTP using the Sustainable Transportation Analysis and Rating System (STARS). Goals, policies, and targets were identified to achieve a more sustainable transportation system.

The draft goals, policies and targets for the 2040 RTP (**Attachment 3**) are a minor revision of the 2014 RTP goals, policies and targets to incorporate lessons learned from the 2014 RTP. **Staff recommends that the Elderly & Disabled Technical Advisory Committee provide input on the Goals, Policies and Targets of the 2040 RTP.**

Project Solicitation

The Action Element includes the complete list of transportation needs in the region. The transportation needs for the 2040 RTP and 2040 MTP will be solicited from the

project sponsors, RTC, RTC Committees and the public from December through April, 2016. A list of projects from the 2014 RTP for which at least 10% of the estimated project cost relates to pedestrian, transit, or paratransit facilities is attached (**Attachment 4**). Staff recommends that Elderly & Disabled Transportation Advisory Committee members review this list, identify additional projects that should be included, and recommend relative priority levels (high, medium, low). A new project ideas form is provided in **Attachment 5**. Priorities identified by the E&DTAC will be considered for the final draft 2014 RTP.

Project sponsors are concurrently reviewing this list. Staff anticipates that some projects may have been completed, increased in cost, or since been deemed infeasible. Those projects will not be carried over to the 2040 RTP. Any project ideas received from the RTC Committees and the public will be provided to the jurisdiction that is responsible for transportation projects in the location of interest. Proposed projects for inclusion in the RTP and MTP should advance the transportation plan goals and targets (**Attachment 3**), as well as address the SB375-mandated Sustainable Communities Strategy and Complete Streets needs. The RTC is scheduled to consider the draft project list in June 2016.

RTC staff requests that the E&DTAC review the 2014 RTP project list for which at least 10% of the estimated project cost relates to pedestrian, transit, or paratransit (Attachment 4) and provide new project ideas for the 2040 Regional Transportation Plan.

SUMMARY

The RTC is responsible for developing the Regional Transportation Plan for Santa Cruz County. The next RTP will be a minor update to the 2014 RTP and is planned for adoption in June 2018 in coordination with AMBAG and the 2040 MTP/SCS. RTC staff requests input from E&DTAC on the draft goals, policies and targets for the 2040 RTP. RTC staff also requests input on new project ideas to be added to the transportation needs list based on the 2014 RTP project list.

Attachments:

1. 2040 RTP Work Plan
2. 2040 RTP Schedule
3. Draft Goals, Policies and Targets
4. 2014 RTP Project List for pedestrian and transit related projects
5. New Project Ideas Form

S:\RTP\2018-RTP\Staff Reports\E&D TAC\SR-RTP-EDTAC.doc

2040 Santa Cruz County Regional Transportation Plan Work Plan**1. *Coordination with Partner Agencies***

- a. Meet regularly with Association of Monterey Bay Area Governments (AMBAG), Transportation Agency for Monterey County (TAMC), and San Benito Council of Governments (SbCOG) to discuss development of the 2040 Regional Transportation Plans (RTPs) and 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS)
- b. Provide data to AMBAG as necessary to incorporate Santa Cruz County projects into the AMBAG regional travel demand model (RTDM) and the AMBAG region 2040 MTP/SCS
- c. Review draft 2040 MTP/SCS produced by AMBAG

2. *Public Outreach and Involvement*

- a. Utilize the 2015 Public Participation Plan as developed by AMBAG that meets requirements of the California Transportation Commission RTP guidelines, SB 375 and MAP-21 requirements for public participation
- b. Develop outreach materials throughout RTP development including fact sheets, web pages, web news, email notices, news releases
- c. Encourage public participation on the main elements of the RTP, includes soliciting input from RTC Advisory Committees, interest groups, and the general public
- d. Consult with resource agencies as required by the RTP Guidelines
- e. Consult with local jurisdictions and other project sponsors
- f. Coordinate public outreach effort with work on “Sustainable Transportation Prioritization Plan for Santa Cruz County” as funded by Caltrans through the Sustainable Communities grant funds
- g. Coordinate public workshops with AMBAG regarding investment priorities for 2040 MTP/SCS
- h. Analyze feedback and respond to comments received
- i. Attend local and regional community events and meetings

3. *Review Policy Element - Goals, Policies and Targets*

- a. Incorporate lessons learned from 2014 RTP
- b. Incorporate MAP 21 performance measures as appropriate
- c. Ensure policies are consistent with SCS
- d. Review goals and policies with RTC, RTC committees, and the public
- e. Recommend changes to goals and policies based on input received
- f. Approve draft goals and policies and provide to AMBAG and EIR Consultant

4. *Update Financial Element – Revenue and Cost Projections*

- a. Identify funding sources available (dedicated and discretionary), including sources used by project sponsors to operate, maintain, and construct transportation projects and programs
- b. Identify any new funding options
- c. Coordinate with AMBAG, TAMC and SbCOG to establish assumptions for financial projections
- d. Update financial projections through 2040
- e. Escalate project and services costs to expected year of delivery
- f. Review funding projections and assumptions with RTC board
- g. RTC provide input and approve draft financial element
- h. Provide financial projections to AMBAG and EIR consultant

- i. Include updated discussion about state and federal funding eligibility trends based on reductions in gas consumptions and greenhouse gas emissions

5. *Update Action Element – Project List*

- a. Solicit project ideas and costs from local jurisdictions, public, RTC Advisory Committees
- b. Work with AMBAG to provide input on new database for organizing project lists and update project list database
- c. Develop complete list of projects (both constrained and unconstrained)
- d. Evaluate projects for consistency with goals and policies, SCS, and local plans
- e. RTC approves 2040 RTP complete project list
- f. Work with AMBAG on scenario analysis to differentiate financially constrained and unconstrained projects
- g. Create draft Constrained and Unconstrained Project Lists, with input from RTC
- h. Coordinate with AMBAG on public workshops for public input on constrained project list
- i. Seek input from local jurisdictions and RTC Advisory Committees on draft constrained project list
- j. RTC provide input and approve constrained project list
- k. Assign projects to five year time frames included in plan
- l. Map projects

6. *Plan Performance*

- a. The 2014 RTP included an analysis of how well the plan performed in advancing the goals/targets of the plan based on the financially constrained project list
- b. For the 2040 MTP/SCS, VMT and GHG measures will be analyzed by AMBAG using the regional travel demand model (RTDM) to assess ability to meet revised SB 375 targets for the AMBAG region
- c. Santa Cruz County VMT and GHG reductions will be provided by AMBAG from the RTDM results to assess performance of the 2040 RTP
- d. Baseline performance monitoring based on available data will be considered
- e. Other targets in RTP will not be analyzed for how well the plan performs as the 2040 RTP will be a minor update

7. *2040 RTP Document*

- a. Minor updates and revisions will be made to the 2014 RTP document, including name change to reflect target year to be consistent with the regional MTP
- b. Discuss revised California Air Resource Board Targets for AMBAG region
- c. Information from new transportation and related studies will be incorporated, where appropriate
- d. Previously collected data will be updated, as needed
- e. Revise text to address new state and federal requirements
- f. Release draft for public review
- g. Recommend changes for Final based on input received
- h. Prepare Final RTP

8. *Environmental Impact Report (EIR) Preparation*

- a. Agreement with AMBAG for EIR for the 2040 MTP/SCS and RTPs of Santa Cruz County, Monterey County and San Benito County
- b. Meet regularly with AMBAG, TAMC, SBCOG and consultant to discuss development of EIR for 2040 MTP/SCS and RTPs
- c. Review notice of preparation (NOP) for EIR
- d. Review draft EIR

9. *RTP and EIR Release and Distribution*

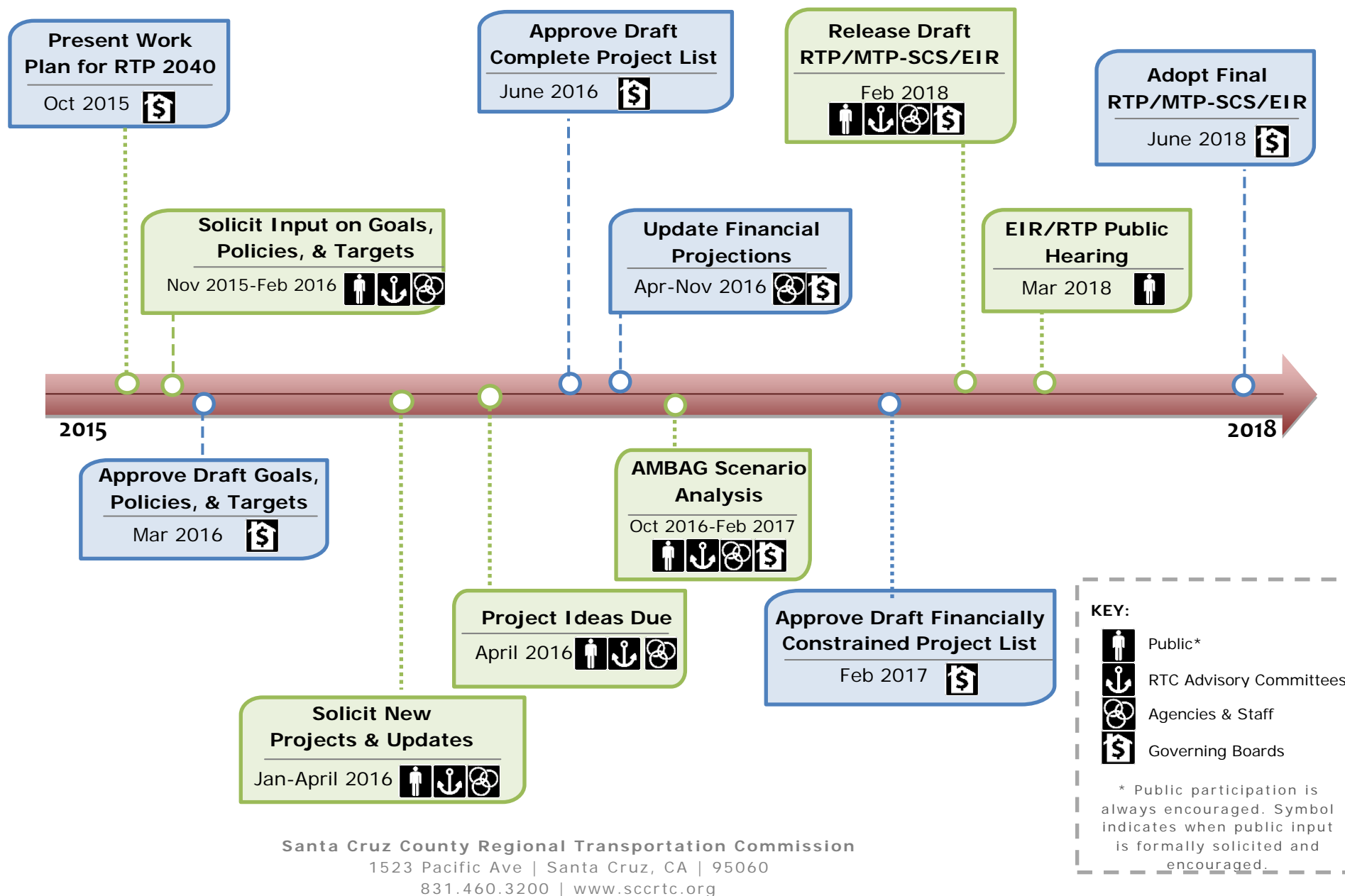
- a. Update distribution lists
- b. Send notice of availability to interested parties
- c. Focus on electronic distribution (web, email)
- d. Provide a minimum of 30 day review period
- e. Review draft RTP and EIR with RTC and RTC Committees
- f. Hold public hearing on RTP
- g. Receive and incorporate comments
- h. Present Final RTP/EIR Adoption
- i. Complete Notice of Determination

S:\RTP\2018-RTP\Staff Reports\RTCMarchAttachment_WorkPlanDraft.doc



2040 REGIONAL TRANSPORTATION PLAN

KEY MILESTONES



2040 Santa Cruz County Regional Transportation Plan

Goals, Targets¹ and Policies

Note: The underline and strikethrough are the RTC staff recommended changes from the 2014 Regional Transportation Plan goals, policies, and targets.

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

TARGETS:

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

1A. Increase the percentage of people that can travel to key destinations² within a 30-minute walk, bike or transit trip by 20 percent by 2020 and ~~40-47~~ percent by ~~2035~~2040.³

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

1B. Reduce per capita fuel consumption and greenhouse gas emissions by 1 percent by 2020, ~~and 5~~ percent by 2035 and 6 percent by 2040.⁴

1C. Re-invest in the local economy \$5 million/year⁵ by 2020 and ~~\$10-12~~ million/year by ~~2035~~ 2040 from savings resulting from lower fuel consumption due to a reduction in vehicle miles traveled.⁶

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

1Di. Improve travel time reliability⁷ for vehicle trips.⁸

¹ Base years have been identified for most targets to allow for a comparative analysis. Base years vary by target between 2001 and 2010, depending on available data. Base years for the 2040 RTP are the same as the base years determined for the 2014 RTP.

² Key destinations consider employment and population centers, and multimodal trip destinations.

³ The targets are relative to the 2010 maximum population within the key destinations and will close the gap between the baseline population and maximum population by 20% by 2020 and 40% by 2035.

⁴ Through a reduction in vehicle miles traveled and improved speed consistency. These values may change based on the requirements of the California Air Resources Board for the AMBAG region.

⁵ 2012 dollars.

⁶ 10 million per year equates to \$100 per household per year. Assumes \$4 per gallon.

1Dii. Improve multimodal network quality⁹ for walk and bicycle trips to and within key destinations.¹⁰

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

1E. ~~Increase the number of active transportation trips by 5 percent of total trips by 2020 and by 20% of total trips by 2040. Decrease single occupancy mode share by 4 percent by 2020 and by 8 percent by 2035.~~¹¹

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.**

⁷ Travel time reliability is important since being late to work, an appointment, or for a delivery has substantial repercussions for travelers and businesses. Literature from the Federal Highway Administration (FHWA) and many academic journals cite travel time reliability as a more important measure than average travel time between destinations because people must try to plan around the unpredictable nature of travel.

⁸ Qualitative target to be further developed in future planning effort.

⁹ Multimodal network quality for walk and bike trips considers roadways speeds, presence of bicycle and pedestrian facilities and buffers from traffic.

¹⁰ Qualitative target to be further developed in future planning effort.

¹¹ ~~The active transportation trip mode share for Santa Cruz County estimated from the 2012 California Household Travel Survey for all trips is 20%. The target is to double the active transportation mode share to 40% by 2040. An 8 percent decrease in single occupancy vehicle mode share includes increasing bicycle trip mode share to 10 percent and pedestrian mode share to 14 percent by 2035 and bicycle trip mode share to 6 percent and pedestrian trip mode share to 8 percent by 2020.~~

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

TARGETS:

Improve transportation safety, especially for the most vulnerable users.

2A. Reduce injury and fatal collisions by mode by 20 percent by 2020 and by ~~50-60~~ percent by ~~2035~~2040.

2B. Reduce total number of high collision locations.¹²

POLICIES:

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

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

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

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

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

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

TARGETS:

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

3A. Increase the average local road pavement condition index to 57 by 2020 and ~~70-72~~ by ~~2035~~2040.

3B. Reduce the number of transportation facilities in “distressed” condition¹³ by 3 percent by 2020 and 5 percent by 2035.

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

3C. Reduce travel times and increase travel options for people who are transportation disadvantaged due to income, age, race, disability or of limited English proficiency by

¹² Qualitative target to be further developed in future planning effort.

¹³ Includes street (pavement, sidewalks, bike lanes, and other road components) and transit facilities. “Distressed” pavement has a Pavement Condition Index under 50.

increasing the percentage that are within a 30-minute walk, bike or transit trip to key destinations by 20% by 2020 and ~~40~~47% by ~~2035~~2040.¹⁴

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

Solicit broad public input.

3E. Maximize participation from diverse members of the public in RTC planning and project implementation activities.¹⁵

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

¹⁴ The targets are relative to the 2010 maximum population within the key destinations and will close the gap between the baseline population and maximum population by 20% by 2020 and 40% by 2035.

¹⁵ Qualitative target to be further developed in future planning effort.

2014 Regional Transportation Plan - Projects with >10 % of Cost for Pedestrian and Transit

Projects listed by lead agency, in order by % of project cost associated with each mode
Project IDs without the letter "P" in front of the number have been also included in the Regional Transportation Improvement Program.
Costs in 2013 year dollars.

All Figures in '000s (thousands of dollars)

Percentage Project Cost By Mode (estimate)

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Unconstrained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plan:	Other
City of Capitola															
CAP-P46	40th Ave (at Deanes Ln)Bike/Ped connection	40th Avenue N/S bike/pedestrian connection at Deanes Lane.	\$5	\$5	\$0	50	0	0	0	50	0	0	0	0	0
CAP-P45	38th Ave (Capitola Rd to City limit to south)-Bike lanes/Traffic Calming	38th Ave - Add bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals), traffic calming and wayfinding signage from Capitola Mall to City Limit to south, and bike/ped priority crossing of Capitola Rd to Mall.	\$15	\$15	\$0	40	30	0	0	30	0	0	0	0	0
CAP-P40	46th/47th Ave (Clares to Cliff Dr) Bike Lanes/Traffic Calming	46th/47th from Clares to Portola/Cliff - Add traffic calming and wayfinding signage to connect to Brommer and MBSST.	\$15	\$15	\$0	40	30	0	0	30	0	0	0	0	0
CAP-P41	Brommer/Jade/Topaz St Bike Lanes/Traffic Calming (Western City Limit on Brommer to 47thAve)	Add buffered bike lanes, traffic calming and wayfinding signage and bike/ped priority crossing at 41st Ave, connecting the two N/S neighborhood greenways.	\$15	\$15	\$0	40	30	0	0	30	0	0	0	0	0
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	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	\$1,300	\$0	30	0	0	0	70	0	0	0	0	0
CAP-P34	Capitola Village Enhancements: Capitola Ave	Multimodal enhancements along Capitola Avenue.	\$1,000	\$1,000	\$0	25	25	0	10	40	0	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	\$3,000	\$1,000	20	10	10	10	50	0	0	0	0	0
CAP 11	Clares Street Traffic Calming	Implementation of traffic calming measures: chicanes, center island median, new bus stop, and road edge landscape treatments to slow traffic. Construct new safe, accessible ped x-ing at 42nd and 46th Av.	\$425	\$425	\$0	20	50	5	5	15	0	0	0	5	0
CAP-P30	47th Avenue Traffic Calming and Greenway	Traffic calming and traffic dispersion improvements along 47th Ave from Capitola Rd to Portola Drive and implementation of greenway, which gives priority to bicycles and pedestrians on low volume, low speed streets including, pedestrian facilities, way finding and pavement markings, bicycle treatments to connect to MBSST.	\$100	\$100	\$0	10	50	0	0	40	0	0	0	0	0

All Figures in '000s (thousands of dollars)

Percentage Project Cost By Mode (estimate)

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Unconstrained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plang:	Other
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	\$10,000	\$10,000	10	80	0	0	10	0	0	0	0	0
CAP-P29	Bay Avenue Traffic Calming and Bike/Ped Enhancements	Traffic calming features along Bay Avenue from Highway 1 to Monterey Avenue, including left turn pocket, buffered pedestrian facilities and bicycle treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) to address speed inconsistency between bicyclists and vehicles.	\$400	\$400	\$0	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 treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) and transit access.	\$300	\$300	\$0	10	40	0	20	30	0	0	0	0	0
CAP-P17	Citywide Traffic Calming	Install traffic calming/neighborhood livability improvements.	\$1,400	\$1,400	\$1,400	10	50	0	0	40	0	0	0	0	0
CAP-P07p	Stockton Ave Bridge Rehab	Replace bridge with wider facility that includes standard bike lanes and sidewalks.	\$2,500	\$2,500	\$2,500	10	0	75	0	15	0	0	0	0	0
CAP-P47	41st Ave (Soquel to Portola) Crosswalks	Evaluate and if found necessary, increase number of crosswalks on 41st to closer to every 300 ft.	\$15	\$15	\$0	0	0	0	0	100	0	0	0	0	0
CAP-P18	Capitola Intra-City Rail Trolley	Construct & Operate Weekend Rail Trolley Service. Project includes installation of 3 stations.	\$14,000	\$14,000	\$14,000	0	0	0	100	0	0	0	0	0	0
CAP-P15	Capitola Jitney Transit Service	Purchase and operate local transit service.	\$1,000	\$1,000	\$1,000	0	0	0	100	0	0	0	0	0	0
CAP-P51	Citywide Sidewalk Program	Install sidewalks to fill gaps. Annual Cost \$50k/yr.	\$1,000	\$1,000	\$500	0	0	0	0	100	0	0	0	0	0
CAP-P16	Clares Street Pedestrian Crossing west of 40th Ave	Construct signalized ped x-ing 0.20 miles west of 40th Ave.	\$500	\$500	\$0	0	0	0	0	100	0	0	0	0	0
CAP-P05	Cliff Drive Improvements	Installation of sidewalks, pedestrian crossing and slope stabilization of embankment including seawall.	\$1,500	\$1,500	\$1,500	0	0	90	0	10	0	0	0	0	0
CAP-P44	Gross/41st Ave Bicycle Intersection Improvement	Bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) from Gross E/B to 41st N/B.	\$15	\$15	\$0	0	0	0	0	100	0	0	0	0	0
CAP-P28	Monterey Avenue at Depot Hill	Improve vehicle ingress and egress to Depot Hill along Escalona Ave and improve pedestrian facilities.	\$250	\$250	\$250	0	50	0	0	50	0	0	0	0	0
CAP 15	Park Avenue Sidewalks	Installation of sidewalks, plus crosswalks at Cabrillo and Washburn to improve access to transit stops. Links Cliffwood Heights neighborhood to Capitola Village. Currently only 4 short segments of sidewalk exist.	\$500	\$500	\$0	0	0	0	5	95	0	0	0	0	0
CAP 17	Upper Pacific Cove Parking Lot Pedestrian Trail and Depot Park Metro Development	Construct 4 foot wide pedestrian pathway along City owned Upper Pacific Cove Parking lot, adjacent to rail line (680'). Includes new signal for ped crossing over Monterey Avenue. Includes a new metro shelter located and landscaped setting along the rail corridor/Park Ave.	\$300	\$300	\$0	0	0	0	0	100	0	0	0	0	0

All Figures in '000s (thousands of dollars)

Percentage Project Cost By Mode (estimate)

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Unconstrained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plan:	Other
CAP-P27	Wheelchair Access Ramps	Install wheelchair access/curb cut ramps on sidewalks citywide.	\$25	\$25	\$0	0	0	0	0	100	0	0	0	0	0
City of Santa Cruz															
SC-P106	Arana Gulch Bicycle/Pedestrian Connection (at Agnes St)	Bike and Pedestrian multi-purpose trail from Agnes to the Arana Gulch N-S Trail.	\$500	\$500	\$0	50	0	0	0	50	0	0	0	0	0
SC-P107	Arroyo Seco Trail (Medar St to Grandview St)	Pave exiting gravel trail and widen and pave connection to Grandview St.	\$280	\$280	\$280	50	0	0	0	50	0	0	0	0	0
SC 46	Branciforte Creek Bike/Ped Crossing	Install a Class 1 bicycle/pedestrian bridge over Branciforte Creek and multi-use paths connecting the levee paths in the vicinity of San Lorenzo Park and Soquel Avenue	\$2,740	\$2,740	\$0	50	0	0	0	50	0	0	0	0	0
SC-P95	Branciforte Creek Pedestrian Path Connections	Fill gaps in pedestrian and bike paths along and across Branciforte Creek in the Ocean-Lee-Market-May Streets area.	\$3,300	\$3,300	\$1,650	50	0	0	0	50	0	0	0	0	0
SC-P21	Brookwood Drive Bike and Pedestrian Path	Provide 2-way bicycle and pedestrian travel.	\$1,000	\$1,000	\$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 the east side of Neary Lagoon Park with the Depot Park path.	\$550	\$550	\$0	50	0	0	0	50	0	0	0	0	0
SC-P105	Market Street Sidewalks and Bike Lanes	Completion of sidewalks and bicycle lanes. Includes retaining walls, right-of-way, tree removals, and a bridge modification.	\$1,000	\$1,000	\$0	50	0	0	0	50	0	0	0	0	0
SC-P29	Morrissey Blvd. Bike Path over Hwy 1	Install a Class 1 bicycle and pedestrian facility on freeway overpass.	\$90	\$90	\$0	50	0	0	0	50	0	0	0	0	0
SC-P118	Mott St (at Hiawatha) Bike/Ped Connections	Add bike/ped connection from end of Mott to MBSST.	\$20	\$20	\$0	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.	\$200	\$200	\$0	50	0	0	0	50	0	0	0	0	0
SC-P120	Ocean St and San Lorenzo River Levee Bike/Ped Connections (Felker, Kennan, Blain, Barson Streets)	Improve pedestrian and bicycle facilities on side streets to connect Ocean Street with San Lorenzo River Levee path system.	\$600	\$600	\$0	50	0	0	0	50	0	0	0	0	0
SC-P124	Ocean Street/San Lorenzo River Levee Area Wayfinding	Install signage on the bike/ped scale to bike/ped facilities connecting key destinations.	\$150	\$150	\$150	50	0	0	0	50	0	0	0	0	0
TRL 07SC	Rail Trail: Segment 7 (Natural Bridges to Pacific Ave)	2.4 miles of Monterey Bay Sanctuary Scenic Trail Network (MBSST) Segment 7 along rail line (excluding Moore Creek rail trestle bridge and trail to Natural Bridges Drive).	\$5,300	\$5,300	\$0	50	0	0	0	50	0	0	0	0	0
SC-P121	Riverside Avenue (Barson to Soquel)	Implement pedestrian and bicycle facilities on this low volume, low speed street to better connect and provide an alternative to Ocean Street. This could include way finding, pavement marketings, bicycle treatments, and a ped/bike activated flashers at Riverside and Broadway.	\$200	\$200	\$0	50	0	0	0	50	0	0	0	0	0

All Figures in '000s (thousands of dollars)

Percentage Project Cost By Mode (estimate)

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Unconstrained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plang:	Other
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 to connect the east and west banks of the San Lorenzo River Pathway. The crossing currently only accommodates pedestrians.(Expensed under RTC-27a, cost for standalone project is \$3,225K).	\$0	\$0	\$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 connecting the end of the San Lorenzo River Levee path on the eastern side of the river, up East Cliff Drive near Buena Vista Ave.	\$2,000	\$2,000	\$0	50	0	0	0	50	0	0	0	0	0
SC 23	West Cliff Path Minor Widening (Lighthouse to Swanton)	Improve existing path.	\$500	\$500	\$0	50	0	0	0	50	0	0	0	0	0
SC-P109	Bay/High Intersection Modification	Install a roundabout or modify the traffic signal to include protected left-turns and new turn lanes. Revise sidewalks, access ramps and bike lanes as appropriate.	\$2,000	\$2,000	\$1,200	20	20	0	20	20	0	20	0	0	0
SC-P07	Citywide Operations and Maintenance	Ongoing maintenance, repair, and operation of street system within the City limits. (Const=\$3.0M/yr; Unconst=\$4.2M/yr)	\$158,400	\$158,400	\$51,980	20	20	20	20	20	0	0	0	0	0
SC-P13	Riverside Ave/Second St Intersection Modification.	Modify intersection to reduce congestion and improve pedestrian crossing.	\$75	\$75	\$0	20	50	0	10	20	0	0	0	0	0
SC 42	Soquel Ave at Frederick St Intersection Modifications	Widen to improve eastbound through-lane transition on Soquel Ave and lengthen right-turn pocket and bicycle lane on Frederick St. Upgrade access ramps.	\$300	\$300	\$0	20	30	0	10	20	0	20	0	0	0
SC-P77	Bay Street Corridor Modifications	Intersection modifications on Bay St Corridor from Mission St to Escalona Dr, including widening at the Mission St northeast corner and widening on Bay. Improve bike lanes and add sidewalks to west side of Bay.	\$4,000	\$4,000	\$0	10	60	0	10	10	0	10	0	0	0
SC-P96	Bay/California Traffic Signals	Install traffic signals for safety and capacity improvements.	\$500	\$500	\$250	10	60	0	10	10	0	10	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-P81	Hwy 1/Mission St at Chestnut/King/Union Intersection Modification	Modify design of existing intersections to add lanes and upgrade the traffic signal operations to add capacity, reduce delay and improve safety. Provide access ramps and bike lanes on King and Mission. Includes traffic signal coordination.	\$4,500	\$4,500	\$0	10	0	0	10	10	0	10	0	0	0
SC-P97	Laurent/High Intersection Improvements	Install Traffic Signal.	\$400	\$400	\$200	10	60	0	10	10	0	10	0	0	0
SC 48	Ocean St Pavement Rehabilitation	Pavement rehabilitation using cold-in-place recycling process; includes new curb ramps, restriping of bicycle lanes and crosswalks.	\$1,000	\$1,000	\$0	10	0	60	10	20	0	0	0	0	0

All Figures in '000s (thousands of dollars)

Percentage Project Cost By Mode (estimate)

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Unconstrained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plang:	Other
SC-P86	Ocean St Streetscape and Intersection, Plymouth to Water	Implement this phase of the Ocean Street plan and modify Plymouth St to provide separate turn lanes and through lanes, widen sidewalks, pedestrian islands/bulbouts, transit improvements, street trees, street lighting and medians landscaping improvements. This includes pedestrian and bicycle crossing improvements and detection and connectivity to the pedestrian and bicycle path on the San Lorenzo River and adjacent neighborhoods. Include Gateway treatment.	\$4,000	\$4,000	\$0	10	60	0	10	10	0	10	0	0	0
SC-P84	Ocean St Streetscape and Intersection, Water to Soquel	Implement this phase of the adopted Ocean Street plan including adding turn lanes on Ocean Street at the Water Street intersections, wider sidewalks, pedestrian crossing islands/bulb outs, transit improvements, street trees, pedestrian scale street lights, and medians improvements, way finding, and pedestrian and bicycle connectivity to San Lorenzo Park and neighborhoods.	\$6,000	\$6,000	\$0	10	60	0	10	10	0	10	0	0	0
SC-P66	Ocean Street Widening from Soquel to East Cliff	Implement this phase of the Ocean Street plan that includes utility undergrounding, bike lanes, wider sidewalks, pedestrian crossing islands/bulb outs, transit improvements, pedestrian scale street lights, street trees and left turn lanes at Broadway and a right-turn lane at San Lorenzo Blvd. This includes pedestrian and bicycle crossing improvements and detection and connectivity to the pedestrian and bicycle path on the San Lorenzo River and adjacent neighborhoods.	\$5,000	\$5,000	\$0	10	60	0	10	10	0	10	0	0	0
SC-P111	River (Rte 9)/Encinal Intersection Modification	Modify traffic signal to include new lane assignments on primarily on Encinal.	\$300	\$300	\$150	10	0	0	10	10	0	10	0	0	0
SC-P110	River (Rte 9)/Fern Intersection Modification	Install traffic signal, sidewalk and new access ramps. Provide bikelanes on Fern.	\$500	\$500	\$250	10	0	0	10	10	0	10	0	0	0
SC-P116	RiverSt/River Street South Intersection Modification	Install a roundabout or traffic signal to improve access and safety to the Downtown core, integrating bike and pedestrian facilities.	\$500	\$500	\$0	10	60	0	10	10	0	10	0	0	0
SC-P100	Seabright/Murray Traffic Signal Modifications	Remove split phasing on Seabright and add right-turn lane northbound.	\$1,000	\$1,000	\$0	10	60	0	10	10	0	10	0	0	0
SC-P91	Shaffer Road Widening and Railroad Crossing	Construction of a new crossing of the Railroad line at Shaffer Rd. and widening at the southern leg of Shaffer in conjunction with development. Complete sidewalks and bike lanes.	\$500	\$500	\$0	10	50	0	0	10	0	0	0	0	30
SC-P87	Soquel Ave Corridor Widening (Branciforte-Morrissey)	Minor widening and signal modifications along Soquel Ave corridor from Branciforte to Morrissey Blvd to widen sidewalks, transit improvements, improve pedestrian and bicycle detection and crossings, add a travel lane, maintain some commercial parking and improve exiting bike lanes. Replacing the split phasing with protected left-turns at Branciforte to reduce delays for all modes of travel and GHG.	\$2,250	\$2,250	\$1,750	10	60	0	10	10	0	10	0	0	0
SC-P101	Swift/Delaware Intersection Roundabout or Traffic Signal	Install Traffic Signal or Roundabout at Intersection to improve capacity and safety.	\$1,000	\$1,000	\$500	10	60	0	10	10	0	10	0	0	0

All Figures in '000s (thousands of dollars)

Percentage Project Cost By Mode (estimate)

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Unconstrained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plang:	Other
SC-P83	West Cliff/Bay Street Modifications	Signalization at all-way stop controlled intersections.	\$300	\$300	\$75	10	70	0	10	10	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. (Caltrans project ID - EA05-46580)	\$6,200	\$6,200	\$0	5	0	0	5	5	0	10	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 and sidewalk on ocean side. Include access paths to harbor if eligible.	\$11,070	\$11,070	\$0	5	0	75	5	15	0	0	0	0	0
SC-P115	North Branciforte/Water Intersection Modification	Modify traffic signal and add additional lanes per traffic study.	\$2,000	\$2,000	\$500	5	70	0	10	5	0	10	0	0	0
SC-P112	Mission (Hwy 1)/Laurel Intersection Modification	Modify traffic signal to add right-turn from Mission to Laurel and signal overlap phase.	\$1,000	\$1,000	\$250	0	0	0	10	0	0	10	0	0	0
SC-P113	Mission (Hwy 1)/Swift Intersection Modification	Modify traffic signal to add Swift right-turn lane and signal overlap phase.	\$100	\$100	\$50	0	0	0	10	0	0	10	0	0	0
SC-P122	Ocean Sreet Corridor Multiuse Transit Lane	Consider restricting parking to develop business access and transit (BAT) lane to serve tourism and improving transit facilities.	\$400	\$400	\$0	0	0	0	100	0	0	0	0	0	0
SC-P09	Sidewalk Program	Install and maintain sidewalks and access ramps.	\$20,000	\$20,000	\$12,000	0	0	0	0	100	0	0	0	0	0
SC-P119	Soquel/Water (Branciforte to Morrissey) Crosswalks	Evaluate and if found necessary implement additional crosswalks on Soquel/Water striving for 300 ft distance between crosswalks with consideration for safety, update crosswalks to more visible pattern (block).	\$100	\$100	\$0	0	0	0	0	100	0	0	0	0	0
City of Scotts Valley															
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	\$500	\$0	50	0	0	0	50	0	0	0	0	0
SV-P53	Mt Hermon Rd to El Rancho Drive Bike/Ped Connection	New bike/ped connection between Mt Hermon Road and El Rancho Drive which could include improved bike/ped facilities on existing interchange or new bike/ped crossing.	\$1,000	\$1,000	\$1,000	50	0	0	0	50	0	0	0	0	0
SV-P48	Scotts Valley-wide - Greenway Signage	Add signage for neighborhood greenways.	\$20	\$20	\$20	50	0	0	0	50	0	0	0	0	0

All Figures in '000s (thousands of dollars)

Percentage Project Cost By Mode (estimate)

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Unconstrained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plang:	Other
SV-P45	Scotts Valley Town Center Bicycle/Pedestrian Facilities	Bicycle and pedestrian facilities and circulation elements within planned development.	\$4,000	\$4,000	\$2,000	25	50	0	0	25	0	0	0	0	0
SV-P52	Kings Village Rd/Town Center Entrance Traffic Signal	Install new traffic signal at the intersection of Kings Village Rd and new Town Center entrance (near transit center) with protected pedestrian crossings and transit signal priority. New Signalization of the intersection on Kings Village Rd at the transit center exit and future Plan street connection would provide a location for protected pedestrian crossings, and would allow transit operators to easily exit the transit center and maintain operating schedules.	\$200	\$200	\$100	10	70	0	10	10	0	0	0	0	0
SV-P50	Mt Hermon/Scotts Valley - Intersection Improvements for Bicycle Treatment	Add bicycle treatments at Mt Hermon/Scotts Valley Dr intersection.	\$10	\$10	\$0	10	80	0	0	10	0	0	0	0	0
SV-P51	Mt. Hermon Road/Town Center Entrance Traffic Signal	Install new traffic signal at the intersection of the future Town Center road that will accommodate increased pedestrian travel. Add a right-turn lane on the westbound approach. New signalization of the intersection at the future Town Center's primary access point on Mt. Hermon Road would provide protected pedestrian crossing, ADA accessible curb ramps and detectable surfaces on all intersection corners. Permitted left-turn phasing shall be used for the northbound and southbound approaches, while protected left-turn phasing shall be provided on the eastbound and westbound Mt. Hermon Road approaches.	\$250	\$250	\$125	10	70	0	10	10	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).	\$14,300	\$14,300	\$1,900	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	\$1,200	\$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	\$400	\$400	5	85	0	0	10	0	0	0	0	0
SV-P35	Bean Creek Rd Sidewalks (SVMS to Blue Bonnet)	Fill gaps in sidewalks on Bean Creek Rd.	\$400	\$400	\$0	0	0	0	0	100	0	0	0	0	0
SV-P06	Citywide Access Ramps	Place handicap ramps at various locations. Avg annual cost: \$8K/yr.	\$200	\$200	\$0	0	0	0	0	100	0	0	0	0	0
SV-P05	Citywide Sidewalk Program	Install sidewalks to fill gaps. Annual Cost \$50k/yr	\$5,000	\$5,000	\$3,750	0	0	0	0	100	0	0	0	0	0
SV-P21	Lockwood Ln Pedestrian Signal Near Golf Course	Construct a pedestrian signal at unprotected ped crossing on Lockwood Lane.	\$50	\$50	\$0	0	0	0	0	100	0	0	0	0	0

All Figures in '000s (thousands of dollars)

Percentage Project Cost By Mode (estimate)

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Unconstrained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plang:	Other
SV-P49	Mt Hermon Rd and Scotts Valley Drive - Crosswalks	Increase number of crosswalks on Mt Hermon/Scotts Valley Dr, update crosswalks to block pattern, add pedestrian treatments where necessary at intersections to decrease distance across using refuge islands. Add crosswalks to all sides of intersections (particularly an issue on Scotts Valley Dr). Add HAWK signals to provide a low delay signalized crossing opportunity at select locations. Examples include the Safeway Driveway on Mt. Hermon Rd, at Victor Square/Scotts Valley Dr., and at Tramell Way/Scotts Valley Dr.	\$1,000	\$1,000	\$500	0	0	0	0	100	0	0	0	0	0
SV-P54	Mt Hermon Rd/ Spring Hill Road Pedestrian Intersection Improvements	Improve pedestrian crossing at Spring Hills Drive and Mt. Hermon Road.	\$50	\$50	\$0	0	0	0	0	100	0	0	0	0	0
SV-P30A	Mt Hermon Road Sidewalk Connections	Add sidewalks to fill gaps in business district.	\$500	\$500	\$0	0	0	0	0	100	0	0	0	0	0
SV-P46	Mt Hermon/King's Village Rd-Transit Signal priority	Transit signal priority at Kings Village Rd/Mt Hermon Rd.	\$75	\$75	\$0	0	0	0	100	0	0	0	0	0	0
SV-P47	Mt Hermon/Scotts Valley - Transit Queue Jump	Evaluate and if found to be beneficial, remove right turn islands at Mt Hermon Rd/Scotts Valley Road to add transit queue jump lanes/signals.	\$600	\$600	\$0	0	0	0	100	0	0	0	0	0	0
City of Watsonville															
WAT-P61	Freedom Blvd (Green Valley Rd to Davis) Bicycle and Pedestrian Improvements	Evaluate and if feasible, install bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) to address speed inconsistency between bicyclists and vehicles. Complete sidewalks, including pedestrian buffer, and pedestrian islands at crossings.	\$250	\$250	\$0	50	0	0	0	50	0	0	0	0	0
WAT-P64	Freedom Blvd/Green Valley Rd Neighborhood Bike/Ped Connections	Evaluate and if feasible, implement greenway, which gives priority to bicycles and pedestrians on low volume, low speed streets including, pedestrian facilities, way finding and pavement markings, bicycle treatments to connect neighborhoods to goods and services on Freedom Blvd.	\$1,500	\$1,500	\$1,500	50	0	0	0	50	0	0	0	0	0
WAT-P60	Hillside Ave to Freedom Blvd Ped/Bike Connection	Evaluate and if feasible, install new bike/ped connection from Carey Avenue to Freedom Boulevard between Roache Road and Green Valley Road to connect neighborhood to goods, services and transit on Freedom Boulevard. Include new crossing from new bicycle/pedestrian facility to east side of Freedom Boulevard.	\$300	\$300	\$300	50	0	0	0	50	0	0	0	0	0
WAT-P46	Lower Watsonville Slough Trail	Install bicycle/pedestrian trail	\$650	\$650	\$0	50	0	0	0	50	0	0	0	0	0
WAT-P58	Main St (Freedom to Riverside) Ped/Bike Enhancements	Evaluate and if feasible improve ped facilities and bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) and bike boxes and bicycle priority at intersections on Main Street intersections.	\$750	\$750	\$0	50	0	0	0	50	0	0	0	0	0

All Figures in '000s (thousands of dollars)

Percentage Project Cost By Mode (estimate)

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Unconstrained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plang:	Other
TRL 18L	MBSST Rail Trail: Lee Road, 4000 feet east to City Slough Trail connection	Construction of 4000-foot long pathway parallel to the railroad tracks: eight-foot width asphalt (hma) and two-foot base rock shoulders on each side. A 500 foot long retaining wall up to three foot tall with fence will be needed near Lee Road. A four foot by six foot railroad building at the Ohlone Parkway will need to be relocated. A drainage structure east of Ohlone Parkway will need to be modified. Connection to Lee Road shall require installation of pathway or sidewalk to link to the existing sidewalk. At grade crossing at Ohlone Parkway and at a spur line located between Lee Road and Highway 1.	\$1,300	\$1,300	\$0	50	0	0	0	50	0	0	0	0	0
WAT-P63	Pajaro Lane to Freedom Blvd Ped/Bike Connection	Evaluate and if feasible, new bike/ped connection from Pajaro Lane to Freedom Blvd to connect neighborhood to goods, services and transit on Freedom Boulevard. Include new crossing from new bicycle/pedestrian facility to west side of Freedom Boulevard.	\$300	\$300	\$300	50	0	0	0	50	0	0	0	0	0
WAT-P42	Pajaro Valley High School Connector Trail	Install bicycle/pedestrian trail (this trail connects Pajaro Valley High School to Airport Blvd).	\$600	\$600	\$0	50	0	0	0	50	0	0	0	0	0
WAT-P65	Upper Struve Slough Trail	Construction of 450 foot long pedestrian/bicycle path along upper Struve Slough from Green Valley Road to Pennsylvania Drive. The trail shall consist of a twelve-foot wide by one foot deep aggregate base section with the center eight feet covered with a chip seal. Additional improvements include installing a 130-length of modular concrete block retaining wall, reinforcing a 160-foot length of slough embankment with rock slope protection and installing a 175-foot long by eight foot wide boardwalk.	\$450	\$450	\$450	50	0	0	0	50	0	0	0	0	0
WAT-P43	Upper Watsonville Slough Trail	Install bicycle/pedestrian trail.	\$650	\$650	\$0	50	0	0	0	50	0	0	0	0	0
WAT-P39	East Fifth St (Main St to Lincoln St)	Repair, replace and install curb, gutter, sidewalk and curb ramps; replace and upgrade signage and striping.	\$250	\$250	\$0	40	0	0	0	60	0	0	0	0	0
WAT 01A	Hwy 1/Harkins Slough Road Corridor Improvements	Installation of a signal at the northbound Highway 1 Off ramp at Harkins Slough Road; Signal modifications and operational improvements along Harkins Slough Road/Green Valley Road corridor, beginning at Highway 1 Off ramp to Main Street (SR 125); Construction of Pedestrian/Bicycle Bridge over Highway 1. (formerly part of Caltrans Project ID - EA05-44130 and WAT 01).	\$8,600	\$8,600	\$0	40	20	0	0	40	0	0	0	0	0
WAT-P40	Main St Modifications (500 Block: Fifth St to East Lake Ave)	Repair, replace and install curb, gutter, and curb ramps; replace and upgrade signage and striping. Evaluate and if feasible, provide bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals), and buffered sidewalk.	\$600	\$600	\$0	40	0	0	0	60	0	0	0	0	0
WAT-P41	West Lake Ave Modifications (Main St to Rodriguez St)	Repair, replace and install curb, gutter, sidewalk and curb ramps; replace and upgrade signage and striping	\$200	\$200	\$200	40	0	0	0	60	0	0	0	0	0

All Figures in '000s (thousands of dollars)

Percentage Project Cost By Mode (estimate)

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Unconstrained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plan:	Other
WAT-P24	Citywide Transportation Projects	Lump sum of transportation projects to be identified in the future. Including major rehabilitation and operational improvements (\$1.2M/yr).	\$24,000	\$24,000	\$24,000	15	50	15	5	15	0	0	0	0	0
WAT-P49	2nd/Maple Ave (Lincoln to Walker) Traffic Calming and Greenway	Evaluate and if found necessary, add traffic calming/bicycle traffic priority with wayfinding signage to provide access to MBSST and create low stress grid around downtown.	\$15	\$15	\$0	10	50	0	0	40	0	0	0	0	0
WAT-P50	5th St (Lincoln to Walker) - Traffic Calming and Greenway	Evaluate and if found necessary, add traffic calming/bicycle traffic priority with wayfinding signage to provide access to MBSST and create low stress grid around downtown.	\$15	\$15	\$0	10	50	0	0	40	0	0	0	0	0
WAT 38	Airport Blvd Improvements (Freedom Blvd to City Limits)	Road widening to accommodate extension of bicycle lane and portion of travel lane, installation of bus pull out, new sidewalks and curb ramps, refuge island, rectangular flashing beacan, striping, and roadway rehab.	\$1,286	\$1,286	\$0	10	0	45	2	43	0	0	0	0	0
WAT-P34	Airport Blvd Modifications (Hanger Way to Ross Ave)	Reconstruct or repave roadway and bikelanes; repair, replace and install curb, gutter, sidewalk and curb ramps; replace and upgrade signage and striping.	\$500	\$500	\$500	10	0	65	2	23	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.(Total Need = \$2,500/year, constr=\$2000/yr)	\$55,000	\$55,000	\$7,000	10	0	63	2	25	0	0	0	0	0
WAT-P11	Freedom Blvd Improvements (Green Valley Rd to Compton Terrace)	Pavement reconstruction, operation improvements (turn lanes), installation of bike lanes, sidewalks, signing and striping. Evaluate and if feasible, install bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) to address speed inconsistency between bicyclists and vehicles. Complete sidewalks, including pedestrian buffer, and pedestrian islands at crossings.	\$5,000	\$5,000	\$3,000	10	0	63	2	25	0	0	0	0	0
WAT-P33	Freedom Blvd Reconstruction - Phase 3 (Alta Vista to Davis)	Pavement reconstruction, operation improvements (turn lanes), installation of bike lanes, sidewalks, signing and striping. Evaluate and if feasible, install bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) to address speed inconsistency between bicyclists and vehicles. Complete sidewalks, including pedestrian buffer, and pedestrian islands at crossings.	\$2,500	\$2,500	\$2,500	10	0	63	2	25	0	0	0	0	0
WAT-P45	Green Valley Rd Modifications (Freedom Blvd to City Limit)	Reconstruct or repave roadway and bikelanes; repair, replace and install curb gutter, sidewalk and curb ramps; replace and upgrade striping. Evaluate and if feasible, including pedestrian buffer and bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals).	\$1,750	\$1,750	\$0	10	0	63	2	25	0	0	0	0	0
WAT-P44	Green Valley Rd Modifications (Struve Slough to Freedom Blvd)	Reconstruct or repave roadway and bikelanes; repair, replace and install curb, gutter, sidewalk and curb ramps; replace and upgrade signage and striping.	\$1,400	\$1,400	\$0	10	0	63	2	25	0	0	0	0	0

All Figures in '000s (thousands of dollars)

Percentage Project Cost By Mode (estimate)

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Unconstrained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plang:	Other
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 (\$20k/yr).	\$400	\$400	\$0	10	70	0	0	20	0	0	0	0	0
WAT-P31	Ohlone Parkway Improvements - Phase 2 (UPRR to West Beach)	Roadway, pedestrian, and bicycle facilities.	\$500	\$500	\$0	10	0	63	2	25	0	0	0	0	0
WAT-P48	Walker St Modifications (Beach St to Watsonville Slough)	Repave roadway and bikelanes; repair, replace and install curb, gutter, sidewalk and curb ramps; replace and upgrade signage and striping	\$2,700	\$2,700	\$2,700	10	0	63	2	25	0	0	0	0	0
WAT-P30	Buena Vista/Calbasas/Freedom Connection	Construction of roadway connection from Buena Vista area to Freedom Blvd. Reconstruct Via Nicola.	\$5,000	\$5,000	\$5,000	5	80	5	0	10	0	0	0	0	0
WAT-P29	Crestview/Wagner Extension	Construction of roadway connection from Atkinson Lane area to SR 152. Reconstruct/widen Wagner St.	\$4,000	\$4,000	\$4,000	5	65	20	0	10	0	0	0	0	0
WAT 39	Freedom Blvd Reconstruction (Broadis St to Alta Vista Ave)	Full depth rehab (reuse existing materials), relocate utilities, concrete pads at bus stop, signage and striping, ADA upgrades to curbs and driveways. Evaluate and if feasible, install bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) to address speed inconsistency between bicyclists and vehicles. Complete sidewalks, including pedestrian buffer, and pedestrian islands at crossings.	\$1,000	\$1,000	\$0	5	0	48	2	45	0	0	0	0	0
WAT 40	Airport Boulevard Improvements: Westgate/Larkin to Hanger Way	Reconstruct roadway, install new sidewalk, upgrade curb ramps and driveway crossings, install median islands, modify traffic signals to include add'l ped crossing and install rectangular rapid flashing beacon at crosswalk.	\$1,500	\$1,500	\$0	0	5	53	0	42	0	0	0	0	0
WAT-P15	Citywide Pedestrian Facilities	Construct sidewalks and curb ramps where necessary. This work is usually combined with the annual road rehabilitation and maintenance projects. Avg annual cost: \$100/yr.	\$2,000	\$2,000	\$1,000	0	0	0	0	100	0	0	0	0	0
WAT-P59	Downtown Watsonville Universal Streets	Evaluate and if feasible, implement universal streets, which are designed for pedestrians and restrict vehicular access, which facilitate new ped access.	\$500	\$500	\$0	0	0	0	0	100	0	0	0	0	0
WAT-P57	East Lake/Madison - ped crossing	Evaluate and if feasible, add pedestrian crossing (HAWK signal if ped volume warrants) at E Lake & Madison for better access to Hall Middle School.	\$250	\$250	\$0	0	0	0	0	100	0	0	0	0	0
WAT-P62	Freedom Blvd Pedestrian Crossings (Airport to Lincoln)	Evaluate and if feasible, install new and improve existing uncontrolled pedestrian crossings at Roach Road, Davis Avenue, Clifford Lane, Mariposa Avenue, Alta Vista Street, Crestview Drive, Martinelli Street and Marin Street).	\$500	\$500	\$0	0	0	0	0	100	0	0	0	0	0
WAT-P38	Freedom Blvd Undergrounding	Underground existing overhead utilities.	\$1,230	\$1,230	\$0	0	0	0	0	100	0	0	0	0	0

All Figures in '000s (thousands of dollars)

Percentage Project Cost By Mode (estimate)

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Unconstrained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plang:	Other
WAT-P53	Kearney/Rodriguez - Ped Crossing	Evaluate and if found necessary, add pedestrian crossing at Kearney and Rodriguez with traffic calming for access to Radcliffe Elementary.	\$25	\$25	\$0	0	0	0	0	100	0	0	0	0	0
WAT-P54	Main St - 3 HAWK Signals	Evaluate and if found necessary, add Hawk signals in 3 locations on Main St.	\$750	\$750	\$0	0	0	0	0	100	0	0	0	0	0
WAT-P47	Main St Modifications (City Limit to Lake Ave)	Repave roadway and bike lanes; repair, replace and install curb, gutter, sidewalk and curb ramps; replace and upgrade signage and striping. Evaluate and if feasible, provide bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) and buffered sidewalks.	\$1,400	\$1,400	\$0	0	0	73	2	25	0	0	0	0	0
WAT 27a	Main St. (Hwy 152)/Freedom Blvd Roundabout	Installation of a roundabout to replace the currently signalized intersection with safety considerations for bike/ped. Caltrans Project ID - EA05-0T150.	\$1,250	\$1,250	\$0	0	85	0	0	15	0	0	0	0	0
WAT-P55	Main/Rodriguez/Union/Brennan (Freedom to Riverside) - Crosswalks	Evaluate and if found necessary, increase the number of crosswalks on Main St, Rodriguez, and Union/Brennan to aim for 300 ft distance between crossings. Update pattern of crosswalks to block pattern.	\$100	\$100	\$0	0	0	0	0	100	0	0	0	0	0
WAT-P37	Pennsylvania Dr/Clifford St Roundabout	Installation of roundabout at existing stop sign controlled intersection.	\$250	\$250	\$0	0	85	0	0	15	0	0	0	0	0
WAT 41	Sidewalk Infill Harkins Slough Road and Main Street	Harkins Slough: 6 ft wide x 180 ft long sidewalks on south side of Harkins Slough Rd and east of Ohlone Pkwy; Main St: 6 ft wide x 450 ft long sidewalks on north side of Main St from Pennsylvania Dr-Pacific Blvd	\$200	\$200	\$0	0	0	0	0	100	0	0	0	0	0
WAT-P27	Watsonville Shuttle	Year round public transit service.	\$250	\$250	\$250	0	0	0	100	0	0	0	0	0	0
Consolidated Transportation															
CTSA-P01	Countywide Specialized Transportation	Non-ADA mandated paratransit and other specialized transportation service for seniors and people with disabilities. Includes medical service rides, Elderday, out-of-county rides, Sr. Meal Site, Taxi Script, etc. Current avg annual need \$2.5M. Constrained=\$1.4M.	\$55,000	\$55,000	\$22,540	0	0	0	100	0	0	0	0	0	0
CTSA-P02	Lift Line Maintenance/Operations Center	Construct a permanent maintenance center/consolidated operations facility for paratransit program (currently Lift Line).	\$15,000	\$15,000	\$15,000	0	0	0	100	0	0	0	0	0	0
CTSA-P04	Medically Fragile Specialized Transportation	Non-emergency same day transportation service for medically fragile individuals. Includes operations and capital.	\$13,000	\$13,000	\$13,000	0	0	0	100	0	0	0	0	0	0
CTSA-P03	Non-ADA Paratransit Service Expansion	Expansion of non-ADA paratransit system to meet needs of growing elderly and disabled populations. May include pre/post natal transport to medical appointments.	\$21,000	\$21,000	\$21,000	0	0	0	100	0	0	0	0	0	0

All Figures in '000s (thousands of dollars)

Percentage Project Cost By Mode (estimate)

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Unconstrained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plang:	Other
County Health Services Agency															
CO 50	Santa Cruz County Health Service Agency - Traffic Safety Education	Ongoing education program to decrease the risk and severity of collisions. Includes bicycle and pedestrian programs: Community Traffic Safety Coalition, South County coalition, and Ride n' Stride Bicycle/Pedestrian Education Program.	\$6,250	\$6,250	\$4,113	50	10	0	0	40	0	0	0	0	0
County of Santa Cruz															
CO-P78	26th to 30th (at Lode/Quartz) Bike/Ped Connection	New bike/ped connection from Lode and Quartz to Moran Trail, which connects to 30th.	\$500	\$500	\$500	50	0	0	0	50	0	0	0	0	0
CO-P76	35th to 41st (at Roland Way) New Ped/Bike Connection	New bike/ped connection between 34th and 41st Avenue at Roland Street to connect upper Pleasure Point neighborhood to goods and services near Lower 41st Avenue.	\$500	\$500	\$500	50	0	0	0	50	0	0	0	0	0
CO-P79	41st Ave (Portola to Eastcliff) Bike/Ped Enhancement	Install buffered sidewalks on south side of 41st Avenue between Portola and Eastcliff and bicycle treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) on 41st Avenue between Portola and Eastcliff.	\$200	\$200	\$0	50	0	0	0	50	0	0	0	0	0
CO-P81	Brommer and Portola Bike/Ped Connection (atThompson and Vanessa Ln)	New bike/ped connection between Thompson and Vanessa Lane across rail line as alternative route to 30th for low stress bicycle riders.	\$300	\$300	\$0	50	0	0	0	50	0	0	0	0	0
CO-P72	Mar Vista to State Park Dr New Ped/Bike Connection	New bike/ped connection from Mar Vista to State Park (via Sailfish or Caterberry) to connect neighborhood to State Park goods, services and transit.	\$500	\$500	\$500	50	0	0	0	50	0	0	0	0	0
CO-P80	Portola Ave (26th to 41st) Bike/Ped Enhancement	Install pedestrian buffer and provide pedestrian amenities such as benches. Install bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals). Increase number of pedestrian crossings to closer to 300 ft and include pedestrian.	\$300	\$300	\$0	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	\$25,000	\$25,000	50	0	0	0	50	0	0	0	0	0
CO-P73	Seacliff Dr/North Avenue Bike/Ped Connection to MBSST	New bike/ped connection from North Street to Aptos Village Square and Soquel Drive across MBSST to connect neighborhood to State Park goods, services and transit.	\$300	\$300	\$300	50	0	0	0	50	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.	\$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	\$7,400	\$0	30	0	0	0	70	0	0	0	0	0

All Figures in '000s (thousands of dollars)

Percentage Project Cost By Mode (estimate)

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Unconstrained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plang:	Other
CO-P03	Amesti Road Multimodal Improvements (Green Valley to Brown Valley Rd)	Roadway rehab and reconstruction, left turn pockets at Green Valley Road, Pioneer Road/Varni Road. Add bike lanes, transit turnouts, sidewalks, merge lanes, landscaping, and intersection improvements.	\$6,000	\$6,000	\$5,400	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, turnouts, merge lanes, and intersection improvements. Some landscaping and drainage improvements also.	\$4,600	\$4,600	\$3,910	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.	\$750	\$750	\$750	25	25	35	15	0	0	0	0	0	0
CO-P15	Lakeview Road Improvements	Major road rehab, add left turn pocket at College Road, intersection improvements at Carlton Rd. Also add bike lanes, new transit facilities, landscaping. Drainage improvements, merge lanes, and intersection improvements may also be needed.	\$1,200	\$1,200	\$1,200	25	20	45	5	5	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	\$2,500	\$1,875	25	10	50	5	10	0	0	0	0	0
TRL 9bCO	Twin Lakes Beachfront (5th Ave to 7th Ave)	Segment 9B of MBSST. Includes partial reconstruction and realignment of two 12' car lanes, two new 5' bike lanes, new universal pedestrain walkways, circular stop sign controlled three-way intersection at lower harbor entrance, 4.8"AC over 10.8"AB slurry seal, parking. Part of larger Twin Lakes Beachfront project.	\$3,600	\$3,600	\$0	25	0	25	0	50	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 sidewalks, bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$2,500	\$2,500	\$2,500	20	25	25	5	25	0	0	0	0	0
CO-P27a	37th/38th Ave (Brommer to Eastcliff) Multimodal Circulation Improvements and Greenway	Evaluate and if feasible improve vehicle and transit access on 38th Avenue from East Cliff to Brommer and develop greenway on 37th Avenue from East Cliff to Portola. Roadway improvements may include roadway and roadside improvements including sidewalks, bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals), transit turnouts, left turn pockets, and intersection improvement.	\$2,000	\$2,000	\$1,500	20	25	25	5	25	0	0	0	0	0
CO-P26a	41st Ave Improvements Phase 2 (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	\$1,200	\$900	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	\$1,700	\$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	\$1,200	\$1,200	20	25	25	5	25	0	0	0	0	0

All Figures in '000s (thousands of dollars)

Percentage Project Cost By Mode (estimate)

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Unconstrained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plang:	Other
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	\$1,200	\$900	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	\$1,700	\$1,275	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	\$1,200	\$1,200	20	25	25	5	25	0	0	0	0	0
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	\$600	\$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	\$1,700	\$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	\$1,200	\$900	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	\$2,900	\$2,175	20	25	25	5	25	0	0	0	0	0
CO-P65	Bulb Ave Road Improvements (Garden St to Capitola City Limits)	Roadway and roadside improvements including curb, gutter, sidewalk, bike lanes, left turn lanes, intersection improvements and roadway rehabilitation.	\$750	\$750	\$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	\$1,200	\$900	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	\$1,200	\$1,200	20	25	25	5	25	0	0	0	0	0
CO-P26g	Casserly 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	\$750	\$563	20	25	25	5	25	0	0	0	0	0

All Figures in '000s (thousands of dollars)

Percentage Project Cost By Mode (estimate)

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Unconstrained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plang:	Other
CO-P33b	Cathedral Dr Improvements (entire length)	Roadway and roadside improvements on Minor Collector. Roadwork includes major rehabilitation and maintenance of the road.	\$600	\$600	\$600	20	25	25	5	25	0	0	0	0	0
CO-P26h	Center Ave/Seacliff Dr Improvements (Broadway to Aptos Beach Dr)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,200	\$1,200	\$900	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, drainage and intersection improvements.	\$1,200	\$1,200	\$900	20	25	25	5	25	0	0	0	0	0
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	\$600	\$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	\$1,400	\$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	\$1,700	\$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	\$450	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	\$600	\$450	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	\$1,200	\$1,200	20	25	25	5	25	0	0	0	0	0
CO-P09	East Cliff Drive Improvements (32nd 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	\$2,300	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	\$1,700	\$1,275	20	25	25	5	25	0	0	0	0	0
CO-P67	El Dorado Ave Road Improvements (Capitola Rd to RR)	Roadway and roadside improvements including curb, gutter, buffered sidewalk, bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals), left turn lanes, intersection improvements and roadway rehabilitation.	\$1,750	\$1,750	\$1,750	20	25	25	5	25	0	0	0	0	0

All Figures in '000s (thousands of dollars)

Percentage Project Cost By Mode (estimate)

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Unconstrained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plang:	Other
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	\$2,300	\$1,725	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	\$4,600	\$3,450	20	25	35	10	10	0	0	0	0	0
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, traffic circles, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,200	\$1,200	\$1,200	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	\$2,300	\$1,725	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	\$2,300	\$1,725	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	\$3,000	\$2,250	20	30	30	10	10	0	0	0	0	0
CO-P30f	Glen Arbor Rd Improvements (State Hwy 9 to State Hwy 9)	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	\$1,200	\$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	\$5,800	\$4,350	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	\$2,900	\$2,175	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	\$6,800	\$5,100	20	25	35	10	10	0	0	0	0	0

All Figures in '000s (thousands of dollars)

Percentage Project Cost By Mode (estimate)

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Unconstrained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plang:	Other
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	\$1,700	\$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	\$4,000	\$3,000	20	40	25	5	10	0	0	0	0	0
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	\$3,500	\$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	\$1,700	\$1,700	20	25	25	5	25	0	0	0	0	0
CO-P33d	Harper St Improvements (entire length-El Dorado Ave to ECM)	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	\$900	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	\$2,300	\$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	\$600	\$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	\$3,500	\$2,625	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	\$600	\$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	\$1,200	\$1,200	20	25	25	5	25	0	0	0	0	0
CO-P31d	Ledyard Way Improvements (entire length-Soquel Dr to Soquel Dr)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$600	\$600	\$600	20	25	25	5	25	0	0	0	0	0

All Figures in '000s (thousands of dollars)

Percentage Project Cost By Mode (estimate)

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Unconstrained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plang:	Other
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	\$1,200	\$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	\$850	\$638	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 near Boulder Creek Elementary School.	\$582	\$582	\$0	20	25	25	5	25	0	0	0	0	0
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	\$600	\$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	\$1,400	\$1,050	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	\$600	\$600	20	25	25	5	25	0	0	0	0	0
CO-P30l	Mar Monte Ave 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	\$600	\$600	20	25	25	5	25	0	0	0	0	0
CO-P33f	Mar Vista Dr Improvements (entire length-just before Seacliff Dr to Soquel Dr)	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, buffered sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$290	\$290	\$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	\$1,050	20	25	25	5	25	0	0	0	0	0

All Figures in '000s (thousands of dollars)

Percentage Project Cost By Mode (estimate)

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Unconstrained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plang:	Other
CO-P33g	McGregor Dr Improvements (Capitola city limits to Searidge 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	\$1,200	\$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	\$1,200	\$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
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	\$1,200	\$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	\$2,900	\$2,175	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	\$1,200	\$1,200	20	25	20	9	26	0	0	0	0	0
CO-P31g	Opal Cliff Dr Improvements (41st Av to Capitola City Limits)	Roadway, roadside and intersection improvements including sidewalks, bike treatments (such as buffered and/or painted bike lanes), designed to accommodate the number of users and link to East Cliff Drive.	\$1,200	\$1,200	\$900	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	\$900	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	\$900	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	\$900	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	\$2,300	\$1,725	20	25	25	5	25	0	0	0	0	0

All Figures in '000s (thousands of dollars)

Percentage Project Cost By Mode (estimate)

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Unconstrained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plang:	Other
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	\$638	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	\$850	\$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	\$1,400	\$1,400	20	25	25	5	25	0	0	0	0	0
CO-P26r	Porter St Improvements (Soquel Dr to Paper Mill Rd)	Roadway and roadside improvements including buffered sidewalks and bicycle treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) to address speed inconsistency between bicyclists and vehicles, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,200	\$1,200	\$900	20	25	25	5	25	0	0	0	0	0
CO-P32f	Quail Hollow Rd Improvements (entire length- East Zayante to Glen Arbor Rd)	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	\$800	\$800	\$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	\$3,000	\$3,000	20	25	25	5	25	0	0	0	0	0
CO-P30n	Rio Del Mar Blvd Improvements (Esplanade to Soquel Dr)	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$2,900	\$2,900	\$2,175	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	\$1,700	\$1,700	20	25	25	5	25	0	0	0	0	0
CO-P31j	Roland Dr Improvements (30th to 35th)	Roadway and roadside improvements and implementation of greenway, which gives priority to bicycles and pedestrians on low volume, low speed streets including, pedestrian facilities, way finding and pavement markings, bicycle treatments to connect to new bike/ped connection to 41st.	\$850	\$850	\$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, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$1,700	\$1,700	\$1,700	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	\$600	\$450	20	25	25	5	25	0	0	0	0	0

All Figures in '000s (thousands of dollars)

Percentage Project Cost By Mode (estimate)

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Unconstrained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plang:	Other
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	\$1,700	\$1,275	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	\$2,300	\$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 treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals), left turn lanes, intersection improvements and roadway rehabilitation.	\$400	\$400	\$0	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 treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals), transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,000	\$1,000	\$500	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	\$1,200	\$900	20	25	25	5	25	0	0	0	0	0
CO-P42	Spreckels Dr/Treasure Island Dr Improvements	Addition of bike lanes, intersection improvements, major road rehabilitation, road maintenance, and possible drainage improvements.	\$600	\$600	\$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	\$5,400	\$4,050	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	\$1,400	\$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 including major rehabilitation and maintenance of road and includes implementation of greenway, which gives priority to bicycles and pedestrians on low volume, low speed streets including, pedestrian facilities, way finding and pavement markings, bicycle treatments to connect to MBSST.	\$1,200	\$1,200	\$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	\$1,700	\$1,275	20	25	25	5	25	0	0	0	0	0

All Figures in '000s (thousands of dollars)

Percentage Project Cost By Mode (estimate)

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Unconstrained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plang:	Other
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	\$2,900	\$2,900	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	\$1,700	\$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	\$900	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	\$1,400	\$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	\$850	\$850	20	25	25	5	25	0	0	0	0	0
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	\$1,200	\$1,200	20	25	25	5	25	0	0	0	0	0
CO-P27l	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	\$2,300	\$1,725	20	25	25	5	25	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 and traffic signal. Roadside: sidewalks, landscaping, and new transit facilities.	\$3,500	\$3,500	\$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	\$3,200	\$0	15	25	27	13	20	0	0	0	0	0

All Figures in '000s (thousands of dollars)

Percentage Project Cost By Mode (estimate)

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Unconstrained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plang:	Other
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 64	Aptos Village Plan Improvements	Modifications to ped, bike, and auto traffic. Add pedestrian facilities on both sides of Soquel Dr; maintain existing bike lanes; new bus pullout and shelter on north side. Trout Gulch: Replace sidewalks with standard sidewalks on east side, ADA upgrades to west side sidewalks. Install traffic signals at Soquel Dr/Aptos Creek Rd & Soq/Trout Gulch. RR crossing modifications - new crossing arms, concrete panels for vehicle and pedestrian crossings. New RR xing at Parade St. Phase 1: Trout Gulch Rd improvements w/traffic signal and upgraded RR xg at Soquel Dr.	\$3,377	\$3,377	\$0	10	25	10	35	15	0	5	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 and bike facility gaps, some landscaping.	\$7,300	\$7,300	\$5,475	10	20	45	10	15	0	0	0	0	0
CO-P20	State Park Drive Improvements Phase 2	Transit turnouts, two way left turn, merge lanes, intersection improvements, and fill gaps in bike and ped facilities including pedestrian crossing improvements, bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals). Plus, major rehabilitation and maintenance, drainage improvements, landscaping.	\$1,300	\$1,300	\$975	10	15	35	10	30	0	0	0	0	0
CO-P37	Countywide Access Ramps	Construction of handicapped access ramps countywide.	\$1,200	\$1,200	\$600	0	0	0	0	100	0	0	0	0	0
CO-P41	Countywide Sidewalks	Install sidewalks.	\$70,000	\$70,000	\$63,000	0	0	0	0	100	0	0	0	0	0
CO-P77	East Cliff (26th to Moran Way) Sidewalk Improvement	Install sidewalk from 26th south to link to Moran Way.	\$400	\$400	\$400	0	0	0	0	100	0	0	0	0	0
CO-P50	East Cliff Dr Pedestrian Pathway (7th-12th Ave)	Construct pedestrian pathway on East Cliff.	\$1,700	\$1,700	\$0	0	0	0	0	100	0	0	0	0	0
CO 42b	Green Valley Rd Pedestrian Safety Project	Build 6-foot wide sidewalk with some curb and gutter on NW side of Green Valley Rd from Airport Blvd to Amesti Rd (1800 ft).	\$375	\$375	\$0	0	0	0	0	100	0	0	0	0	0
Ecology Action															
RTC 17	Ecology Action Transportation Employer Membership Program	Community organization that promotes alternative commute choices. Work with employers, incentives for travelers to get out of SOVs including: emergency ride home, interest-free bike loans, discounted bus passes. Avg cost: \$90K/yr. Coordinates with Bike to Work program.	\$2,250	\$2,250	\$1,150	20	0	0	20	20	40	0	0	0	0

All Figures in '000s (thousands of dollars)

Percentage Project Cost By Mode (estimate)

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Unconstrained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plang:	Other
SCCRTC															
RTC 27c	Monterey Bay Sanctuary Scenic Trail Network - Trail Management Program	Coordinate trail implementation as it traverses multiple jurisdictions to ensure uniformity; serve as Project Manager for construction of some segments; handle environmental clearance; coordinate use in respect to other requirements (closures for ag spraying, etc); solicit ongoing funding and distribute funds to implementing entities through MOUs; coordinate with community initiatives; etc.	\$1,000	\$1,000	\$500	50	0	0	0	50	0	0	0	0	0
RTC 27b	Monterey Bay Sanctuary Scenic Trail Network - Maintenance	Maintenance of the Monterey Bay Sanctuary Scenic Trail Network - ongoing clean-up, trash/recycling removal, graffiti abatement, brush clearance, surface repairs (from drainage issues, tree root intrusion) etc.	\$4,000	\$4,000	\$2,000	50	0	0	0	50	0	0	0	0	0
RTC 27a	Monterey Bay Sanctuary Scenic Trail Network - Design, Environmental Clearance, and Construction	Design, environmental clearance and construction of a 50+ mile network of bicycle and pedestrian facilities on or near the coast, with the rail trail as the spine and additional spur trails to connect to key destinations. (Funded segments listed individually.)	\$120,224	\$120,224	\$80,224	45	0	0	0	45	0	0	0	0	10
RTC-P02	Rail Transit: Watsonville-Santa Cruz Corridor	Design, construction, and operation of fixed guideway public transit between Santa Cruz and Watsonville. May be a joint project with the SCCRTC, SCMTD, and local jurisdictions. Annual op cost est: \$3M/yr; capital: \$2.5M/yr.	\$82,500	\$82,500	\$0	0	0	0	100	0	0	0	0	0	0
RTC-P58	Real-Time Transit Info	Develop and maintain distribution channel for disseminating real time transit arrival and departure information to Santa Cruz Metro users. To be developed in coordination with Santa Cruz Metro.	\$500	\$500	\$0	0	0	0	100	0	0	0	0	0	0
RTC 25	Recreational Rail Infrastructure	Seasonal passenger rail service on Santa Cruz Branch rail line. Infrastructure needed for the service is listed here (e.g. platforms, sidings, pedestrian & disabled access, rail vehicles). Unsubsidized operations will be provided by a private operator and operating costs are therefore not included here. All costs are estimated.	\$5,000	\$5,000	\$5,000	0	0	0	100	0	0	0	0	0	0
SCCRTC/Caltrans															
RTC 30	Hwy 1 Bicycle/Ped Overcrossing at Mar Vista	Construct a bicycle/pedestrian overcrossing of Hwy 1 in vicinity of Mar Vista Drive, providing improved access to Seacliff and Aptos neighborhoods and schools.	\$7,550	\$7,550	\$0	50	0	0	0	50	0	0	0	0	0
RTC 24f	2 - Hwy 1: 41st to Soquel Av Auxiliary Lanes and Chanticleer Bike/Ped Bridge	Construct auxiliary lanes and a bicycle/pedestrian overcrossing of Hwy 1 at Chanticleer Ave. [Project level design/environmental analysis is currently underway as part of combined Tier 1/Tier 2 environmental effort to establish a Highway 1 Corridor Investment Program (Tier 1) and take a first step toward implementation with this project (Tier 2) upon approval of the final environmental document.]	\$27,000	\$27,000	\$0	10	0	0	0	15	0	0	0	0	0

All Figures in '000s (thousands of dollars)

Percentage Project Cost By Mode (estimate)

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Unconstrained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plang:	Other
RTC 24n	92 - Hwy 1: TSM Project from Morrissey to San Andreas Rd.	Construct the TSM project alternative as described in the Tier 1 environmental study to establish a Highway 1 Corridor Investment Program. Project includes auxiliary lanes, modifications of interchanges with enhanced bike and pedestrian treatment, arterial and ramp modifications to allow ramp metering, a new bike/ped crossing at Trevethan, and traffic operation system (TOS) element. [Cost if built in entirety, rather than incrementally: \$249,100. Assumes RTC 24f has been completed.]	\$0	\$0	\$0	10	0	0	0	10	0	15	0	0	0
RTC 24k	1 - Hwy 1 Corridor Investment Program	Tier 1 – program level design/environmental analysis to establish a Corridor Investment Program (CIP) to reduce congestion along the 9 mile section of Highway 1 between San Andreas/Larkin Valley Road (Aptos) and Morrissey Boulevard (Santa Cruz). [Projects identified below are increments of the Highway 1 CIP.]	\$0	\$0	\$0	5	0	0	15	5	0	10	0	0	0
RTC 24m	9 - Hwy 1: Construction of HOV Lanes from Morrissey to San Andreas Rd	Construction of High Occupancy Vehicle (HOV or Carpool) Lanes on Highway 1 from San Andreas/Larkin Valley to Morrissey Boulevard. Cost excludes auxiliary lanes, reconstruction of interchanges for ramp metering, over and under crossings, new bike/ped crossing at Trevethan, and traffic operation system (TOS) elements on the corridor. [These costs are listed separately (RTC 24 a,e,f,g,h,i,j). Could be expensed under a complete Hwy 1 HOV Lane project (RTC 24, \$585,700) but currently expensed as a standalone project.]	\$60,000	\$60,000	\$60,000	0	0	0	15	0	0	10	0	0	0

SCMTD

MTD-P20	Bikes on Buses Expansion	Add additional space for bikes on buses when/if new technology becomes available.	\$1,500	\$1,500	\$750	75	0	0	25	0	0	0	0	0	0
MTD 02	ADA Paratransit Bus Replacements	Replace vans for ADA paratransit fleet (including Accessible Taxi program). Avg cost: \$65k each for 34 vans every 5 years.	\$12,650	\$12,650	\$8,680	0	0	0	100	0	0	0	0	0	0
MTD-P10C	ADA Paratransit Service - Continuation of Existing Service	Operation & maintenance cost of existing Paratransit service. Avg Annual Cost: \$4.6M.	\$101,000	\$101,000	\$0	0	0	0	100	0	0	0	0	0	0
MTD-P11	ADA Service Expansion	Add capacity to meet increased trip demand thru 2035. Assumes 3% increase/year starting in 2010. Annual avg: \$140k.	\$3,500	\$3,500	\$1,750	0	0	0	100	0	0	0	0	0	0
MTD-P50	Automatic Vehicle Locator and Automatic Passenger Counter Systems	Automatic Vehicle Locator and Automatic Passenger Counter systems on all METRO buses. Real time bus arrival/departure displays at stops. Necessary IT upgrades.	\$2,350	\$2,350	\$2,350	0	0	0	40	0	0	60	0	0	0
MTD-P23	Bike Station at Capitola Mall	Establish bike station at Capitola Mall, especially to serve UCSC. Would be joint mall, UCSC, MTD project.	\$1,000	\$1,000	\$1,000	0	0	0	100	0	0	0	0	0	0
MTD-P15	Bus Rapid Transit	Construct park & ride lots, transit centers and grade-separation where feasible to operate bus rapid transit to reduce congestion on Highway 1.	\$25,920	\$25,920	\$2,592	0	0	0	100	0	0	0	0	0	0

All Figures in '000s (thousands of dollars)

Percentage Project Cost By Mode (estimate)

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Unconstrained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plang:	Other
MTD-P31	Bus Rebuild and Maintenance	Rebuild engines; Fleet maintenance equipment.	\$2,500	\$2,500	\$0	0	0	0	100	0	0	0	0	0	0
MTD-P43	Deviated Fixed-Route Pilot Program	Pilot project allowing buses to make minor route modifications to address needs of senior and disabled riders.	\$100	\$100	\$100	0	0	0	100	0	0	0	0	0	0
MTD-P34	Disaster Response Mobile Command	Field unit for Disaster Response Management.	\$500	\$500	\$500	0	0	0	100	0	0	0	0	0	0
MTD-P47	Electric Non-Fleet Vehicles	Replace 14 vehicles to EV.	\$560	\$560	\$0	0	0	0	100	0	0	0	0	0	0
MTD-P48	EV Fast Charging Stations	Install 5 electric vehicle charging stations at transit centers.	\$1,000	\$1,000	\$0	0	0	0	100	0	0	0	0	0	0
MTD-P27	Hwy 1 Express Buses	Hwy 1 express bus replacements - 6 Buses @ \$500k ea. Replace every 12 years.	\$6,000	\$6,000	\$4,020	0	0	0	100	0	0	0	0	0	0
MTD-P10B	Hwy 17 Express Service - Cont. of Existing Service Levels	Operation & maintenance cost of existing bus service. Avg annual cost: \$2.4M.	\$53,000	\$53,000	\$0	0	0	0	100	0	0	0	0	0	0
MTD-P12	Hwy 17 Express Service Expansion	Add trips to extend service hours for Highway 17 express. Capital and Operating costs. Annual expansion cost: \$175K/yr.	\$4,500	\$4,500	\$2,250	0	0	0	100	0	0	0	0	0	0
MTD-P44	Inter-County Paratransit Connection	Establish paratransit connection location with Santa Clara County.	\$1,250	\$1,250	\$0	0	0	0	100	0	0	0	0	0	0
MTD-P10	Local Transit - Continuation of Existing Service Levels 2010-2035	Operation & maintenance cost of existing local fixed route bus service (Based on 2014budget-\$37M/year).	\$817,000	\$817,000	\$0	0	0	0	100	0	0	0	0	0	0
MTD-P14	Local Transit Service Restoration and Expansion	Restore local service to 2001 levels, then expand service 10% including expanded service within SLV, City of SC and Watsonville, express buses, improved service to industrial areas. \$6.7M/yr operating, \$9M capital costs (9 buses & onetime replacement).	\$177,000	\$177,000	\$169,920	0	0	0	100	0	0	0	0	0	0
MTD-P04	Metro Bus Replacements	Replace fleet at the end of normal bus lifetime (every 12 years, ~\$500k each).	\$125,500	\$125,500	\$82,410	0	0	0	100	0	0	0	0	0	0
MTD-P36	Metro facilities repair/upgrades	Maintain and upgrade physical plant.	\$3,785	\$3,785	\$0	0	0	0	100	0	0	0	0	0	0
MTD-P38	MetroBase Phase II	Expansion to 150 bus fleet; purchase new property.	\$15,000	\$15,000	\$15,000	0	0	0	100	0	0	0	0	0	0
MTD-P32	Non-Revenue Vehicles	Replace support vehicles.	\$1,200	\$1,200	\$1,200	0	0	0	100	0	0	0	0	0	0
MTD-P30	ParaCruz Mobile Data Terminals; Radios	Install mobile data terminals in vehicles	\$732	\$732	\$0	0	0	0	100	0	0	0	0	0	0
MTD-P28	ParaCruz Operating Facility	Design, Right-of-Way and construction for new ParaCruz Operating Facility.	\$12,000	\$12,000	\$12,000	0	0	0	100	0	0	0	0	0	0
MTD 21	ParaCruz Van Replacement 2014	4 replacement vehicles for ADA Complementary Paratransit Service. (2 light-duty CNG vans & 2 medium-duty gas fueled paratransit buses)	\$431	\$431	\$0	0	0	0	100	0	0	0	0	0	0

All Figures in '000s (thousands of dollars)

Percentage Project Cost By Mode (estimate)

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Unconstrained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plang:	Other
MTD-P39	Parking Structure	Joint venture w/City of Santa Cruz Tannery Arts Center.	\$4,000	\$4,000	\$4,000	0	0	0	100	0	0	0	0	0	0
MTD 18	Replacement Transit Fareboxes	Electronic registering fareboxes, includes prepaid card fare collection program. Future replacement needs from 2015-2035 unconstrained.	\$9,100	\$9,100	\$6,750	0	0	0	100	0	0	0	0	0	0
MTD 13	Santa Cruz Metro Center/Pacific Station Renovation	Renovate main transit center in downtown Santa Cruz to accommodate additional bus lanes, parking, new transit plaza, and mix of other land uses. Part of larger redevelopment project that includes housing and retail (total cost est \$30M)	\$12,000	\$12,000	\$9,900	0	0	0	100	0	0	0	0	0	0
MTD-P42	Senior/Disabled/Low-Income Fixed-Route Transit Incentives	Incentives to encourage fixed-route bus ridership. May include free/reduced rates for seniors during off-peak hours, free bus passes to ADA eligible persons, bus pass subsidies for low income riders transportation to employment, collapsible shopping carts and other incentives to encourage use of fixed-route system.	\$3,125	\$3,125	\$625	0	0	0	100	0	0	0	0	0	0
MTD-P21	Signal Priority/Pre-Emption for Buses	Enable coach operators to actuate traffic signals to prolong green or change red lights to improve transit running time.	\$2,000	\$2,000	\$0	0	0	0	100	0	0	0	0	0	0
MTD-P24	Small Bus Fleet	Purchase smaller buses for travel through residential neighborhoods. Cost currently unknown.	\$0	\$0	\$0	0	0	0	100	0	0	0	0	0	0
MTD-P29	Solar Panels for MetroBase	Energy reduction through installation of solar panels on the new MetroBase Facilities.	\$6,000	\$6,000	\$6,000	0	0	0	100	0	0	0	0	0	0
MTD-P19	Transit Mobility Training Program Expansion	Expand public outreach and training to encourage fixed route, rather than Paratransit, use. Outreach may also involve other partners (ex. DMV, doctors, senior centers, etc). Avg annual cost: \$80K/yr.	\$1,200	\$1,200	\$600	0	0	0	100	0	0	0	0	0	0
MTD-P33	Transit Security and Surveillance Systems	Enhance passenger safety and facilities security. Emergency response systems.	\$1,100	\$1,100	\$0	0	0	0	100	0	0	0	0	0	0
MTD-P35	Transit System Technology Improvements	Automated Data Processing software, telephones, portable computers, servers, Customer Information Kiosks, digital ID processing equipment. Maintain and upgrade office software and hardware, bandwidth, web site, phone network, to enhance productivity, customer service and maintain functionality.	\$5,310	\$5,310	\$4,330	0	0	0	100	0	0	0	0	0	0
MTD-P06	Transit Technological Improvements	IT software and hardware upgrades for scheduling, customer service, planning systems. Upgrades every 5 years.	\$5,000	\$5,000	\$3,163	0	0	0	40	0	0	60	0	0	0
MTD-P45	Transit/Paratransit Driver Emergency Training	Provide training equipment for drivers on new mobility devices (scooters, motorized wheelchairs) plus emergency training and biohazard container and clean-up kits for vehicles.	\$250	\$250	\$0	0	0	0	100	0	0	0	0	0	0
MTD-P13	UCSC Bus Service Expansion	Increase frequency on routes serving UCSC to eliminate standing loads: Capital and Operating costs.	\$14,000	\$14,000	\$7,000	0	0	0	100	0	0	0	0	0	0
MTD-P40	Water Harvesting for River St.	Water capture for bus wash facility.	\$1,500	\$1,500	\$1,500	0	0	0	100	0	0	0	0	0	0

All Figures in '000s (thousands of dollars)

Percentage Project Cost By Mode (estimate)

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Unconstrained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plang:	Other
MTD-P46	Watsonville Transit Center Improvements	Upgrades to Watsonville Transit Center.	\$1,000	\$1,000	\$0	0	0	0	100	0	0	0	0	0	0
Seniors Council															
RTC-P43	Senior Employment Ride Reimbursement	Reimburse low income seniors for transit expenses to/from employer sites.	\$1,600	\$1,600	\$0	0	0	0	100	0	0	0	0	0	0
UCSC															
UC-P51	Bike Shuttle Vehicle Acquisition	Acquire more alt fueled vehicles for bike shuttle (and possible expansion).	\$500	\$500	\$500	75	0	0	25	0	0	0	0	0	0
UC-P60	Great Meadow Bike Path Safety Improvements	Bikeway safety and maintenance improvements; potential for separate pedestrian improvements to minimize conflicts.	\$3,000	\$3,000	\$2,100	50	0	20	0	30	0	0	0	0	0
UC-P61	Traveller Safety Education/Information Programs	Bike/pedestrian safety programs; light and helmet giveaways, safety classes, distracted driver programs, bus etiquette program.	\$100	\$100	\$0	50	0	0	0	50	0	0	0	0	0
UC-P03	Steinhart Way Multimodal Improvements	Roadway improvements for shuttles, bikes and pedestrians.	\$500	\$500	\$500	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. Work may be done in conjunction with City Roundabout project.	\$2,000	\$2,000	\$2,000	20	30	0	30	20	0	0	0	0	0
UC-P07	Northern Loop Roadway	Construct new roadway, including bicycle lanes, on upper campus. Will be phased. Phase I: Chinquapin Extension to support Social Science 3.	\$18,000	\$18,000	\$18,000	10	70	0	10	10	0	0	0	0	0
UC-P10	Hagar/McLaughlin Intersection Improvements	Signal, pedestrian safety improvements(including new crosswalk) and roadway improvements.	\$500	\$500	\$500	5	85	0	0	10	0	0	0	0	0
UC-P14	Hagar/Steinhart Intersection Improvements	Signal, pedestrian safety improvements, roadway improvements.	\$1,000	\$1,000	\$1,000	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.	\$3,000	\$3,000	\$3,000	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.	\$20,000	\$20,000	\$20,000	5	10	0	75	10	0	0	0	0	0
UC-P64	Alternative Fuel Fleet Vehicles	Purchase and upgrade fleet vehicles to alt. fueled vehicles (refuse trucks, street sweepers, fleet cars, etc.)	\$3,000	\$3,000	\$3,000	0	0	0	100	0	0	0	0	0	0
UC-P22	Alternative Fuel/Electric Shuttle Vehicles	Capital acquisition of vehicles.	\$10,000	\$10,000	\$10,000	0	0	0	100	0	0	0	0	0	0

All Figures in '000s (thousands of dollars)

Percentage Project Cost By Mode (estimate)

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Unconstrained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plang:	Other
UC-P62	Bus Tracking and AVL Transit Programs	GPS bus tracking and Automatic Vehicle Locator programs inform travelling population of transit locations so they can make informed mode choices.	\$250	\$250	\$0	0	0	0	40	0	0	60	0	0	0
UC-P49c	Coastal Marine Campus Pedestrian Improvements	Includes covered bike parking, racks, and showers.	\$2,000	\$2,000	\$0	0	0	0	0	100	0	0	0	0	0
UC-P49a	Coastal Marine Campus Roadway and Transit Improvements	New Central Roadway/transit shelters and amenities, parking.	\$7,000	\$7,000	\$3,000	0	80	0	20	0	0	0	0	0	0
UC-P39	College Nine/Communications Pedestrian Bridge	Construct pedestrian bridge.	\$1,000	\$1,000	\$1,000	0	0	0	0	100	0	0	0	0	0
UC-P37	College Nine/Crown College Pedestrian Bridge	Construct pedestrian bridge.	\$1,500	\$1,500	\$1,500	0	0	0	0	100	0	0	0	0	0
UC-P75	Disability Van Service	Operate disability van service (\$240k/yr).	\$5,280	\$5,280	\$0	0	0	0	100	0	0	0	0	0	0
UC-P46	East Collector Transit Hub	New transit hub at East Collector (East Remote) lot.	\$5,000	\$5,000	\$5,000	0	0	0	100	0	0	0	0	0	0
UC-P72	Kerr/Porter Rd Pedestrian Bridge ADA Upgrades	Modify bridge to improve access.	\$3,000	\$3,000	\$3,000	0	0	0	0	100	0	0	0	0	0
UC-P57	Kresge/Core West Pedestrian Bridge: ADA Upgrades	Modify bridge to enhance ADA access.	\$3,000	\$3,000	\$3,000	0	0	0	0	100	0	0	0	0	0
UC-P38	Pedestrian Directional Map/Wayfinding System	Develop and install signs throughout campus.	\$500	\$500	\$0	0	0	0	0	100	0	0	0	0	0
UC-P36	Porter/Performing Arts Pedestrian Bridge	Construct pedestrian bridge.	\$1,000	\$1,000	\$1,000	0	0	0	0	100	0	0	0	0	0
UC-P40	Science Hill/North Academic Core Pedestrian Bridge	Construct pedestrian bridge.	\$1,000	\$1,000	\$1,000	0	0	0	0	100	0	0	0	0	0
UC-P50	Sidewalk/Pedestrian Improvements	Widen sidewalks/improve ped access in areas of campus.	\$5,000	\$5,000	\$5,000	0	0	0	0	100	0	0	0	0	0
UC-P19	Transit Pullouts and Shelters Enhancements	Construction and installation of transit pullouts and reconstruction of shelters throughout campus.	\$1,500	\$1,500	\$1,500	0	0	0	100	0	0	0	0	0	0
UC-P23	Transit Vehicles (ongoing)	Ongoing capital acquisition of transit vehicles for on-campus transit and University shuttles.	\$5,000	\$5,000	\$0	0	0	0	100	0	0	0	0	0	0
UC-P48	UCSC - Metro Station Bus Rapid Transit Improvements	Bus Rapid Transit Improvements between Metro Station, Bay Street Corridor, and UCSC Roadways.	\$5,000	\$5,000	\$5,000	0	0	0	100	0	0	0	0	0	0
UC-P44	UCSC Pedestrian/Transit Zone	Pedestrian safety improvements including, colored/textured asphalt and signage at various locations on core campus roadways.	\$1,000	\$1,000	\$1,000	0	0	0	50	50	0	0	0	0	0

All Figures in '000s (thousands of dollars)

Percentage Project Cost By Mode (estimate)

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Unconstrained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plan:	Other
UC-P58	UCSC Traffic Control	Non-traditional traffic control/crossing guard program at key intersections on UCSC campus to improve pedestrian and vehicle safety, reduce conflicts, improve travel times.	\$2,500	\$2,500	\$0	0	0	0	0	50	0	50	0	0	0
UC-P74	UCSC Transit Service	Operate the on campus shuttle service and Night Owl (\$3.01m/year).	\$66,220	\$66,220	\$0	0	0	0	100	0	0	0	0	0	0
Various Agencies															
VAR-P18	Mission St/Hwy 1 Bike/Truck Safety Campaign	Partnership with road safety shareholders including Caltrans, UCSC, City of Santa Cruz, Ecology Action, trucking companies and others to improve bike/truck safety along the Mission Street corridor. Provide safety presentations, videos, brochures, safety equipment, etc.	\$500	\$500	\$0	60	15	0	0	25	0	0	0	0	0
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	\$8,000	\$8,000	50	0	0	0	50	0	0	0	0	0
VAR-P33	Neighborhood Greenways	Implement greenways which gives priority to bicycles and pedestrians on low volume, low speed streets including, way finding and pavement markings, bicycle treatments in areas identified for more intensified development in Sustainable Communities Strategy.	\$5,000	\$5,000	\$5,000	50	0	0	0	50	0	0	0	0	0
VAR-P29	Public/Private Partnership Bicycle and Pedestrian Connection Plan	Develop model for assisting local jurisdictions in working with private property owners to allow bicycle and pedestrian access through private property in areas identified for more intensified development in Sustainable Communities Strategy.	\$150	\$150	\$0	50	0	0	0	50	0	0	0	0	0
VAR-P10	Safe Routes to Schools Studies	Studies to assess pedestrian and bicycle safety near schools.	\$200	\$200	\$0	50	0	0	0	50	0	0	0	0	0
VAR-P35	School Complete Streets Projects	Implement ped/bike programs and facilities near schools.	\$10,000	\$10,000	\$10,000	50	0	0	0	50	0	0	0	0	0
VAR-P27	Complete Streets Implementation	Additional projects for complete streets implementation that would fall under the Complete Streets Guidelines.	\$10,000	\$10,000	\$10,000	40	0	0	10	40	0	0	0	0	0
VAR-P19	School Safety Programs	Bicycle and walking safety education and encouragement programs targeting K-12 schools in Santa Cruz County including Ecology Action's Safe Routes to School and Bike Smart programs. 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.	\$3,700	\$3,700	\$1,850	40	0	0	0	60	0	0	0	0	0
RTC-P26	Countywide Pedestrian Signal Upgrades	Grant program to fund installation of audible and count-down intersection equipment to facilitate crossings by visually and mobility impaired persons.	\$2,000	\$2,000	\$1,000	0	0	0	100	0	0	0	0	0	0

All Figures in '000s (thousands of dollars)

Percentage Project Cost By Mode (estimate)

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Unconstrained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plang:	Other
VAR-P04	Mobility Management Center	Centralized one-stop-shop for information and resources on specialized transportation options. May be combined with 511 or 211 efforts. Implementing agency TBD. Est. annual cost: \$100-300k/yr.	\$7,500	\$7,500	\$7,500	0	0	0	75	0	0	0	25	0	0
VAR-P26	Park and Ride Lot Development	Upgrade and maintain existing park and ride lots for commuters countywide. Secure additional park and ride lot spaces for motorized vehicles and bicycles. Long range plan: identify, purchase land, construct Park & Ride lots.	\$8,000	\$8,000	\$6,000	0	0	0	25	0	50	25	0	0	0
VAR-P30	Public/Private Partnership Transit Stops and Pull Outs Plan	Develop model for assisting local jurisdictions in working with businesses to install transit pullouts and shelters on property in areas identified as high quality transit corridors in Sustainable Communities Strategy.	\$150	\$150	\$0	0	0	0	100	0	0	0	0	0	0
VAR-P08	Safe Paths of Travel	Regional program to construct and/or repair pedestrian facilities adjacent to high frequency use origins and destinations, particularly near transit stops.	\$3,000	\$3,000	\$0	0	0	0	0	100	0	0	0	0	0
RTC-P25	Transit Oriented Development Grant Program	Smart growth grant program to fund TODs that encourage land use and transportation system coordination. May include joint child care/PNR/transit centers.	\$5,000	\$5,000	\$2,500	0	0	0	100	0	0	0	0	0	0
VAR-P34	Transit Priority	Install transit queues at major intersections.	\$5,000	\$5,000	\$2,500	0	0	0	100	0	0	0	0	0	0
VAR-P15	Transportation for Low Income Youth	Safe, reliable transportation services for foster care children to/from school. Avg annual cost: \$100k/yr.	\$2,500	\$2,500	\$2,500	0	0	0	100	0	0	0	0	0	0
VAR-P31	Uncontrolled Pedestrian Crossing Improvements	Implement improvements to uncontrolled pedestrian crossing such as painted and/or raised crosswalks, flashing beacons and pedestrian islands.	\$5,000	\$5,000	\$2,500	0	0	0	0	100	0	0	0	0	0

ATTACHMENT 5
SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
2040 Regional Transportation Plan - PROJECT IDEA FORM

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 2040). A list of projects and their descriptions included in the current 2014 *Regional Transportation Plan* is available for review online at <http://sccrtc.org/wp-content/uploads/2014/01/App-E-FULL.pdf>. Maps of the project locations can be found at <http://sccrtc.org/wp-content/uploads/2014/01/Chapter-6-Trans-Investments-FULL.pdf>. For more information on the 2040 Regional Transportation Plan, see the RTP page of the RTC website (<http://sccrtc.org/funding-planning/long-range-plans/2040-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 **February 26, 2016**. 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.