



*Santa Cruz County Regional Transportation Commission's*  
**Interagency Technical Advisory Committee (ITAC)**

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**AGENDA**

**Thursday, June 21, 2012**  
**1:30 p.m.**

*SCCRTC Conference Room*  
*1523 Pacific Ave.*  
*Santa Cruz, CA*

1. Call to Order
2. Introductions
3. Oral communications

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

4. Additions or deletions to consent and regular agendas

**CONSENT AGENDA**

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

5. Approve Minutes of the April 12, 2012 ITAC meeting – Page 3

**REGULAR AGENDA**

6. Status of ongoing transportation projects, programs, studies and planning documents - Verbal updates from project sponsors
7. Project Solicitation and Evaluation for 2014 Transportation Plans – Page 7
  - a. Staff Report
8. Legislative Update
  - a. Verbal update
9. Local Vehicle Registration Fee Ballot Measure – Page 49

- a. Staff report
10. Status of Roadway Network Updates to the Regional Travel Demand Model Web Portal
- a. Verbal updates

**NEXT MEETING:** There is no meeting scheduled for July 2012. The next ITAC meeting is scheduled for **August 16, 2012 at 1:30 PM** in the SCCRTC Conference Room, 1523 Pacific Avenue, Santa Cruz, CA.

**HOW TO REACH US**

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**Santa Cruz County  
Regional Transportation Commission  
Interagency Technical Advisory Committee (ITAC)**

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**DRAFT MINUTES**

Thursday, April 12, 2012  
9:00 a.m.  
*(special date and time)*

SCCRTC Conference Room  
1523 Pacific Ave, Santa Cruz, CA

**ITAC MEMBERS PRESENT**

Tove Beatty, Santa Cruz METRO  
Piet Canin, Ecology Action Transportation Program  
Mark Dettle, City of Santa Cruz Public Works  
Erich Friedrich, Santa Cruz METRO  
Steve Jesberg, City of Capitola Public Works and Planning Proxy  
Maria Esther Rodriguez, City of Watsonville Public Works and Community Development Proxy  
Chris Schneider, City of Santa Cruz Planning Proxy  
Anais Schenk, Association of Monterey Bay Area Governments (AMBAG)  
Steve Wiesner, County Public Works and Planning Proxy

**STAFF PRESENT**

Grace Blakeslee  
George Dondero  
Ginger Dykaar  
Rachel Moriconi

**OTHER PRESENT**

Mark McCumsey, Caltrans District 5  
Claudia Espino, Caltrans District 5  
Sasha Tepedelenova, AMBAG

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1. Call to Order – Chair Chris Schneider called the meeting to order at 9:00 a.m.
  2. Introductions – Self introductions were made.
  3. Oral communications – None.
  4. Additions or deletions to consent and regular agendas – None

**CONSENT AGENDA (Rodriguez/Jesberg) approved unanimously**

5. Approved Minutes of the February 16, 2012 ITAC meeting

**REGULAR AGENDA**

6. Status of ongoing transportation projects, programs, studies and planning documents - Verbal updates from project sponsors

*Watsonville:* Maria Rodriguez reported that RSTP-funded construction of the Freedom Boulevard Reconstruction project is nearly done. The City is opening bids on the Safe Routes to Schools-funded project to improve intersections for pedestrians. The City is also opening bids on the 2012 TDA-

funded curb ramp project.

*Ecology Action* – Piet Canin reported that Ecology Action is working with agencies in the Bay Area on an Electric Vehicle (EV) plan and is seeking input from local agencies on Electric Vehicle infrastructure, local permitting requirements, and other information. He also announced that Bicycle Week is May 4-12 and made posters available to agencies.

*SCCRTC* – Rachel Moriconi reported that the RTC is reviewing proposals submitted by Short Line Operators; construction of the Highway 1 Soquel-Morrissey Auxiliary Lanes project continues; and the RTC will consider results of a poll of likely voters at its April 19, 2012 Policy Workshop.

*City of Capitola* - Steve Jesberg reported that the City's poll on a potential extension of City's ¼ cent sales tax demonstrated voter support for a ballot measure.

*County of Santa Cruz* - Steve Wiesner reported that the County has not started polling likely voters on possible County revenue measures. He noted that the East Cliff Parkway construction continues. Utility relocation is underway on Graham Hill Road. The County will be constructing several storm damage repair projects this summer. He appreciated the California Transportation Commission (CTC) support for two of the county's storm damage projects to be constructed in future years.

*SC Metro* – Tove Beatty and Erich Friedrich reported that the Watsonville Transit Study has been completed and presented to the Metro Board. Metro has applied for a State of Good Repair (SOGR) grant for auto-vehicle locator (AVL) and auto passenger count (APC) technology, as well as a Caltrans' planning grant to develop a short range transit plan. Metro staff is working with the RTC on implementation of transit rider surveys. STIP-funded bus stop improvements continue. New CNG vehicles have been put into operation, with additional new CNG buses that can accommodate three mobility devices coming soon. Metro is tracking legislation on Cap-and-Trade and wide buses. \$1 million in bus service was added at the end of March. Additional service changes, based on the Watsonville Transit Study will be implemented in the fall. A new Smart Card for paying fares will be available June 7, allowing faster passenger boarding on buses.

*City of Santa Cruz* – Chris Schneiter reported that the Laurel Street pedestrian safety project has been completed. The City will be advertising for the residential cape seal project soon. Minor improvements to the West Cliff Path have been completed. Construction on the Chestnut Street Extension project will start next month. The City applied for a Caltrans Planning Grant for King Street safety improvements. Work on Mission Street Extension bikeway improvements is also underway.

## 7. Project Initiation Documents for Highway Projects

Claudia Espino reported (via telephone) that Caltrans needs to identify staffing needs for Project Initiation Document (PID) development. She asked agencies to inform her by May 15 of any projects that will need PIDs over the next 3 years. Chris Schneiter stated that the City of Santa Cruz will be submitting additional projects to Ms. Espino. Rachel Moriconi noted that given limited State Transportation Improvement Program (STIP) funds, any projects identified would need to be realistic fund to other local funds. Chris Schneiter stated that in the past it has taken several years to get projects through the PID process and thus is important to initiate work on projects as early as possible. Steve Wiesner noted that the County has been working on the Highway 152/Holohan Road PID with Caltrans for six years. Ms. Espino stated that with the new streamlined PSR/PDS guidelines Caltrans has set a 18-24 month goal for PIDs development. Based on a question from Mr. Schneiter, Rachel Moriconi confirmed that several Highway projects that have been listed in the Regional Transportation Plan (RTP) do not require new PIDs, especially those that are already undergoing environmental review.

8. Metropolitan Transportation Improvement Program for FFY 2012-13 to FFY 2015-16

Sasha Tepedelenova, Association of Monterey Bay Area Governments (AMBAG), made a presentation giving an overview of the Monterey Bay Area Metropolitan Transportation Improvement Program (MTIP), also known as the Federal Transportation Improvement Program (FTIP). The MTIP is a list of projects that have been approved for federal transportation funds and/or are regionally significant. It covers a four-year period, constrained by projected funds. She noted that AMBAG is in the process of developing the 2012 MTIP and asked that project updates be submitted through the RTC (Rachel Moriconi) by May 18, 2012. The final MTIP is due to Caltrans by October 1, 2012. Rachel Moriconi emphasized that federally-funded projects must be listed in the MTIP in order to receive Caltrans approval to obligate funds and proceed with implementing projects, including Safe Routes to Schools, Highway Safety (HSIP), and Bridge (HBP) projects.

9. Draft Regional Transportation Plan Goals, Targets and Policies

Grace Blakeslee reported that as part of the update of the Regional Transportation Plan (RTP) staff has drafted goals, targets, policies, and strategies based on the sustainability framework approved by the RTC. She said that the goals and policies will serve as a tool to determine projects included in the RTP and guide for future transportation funding decisions. She requested input from Committee members on the recommended draft policy element.

In response to questions from ITAC members, Ms. Blakeslee noted that there may be strategies that are not specifically listed that could be included if they can demonstrate how they achieve goals and targets, such as Carsharing and smart driving techniques. She noted that the California Air Resources Board (CARB) 5% Greenhouse Gas (GHG) reduction is a target anticipated to be achieved from reduced vehicle miles traveled (VMT) and speed consistency. Vehicle fuel efficiency and other GHG reduction strategies are above and beyond what is the focus of this 5% goal. Current projections show a 25% increase in per capita VMT, so with the 5% reduction goal, significant changes in current trends will need to be made. She noted that while some targets may not be met, they are meant to guide transportation planning and projects in that direction.

Staff noted that monitoring success towards achieving targets will be done in several ways, including regional coordination efforts to collect data and an analysis of different packages of projects for the RTP. The Regional Travel Demand Model (RTDM) and post processing tools will be used. The group shared ideas about data collection, including the RTC-funded increased sample size for the California Household Travel Study, increased coordination between agencies, use of cell phones to track UCSC student travel patterns, AMBAG model upgrade efforts, and average daily traffic counts.

Mark Dettle noted that at the Public Works Institute meeting, someone reported that within 10 years electric vehicles will outnumber gasoline vehicles. While this may help the region achieve GHG reduction goals, it will also mean a significant drop in fuel tax revenues used to maintain the existing transportation system.

Tove Beatty indicated support for implementing prevention strategies likely to achieve targets, even when some are difficult to prove or do not yet have data to demonstrate they can work.

Members suggested clarifying language for some targets and strategies, differentiating what may be appropriate for residential versus arterial roadways and sensitivity to ensure changes to arterials do not shift more traffic onto residential roadways; clarifying where certain types of traffic calming is appropriate; defining multimodal level of service standards; and increase focus on "complete streets". As well as noting that some targets may be very ambitious. Members agreed to provide any

additional comments to staff directly.

10. 2012 State Transportation Improvement Program (STIP) Update

Rachel Moriconi reported that the California Transportation Commission (CTC) included State Transportation Improvement Program (STIP) funds for all eight projects proposed by the RTC in the 2012 STIP. She requested that project sponsors review project information for previously-programmed projects and submit requests to staff by April 24 for any Regional Transportation Improvement Program (RTIP) amendments to their projects.

11. Legislative Update

ITAC members received updates on the federal transportation reauthorization and a list of state legislation being tracked by the RTC. Rachel Moriconi requested that ITAC members inform her of any additional bills the RTC should track.

The meeting adjourned at 10:40 a.m. The next ITAC meeting is scheduled for **May 17, 2012 at 1:30 PM** in the SCCRTC Conference Room, 1523 Pacific Avenue, Santa Cruz, CA.

*Minutes prepared by: Rachel Moriconi*

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**TO:** Interagency Technical Advisory Committee

**FROM:** Ginger Dykaar, Transportation Planner

**RE:** Project Solicitation and Evaluation for 2014 Transportation Plans

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## **RECOMMENDATIONS**

Staff recommends that the Interagency Technical Advisory Committee (ITAC):

1. Review the 2010 Regional Transportation Plan (RTP) project list to identify projects that have been completed or should not be included in the 2014 Regional Transportation Plan;
  2. Provide input on the draft project application form; and
  3. Provide input on the project evaluation process.
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## **BACKGROUND**

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

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

public and the RTC Advisory Committees, (ITAC, Elderly & Disabled Technical Advisory Committee and Bicycle Committee) were incorporated into these final draft goals, targets, policies and strategies.

## DISCUSSION

### Project Solicitation

The Action Element includes lists of transportation needs in the region. Proposed project lists for the 2014 RTP and 2014 MTP will be solicited from the project sponsors this summer and are scheduled to be due to the RTC in early October 2012. Project ideas will also be solicited from the Elderly and Disabled Technical Advisory Committee, the Bicycle Committee and the public.

Project sponsors should propose projects for inclusion in the MTP and RTP that advance the transportation plan goals and targets (Attachment 1), as well as address the SB375-mandated Sustainable Communities Strategy and Complete Streets needs. The draft project application form (Attachment 3) includes questions on Complete Street needs and how well the projects will advance the goals and targets that have been developed as part of the Policy Element.

As a first step towards developing the 2014 RTP and MTP project list, **RTC staff requests that the ITAC identify any projects on the 2010 project list that will not be carried over to the 2014 RTP and MTP.**

RTC staff will review the project list from the 2010 RTP (Attachment 4), fill in the project applications based on prior information and score projects based on ability to advance the targets. Project sponsors will review and make changes to the project application for existing projects as necessary and will fill out the application form for any new projects that will be proposed.

Specific strategies (Attachment 2) that can be directly linked to sustainable goals and policies and measurably advance targets have been identified by the North American Sustainable Transportation Council (STC) as part of the Sustainable Transportation Analysis and Rating System (STARS). Projects that are consistent with the identified strategies will be scored based on this information. There may be additional projects/strategies that could help achieve the targets that were not identified by the STC. Projects that support policies, but that may not be identified in the STARS strategies list, would still be considered if project sponsors can demonstrate that the project is consistent with advancing transportation planning goals and targets.

**RTC staff requests that the ITAC provide input on the project application form that will support project evaluation and selection for inclusion in the transportation plans.**



The forthcoming Complete Streets Assessment will also play an important role in project selection, to ensure consistency with the Sustainable Communities Strategy (SCS). The SCS is being prepared by AMBAG, and is intended to show how the region will meet reduction targets for greenhouse gas emissions over the life of the MTP. The SCS is required by the state as a means of linking transportation and land use planning while making reductions in greenhouse gas (GHG) emissions. RTC staff will be working with AMBAG staff to define the next steps in conducting the Complete Streets Assessment.

### **Project Evaluation/Selection**

After project sponsors and Commission Committees have identified projects for consideration in the next RTP and MTP, RTC staff and the Sustainable Transportation Council will identify the projects that show the greatest potential to advance targets. Projects will be grouped into packages of 3 to 4 different plan alternatives based on a theme. Themes will be developed for these plan alternatives in conjunction with AMBAG and the other Regional Transportation Planning Agencies in the AMBAG region. The packages will be analyzed for their ability to advance targets by including the projects into the regional travel demand model (RTDM) to assess their performance in advancing targets. RTC staff will also work with AMBAG to evaluate the ability of the plan alternatives to achieve the SB 375 greenhouse gas emission targets, when combined with future land use projections. The project lists will also identify which projects (or portions of projects) could be funded with existing revenue streams (constrained) and which projects would require new funding above and beyond traditional sources (unconstrained).

**RTC staff requests that the Interagency Technical Advisory Committee provide input on the project evaluation process that will determine project selection for inclusion in the transportation plans.**

### **SUMMARY**

RTC staff is in the process of developing the Action Element of the 2014 Regional Transportation Plan and 2014 Metropolitan Transportation Plan. Staff recommends that ITAC members identify any projects on the 2010 RTP project list that will not be carried over to the 2014 RTP and MTP, review and provide comments on the project application form and provide input on the project evaluation process.

### **Attachments:**

1. Final draft transportation plan goals, targets, and policies
2. Final draft transportation strategies
3. Draft project application form
4. 2010 RTP project list (project sponsors should bring a copy of list with projects that should not be carried over crossed out)

## Revised Draft Transportation Plan Goals, Targets and Policies

(underline/~~strikeout~~ indicates amendments from the original version, grey highlight indicates additional changes that were added after packet was sent out)

This version was handed out at the May 17, 2012 Transportation Policy Workshop and approved by RTC.

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

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

#### **TARGETS:**

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

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

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

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

~~Reduce smog-forming pollutants, greenhouse gas emissions, and fossil fuel consumption:~~

~~**1C.** Reduce per capita vehicle miles traveled 5 percent by 2035.~~

~~**1D.** Improve speed consistency between 0 to 50 percent on the County's congested highway and arterial roadways by 2035.~~

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

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

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

**1DF.** Decrease single occupancy vehicle mode share compared to the baseline condition between ~~0~~2 to 8 percent by 2035.

POLICIES:

- 1.1. *Transportation Demand Management (TDM)*: Expand demand management programs that decrease the number of vehicle miles traveled and result in mode shift.
- 1.2. *Transportation System Management*: Implement Transportation System Management programs and projects on major roadways across Santa Cruz County that increases the efficiency of the existing transportation system.
- 1.3. *Transportation Infrastructure*: Improve multimodal access to and within key destinations.
- 1.4. *Transportation Infrastructure*: Ensure network connectivity by closing gaps in the bicycle, pedestrian and transit networks
- 1.5. *Land Use*: Support land use decisions that locate new facilities close to existing services, particularly those that service transportation disadvantaged populations.

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

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

**TARGETS:**

- Improve transportation safety, especially for the most vulnerable users.
- 2A.** Reduce injury and fatal collisions by mode by 50 percent by 2035
  - 2B.** Reduce total number of high collision locations by 75 percent by 2035

POLICIES:

- 2.1 *Safety*: Prioritize funding for safety projects and programs improvements that will reduce fatal or injury collisions.
- 2.2 *Emergency Services*: Support projects that provide access to emergency services.
- ~~2.3 *Traffic Calming*: Incorporate traffic calming strategies in transportation investments that will reduce collisions.~~
- ~~2.4~~2.3 *System Design*: Reduce the potential for conflict between bicyclists, pedestrians and vehicles, at high use locations.

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

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

**TARGETS:**

Maintain the existing system.

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

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

~~Reduce disparities in~~ **Enhance** healthy, safe access to key destinations for transportation-disadvantaged populations.

**3C.** Increase the percentage of transportation disadvantaged people within a 30-minute walk, bike or transit trip to key destinations. ~~share of funding going to areas and projects servicing transportation disadvantaged people.~~

Solicit broad public input.

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

**POLICIES:**

- 3.1 *Cost Effectiveness & System Maintenance:* Maintain and operate the existing transportation system cost-effectively and in a manner that adapts the current transportation system to maximize existing investments.
- 3.2 *Coordination:* Improve coordination between agencies in a manner that improves efficiencies, reduces, and duplication (e.g. paratransit and transit; road repairs; signal synchronization; TDM programs).
- 3.3 *System Financing:* Support new or increased taxes and fees that reflect the cost to operate and maintain the transportation system.
- 3.4 *Equity:* Demonstrate that planned investments will reduce disparities in safety and access for transportation disadvantaged populations.
- 3.5 *Ecological Function:* Deliver transportation investments in a way that increases tree canopy, where appropriate, improves habitat and water quality, enhances ~~and avoids impacts to~~ sensitive areas.
- 3.6 ~~Low Impact Design:~~ Support management and treatment of storm water on-site through low impact design practices to improve water quality and stream flows.

~~3.7~~3.6 *Public Engagement:* Solicit broad public input on all aspects of regional and local transportation plans, projects and funding actions.

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## Revised Draft Transportation Plan Strategies

(underline/strikeout indicates amendments from the original version, grey highlight indicates additional changes that were added after packet was sent out)

This version was handed out at the May 17, 2012 Transportation Policy Workshop and approved by RTC.

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

### 1.1. TRANSPORTATION DEMAND MANAGEMENT (TDM):

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

#### 1.1.7.

### 1.2. TRANSPORTATION SYSTEM MANAGEMENT (TSM):

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

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

### **1.3. & 1.4 TRANSPORTATION INFRASTRUCTURE:**

- 1.3.1 **Improve Transit.** Encourage transit infrastructure and service improvements that decrease travel time and minimize overcrowding.
- 1.3.2 **Expand Bicycle, Pedestrian, Transit and Carpool Infrastructure Projects.** Evaluate, and if found beneficial, implement bicycle, pedestrian, transit and carpool projects that serve major Santa Cruz County routes to provide safe, affordable options
- 1.3.4-3 **Update Local Plans.** Support local agencies in regularly updating pedestrian, bicycle, and transit plans to identify priority infrastructure improvements.
- 1.3.3-4 **Electric Vehicle Infrastructure.** Promote electric vehicle use through planning, development of infrastructure and other means.
- 1.3.5 **Carsharing Support.** Promote the development of commercial carsharing, peer-to-peer carsharing, and casual ridesharing programs. *(moved to 1.1.6)*
- 1.4.1. **Complete Streets.** Encourage the implementation of Complete Streets to facilitate safer and shorter and bike, walk and transit trips.
- 1.4.2. **Connectivity and Completeness.** Prioritize projects that improve connectivity and close gaps in the bicycle, pedestrian and transit networks.

### **1.5 LAND USE:**

- 1.5.1. **Ped and Bike Level of ServiceOS.** Encourage local agencies to adopt Multimodal Level of Service (MMLoS) standards.
- 1.5.2. **Complete Neighborhoods.** Prioritize funding for multimodal transportation projects in areas of new infill growth that are mixed use including, but not limited to, jobs/housing/services/retail.

- 1.5.3 **Parking Minimums, Maximums, and Pricing.** Work with local agencies to evaluate the benefits and costs of current and potential parking minimums, maximums and prices and implement supporting policies and programs if found beneficial.

## **2.1 SAFETY**

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

## **2.2 EMERGENCY SERVICES**

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

## **2.3 SYSTEM DESIGN — TRAFFIC CALMING**

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

## **3.1 COST-EFFECTIVENESS & SYSTEM MAINTENANCE**

- 3.1.1 **Timeliness.** Support projects that can be delivered in a timely manner, relative to their scope.



**3.1.32 Life-Cycle Cost and Benefit.** Support project evaluation tools and projects that can demonstrate cost-effectiveness using a full life cycle cost analysis and benefits to access, safety and health, and climate pollution and energy use.

**3.1.34 Optimum Maintenance.** Support projects that adhere to economically optimum maintenance and replacement levels for road, bicycle, pedestrian and transit assets.

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

### **3.2. COORDINATION**

**3.2.1 Maximize Efficiencies.** Increase coordination between transportation entities to maximize efficiencies at providing transportation services to the public; centralize information for public to access; utilize best practices by other entities and minimize duplicative efforts.

**3.2.2 Coordinated Data Collection.** Develop a coordinated data collection effort that address priority transportation needs for the RTC and transportation partners.

**3.2.3 Plan Consistency.** Promote consistency between transportation improvements and state and local planned growth and economic development.

### **3.3. SYSTEM FINANCING**

**3.3.1 Support a Variety of Investments.** Support increased federal, state, or local gas taxes to be used for a variety of transportation improvements, including road maintenance.

**3.3.2 New Funding Sources.** Support new funding sources for transportation investments. ~~that assess those who benefit directly from improvements.~~

**3.3.3 Evaluate User Fees.** Consider and evaluate users fees, where appropriate, such as congestion pricing.

**3.3.4 New Development.** Encourage private development proposals to make investments that reduce vehicle trips including inge, but not limited to, transit, bike, car sharing and pedestrian service improvements and financial support of transit service, consistent with transit improvement plans.

### **3.4 EQUITY**

~~3.4.1 Encourage proposed investments to identify whether and how they will reduce disparities in safety and access for transportation disadvantaged people.~~

**3.4.21 Support Connections.** Support connections between key origins for transportation disadvantaged, jobs centers, and other key destinations.

3.4.32 **Affordable Housing.** Encourage affordable housing along major transit corridors and near transit stops.

3.4.43 **Address Time of Travel Need.** Address travel needs at times of day and on days of the week that correspond with entry-level employment opportunities.

### **3.5 ECOLOGICAL FUNCTION**

~~3.5.1. Encourage projects to demonstrate how they improve habitat, increase tree canopy, and avoid impacts to sensitive areas.~~

3.5.21 **Joint Projects.** Encourage project sponsors to include joint projects with other agencies, such as other departments responsible for watershed health, storm water management and habitat restoration.

3.5.2 **Low-Impact Design.** -As a standard element of project funding evaluation, proposed projects should evaluate low impact design measures which address treatment of storm water on site and identify which they are proposing.

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

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

### **~~3.6 LOW IMPACT DESIGN:~~**

~~3.6.1 Encourage the inclusion of low impact design measures in transportation projects.~~

### **~~3.7-6 PUBLIC ENGAGEMENT~~**

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

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

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**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**

**Regional Transportation Plan - Action Element**

**Project Information**

1. **Project Title-** please include the project location and category within the title *(For example Porter St (Soquel-Main St) – Road Rehab. Maintenance, multi-facility pedestrian projects and some other projects can be lumped under a general category, unless a project constitutes a large expense that will require state or federal funding or is regionally significant.)*
2. **Lead/Implementing Agency:**
3. **Contact Person:** **Phone Number:**  
**E-mail:**
4. **This is project priority number \_\_\_\_\_ of \_\_\_\_\_ projects submitted by this lead agency.** *(priority should be set at board level)*
5. **Project Description/Scope:** *(Briefly describe the scope of work for the project, including capital infrastructure improvements or program characteristics for non-infrastructure projects)*
6. **Project Location:** *(Provide location with beginning/end points including project length for projects such as sidewalks, bikeways, etc; cross streets; main address. If applicable, please attach a simple map, no larger than 8 ½" x 11" that identifies project location and if possible, provide the geographic coordinates)*
7. **Complete Streets:**
  - a. What accommodations for transit riders, bicyclists and pedestrians are on the current facility *(For example bus route/stops, bike paths/lanes, bike parking, sidewalks, curb ramps, lighting, street trees, seating areas, crossings etc.)?*
  - b. If not in project description, what accommodations are included for transit riders, bicyclists and pedestrians in the proposed project design?
  - c. If the proposed project does not incorporate transit, bicycle and pedestrian facilities or if the proposed project removes or hinders transit, bicycle or pedestrian travel, list reasons why is the project being proposed or why these modes are not included in the scope?
8. **Does the project add a new travel lane, new road, new transit route, new bike or pedestrian facility etc... that affects the capacity of the transportation network?** *(for Regional Travel Demand Model)*
9. **Total Project Cost in year 2012 dollars:** *(Include environmental review through construction. For ongoing projects-such as ongoing service/maintenance, provide cost/year.)*  
**Cost 2014-2020:**  
**Cost 2020-2025:**  
**Cost 2025-2035:**  
**Annual cost (for ongoing projects):**

**10. Project cost by mode:** (Please list the approximate percentage of total project costs related to different transportation modes in the chart below. Project description (above) should include explanation of what will be done related to each applicable mode.)

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

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

**11. Is project fully funded?**

**12. Anticipated funding source(s) (if known):**

**13. List the local plan in which the project is listed (if any):** (i.e. general plan, bike plan, capital improvement program etc...)

**14. Project Timing:** Anticipated construction/implementation year(s) \_\_\_\_\_

**Consistency with RTP Goals and Targets**

The questions below are based on whether and to what extent proposed projects and programs could contribute to achieving the goals and targets in the draft RTP. The draft goals, targets, policies and strategies may provide guidance in determine the scoring of your project and can be found at the following link. <http://sccrtc.org/funding-planning/long-range-plans/rtp/>

For each target, score the project, 3 (high), 2 (medium), 1 (low), 0 (no contribution), or II (insufficient information) for how the proposed project or program contributes to achieving the target.

For projects with life cycle costs over \$5 million, where possible, quantify the projected performance of the project for each of the targets below.

➤ **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.**

Target 1A. Increase the percentage of people within a 30-minute walk, bike or transit trip to key destinations.
Score:
Reasoning for Score:

Target 1B. Reduce per capita fuel consumption and greenhouse gas emissions by 5 percent by 2035 through a reduction in vehicle miles traveled and improved speed consistency.
Score:
Reasoning for Score:

Target 1C. Improve travel time reliability for vehicle trips and multimodal level of service for walk and bicycle trips to and within key destinations.
Score:
Reasoning for Score:

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

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

<b>2A.</b> Reduce injury and fatal collisions by mode by 50 percent by 2035. <b>2B.</b> Reduce total number of high collision locations by 75 percent by 2035.
Score:
Reasoning for Score:

➤ **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.**

<b>3A.</b> Increase the average local road pavement condition index to 70 by 2035. <b>3B.</b> Reduce the lane miles in “distressed” condition by 5 percent per year.
Score:
Reasoning for Score:

<b>3C.</b> Increase the percentage of transportation disadvantaged people within a 30-minute walk, bike or transit trip to key destinations.
Score:
Reasoning for Score:

<b>3D.</b> Maximize participation from diverse members of the public in RTC planning and project implementation activities.
Score:
Reasoning for Score:

List the possible negative environmental impacts of the project or program (e.g. does it impact habitat, bioresources, cross a waterway etc.?).
List the possible environmental benefits of the project or program (e.g. bioswales, tree planting?).

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# APPENDIX B

## 2010 Regional Transportation Plan Project List

### *Constrained and Unconstrained Projects - Not Escalated*

Projects listed by lead agency, in alphabetical order by project name.  
 Project IDs without the letter "P" in front of the number have been also included in the Regional Transportation Improvement Program.  
 "Constrained" represents amount of project cost that could be funded with revenues anticipated over the next 25 years.  
 While some projects have secured funding, this amount does not typically represent committed funds.

*All Figures in year 2009, '000s (thousands of dollars)*

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Uncon- strained
<b>Caltrans</b>					
Hwy 1 Auxiliary Lanes: Bay/Porter to Park Avenue	RTC 24e	Add Northbound and Southbound Auxiliary Lanes. Reconstruct Capitola Avenue undercrossing. Includes shoulders for disabled vehicles, infrastructure for TSM elements, soundwalls, and landscaping. RTP cost included within RTC 24. Stand alone cost est. \$25M. (EA 05-0L090)	\$0	\$0	\$0
Hwy 1 Auxiliary Lanes: State Park Dr. to Park Ave.	RTC 24g	Auxiliary lanes connecting freeway entrance ramp directly with the next exit ramp. Could be a stand-alone (\$48M) project, but currently expensed under the larger Hwy 1/HOV project (RTC 24).	\$0	\$0	\$0
Hwy 1 Intelligent Transportation System (ITS) Deployment	CT-P06	Transportation System Mgmt (TSM) Implementation: May include CCTV cameras, vehicle detection devices, signage.	\$7,100	\$5,100	\$2,000
Hwy 1 ITS: CCTV & Signs	CT-P06a	Transportation Mgmt System Implementation: include CCTV cameras and signage. These are controlled by a Transportation Management Center (TMC). (EA 05-OC901)	\$4,520	\$4,520	\$0
Hwy 1 Ramp Metering	RTC 24a	Installation of ramp meters at 7 interchanges (Freedom, Rio Del Mar, State Park Road, Park Avenue, Bay/Porter Avenue, 41st avenue, Soquel Road, Morrissey Boulevard, and Ocean St). Includes widening ramps as needed, ramp meter signals, and controllers. Could be a stand-alone (\$20M) project, but currently expensed under the larger Hwy 1/HOV project (RTC 24).	\$0	\$0	\$0
Hwy 1 Ramp Metering: Southern Sections	CT-P01	Installation of ramp meters at interchanges from Mar Monte Ave to Hwy 129/Riverside Dr (balance part of HOV Lanes project - RTC 24)	\$5,000	\$0	\$5,000
Hwy 1 Scott Creek and Waddell Creek Bridge Replacements	CT-P40	Replacement of bridges due to chloride intrusion. (EA05-0F990)	\$26,000	\$0	\$26,000
Hwy 1 Vista Point Upgrade	CT-P31	Upgrade vista point and add restroom near Aptos off Hwy 1.	\$1,000	\$0	\$1,000
Hwy 1/Mission Street ITS	CT-P21	ITS (Intelligent Transportation Systems): advanced electronics and information technologies to increase the safety and efficiency of the surface transportation system, including vehicle detection devices.	\$500	\$0	\$500
Hwy 1: Greyhound Rock Intersection	CT-P35	Widen roadway to provide left turn lane at Greyhound Rock.	\$400	\$0	\$400
Hwy 1: Revise Interchanges	RTC 24d	Interchange modifications to accommodate future widening alternatives of Route 1 between Hwy 17 and Aptos. Could be a stand-alone project (\$60M-approx. \$10M/interchange), but currently expensed under the larger Hwy 1/HOV project (RTC 24).	\$0	\$0	\$0
Hwy 129 Bike Lanes	CT-P39	Widen for bikelanes Lee to Lakeview Road. Would be joint project CT/Wats/County. Cost unknown.	\$0	\$0	\$0

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Unconstrained
Hwy 129 ITS	CT-P23	ITS (Intelligent Transportation Systems): advanced electronics and information technologies to increase the safety and efficiency of the surface transportation system, including vehicle detection devices from Hwy 1 to County line.	\$500	\$0	\$500
Hwy 129 Widening (Union-Bridge St)	CT-P32	Widen Riverside Drive (SR 129) from 2 to 4 lanes, reconstruct existing street (Union St to Bridge St.)	\$8,000	\$0	\$8,000
Hwy 152 Bikelanes	CT-P38	Widen for bikelanes - Main St (GV Rd to Mont Co line), Beach St (Walker to Lincoln) and Lake Ave (Main St to fairgrounds). Would be joint project CT/Wats. Cost unknown.	\$0	\$0	\$0
Hwy 152 ITS	CT-P26	ITS (Intelligent Transportation Systems): advanced electronics and information technologies to increase the safety and efficiency of the surface transportation system, including vehicle detection devices.	\$300	\$0	\$300
Hwy 152 Widening (Martinelli-Holohan)	CT-P33	Widen East Lake Av. (SR 152) from 2 to 4 lanes (Martinelli St-Holohan).	\$1,000	\$0	\$1,000
Hwy 17 ITS	CT-P18	ITS (Intelligent Transportation Systems): advanced electronics and information technologies to increase the safety and efficiency of the surface transportation system, including vehicle detection devices and closed circuit TV cameras at 1/2 mile intervals. (EA 05-0G170)	\$7,000	\$0	\$7,000
Hwy 17 Operational Improvements	CT-P10	Construct new guardrails and retaining walls; upgrade guardrail, crash cushions, and end treatments; and road rehabilitation.	\$30,000	\$30,000	\$0
Hwy 17 Safety Project: Santa's Village Rd-Crescent Dr.	CT-P10a	On State Route 17 in Santa Cruz County near the City of Scotts Valley from 0.3 mile north of Santa's Village Road to 0.02 mile south of Crescent Drive. Construct concrete guard rail. (0G400)	\$11,760	\$11,760	\$0
Hwy 17/Granite Creek Interchange Reconstruction	SV-P08	Realign/reconfigure the Granite Creek Road over crossing, add bike lanes and sidewalks. (EA 05-49380)	\$8,000	\$0	\$8,000
Hwy 9 Improvements at Pleasant Way and Madrona	CT-P37	Widen for right turn to Pleasant Way and It turn channelization at Madrona Rd. Cost unknown.	\$0	\$0	\$0
Hwy 9 ITS	CT-P22	ITS (Intelligent Transportation Systems): advanced electronics and information technologies to increase the safety and efficiency of the surface transportation system, including vehicle detection devices.	\$500	\$0	\$500
Hwy 9 Operational & Safety Improvements	CT-P09	Shoulder widening, turnouts for buses, and turn lanes at spot locations in SLV.	\$5,000	\$0	\$5,000
Hwy 9 Safety Improvements: Ben Lomond near Holiday Lane	CT-P09a	Upgrade guardrail and stabilize shoulder (EA 0K230)	\$4,325	\$4,325	\$0
Hwy 9 San Lorenzo River Source Control	CT-P09d	Improve drainage, reduce impacts on San Lorenzo River watershed.	\$6,800	\$6,800	\$0
Hwy 9: Scenic Drive Left Turn	CT-P36	Widen for northbound left turn channelization at Scenic Drive. Cost unknown.	\$0	\$0	\$0
Lump Sum Emergency Response	VAR-P13	Lump sum for repair and restoration of damaged transportation facilities after a disaster, emergency opening. Est. of Santa Cruz County share for AMBAG region.	\$13,600	\$13,600	\$0
Lump Sum SHOPP: Collision Reduction	CT-P30	Collision reduction projects on state route system. This is in addition to projects listed individually in RTP.	\$80,000	\$50,000	\$30,000
Lump Sum SHOPP: Legal Mandates	CT-P30b	Legally mandated projects on state route system, including storm water mitigation. This is in addition to projects listed individually in RTP.	\$31,875	\$31,875	\$0
Lump Sum SHOPP: Roadway Preservation on State Hwys	CT-P29	Pavement repairs/roadway preservation on state routes in Santa Cruz County. Includes Minor program. This is in addition to projects listed individually in RTP.	\$70,000	\$40,000	\$30,000



Project Title	ID	Project Description/Scope	Est total	Total Constrained	Unconstrained
		<b>Caltrans</b>	<b>Total Constrained</b>		<b>\$197,980</b>
<b>CHP - California Highway Patrol</b>					
Hwy 129 Safety Program	CHP-P03	Added CHP enforcement and public education campaign on Highway 129.	\$500	\$100	\$400
Hwy 17 Safety Program	CHP-P01	Continuation of existing Highway 17 Safety Program in Santa Cruz County by California Highway Patrol at \$100/year. Includes public education and awareness, CHP Patrol enhancement, pilot cars, electronic speed signs.	\$2,500	\$2,500	\$0
Traffic Management	CHP-P02	Patrol of state route system and unincorporated roadways aimed at minimizing traffic collisions and traffic delays; and provide assistance to motorists. COST EST TBD.	\$0	\$0	\$0
		<b>CHP - California Highway Patrol</b>	<b>Total Constrained</b>		<b>\$2,600</b>
<b>City of Capitola</b>					
38th Avenue Reconstruction	CAP 12	Reconstruct roadway and construct 470 feet of curb, gutter and sidewalk immediately south of Capitola Road. May also include Class 2 Bike Lanes in each direction.	\$600	\$600	\$0
40th Ave/Clares St Intersection Improvements	CAP-P38	Widen intersection and signalize	\$750	\$0	\$750
41st Ave/Capitola Road Intersection Improvements	CAP-P37	Widen intersection and reconfigure signal phasing	\$500	\$0	\$500
47th Avenue Traffic Calming	CAP-P30	Traffic calming and traffic dispersion improvements along 47th Ave from Capitola Rd to Portola Drive.	\$100	\$0	\$100
Auto Plaza Drive Extension to Bay Avenue	CAP-P35	Extend Auto Plaza Drive over Soquel Creek to Bay Avenue. Includes improvements to Auto Plaza Drive	\$10,000	\$0	\$10,000
Bay Avenue Traffic Calming	CAP-P29	Traffic calming features along Bay Avenue from Highway 1 to Monterey Avenue, including left turn pocket.	\$400	\$0	\$400
Bay Avenue/Capitola Avenue Improvements	CAP-P08	Multimodal improvements to intersection.	\$400	\$0	\$400
Bay Avenue/Hill Street Intersection	CAP-P07	Intersection improvements to improve traffic flow.	\$200	\$0	\$200
Bay Avenue/Monterey Avenue Intersection Modification	CAP-P32	Multimodal improvements to the intersection. Include signalization or roundabout along with pedestrian, bicycle and transit access.	\$300	\$0	\$300
Brommer Street Sidewalk and Bike Lanes	CAP-P22	Install sidewalk and bike lanes from 38th Avenue to 41st Avenue.	\$250	\$250	\$0
Capitola Avenue/Beverly Drive Improvements	CAP-P11	Construct intersection improvements, Village enhancement features.	\$150	\$0	\$150
Capitola Intra-City Rail Trolley	CAP-P18	Construct & Operate Weekend Rail Trolley Service. Project includes installation of 3 stations.	\$14,000	\$0	\$14,000
Capitola Jitney Transit Service	CAP-P15	Purchase and operate local transit service.	\$1,000	\$0	\$1,000
Capitola Village Enhancements: Capitola Ave	CAP-P34	Multimodal enhancements along Capitola Avenue.	\$1,000	\$0	\$1,000
Capitola Village Multimodal Enhancements - Phase 2/3	CAP-P04b	Multimodal enhancements in Capitola Village along Stockton Ave, Esplande, San Jose Ave, & Monterey Av. Includes sidewalks, bike lanes, bike lockers, landscaping, improve transit facilities, parking, pavement rehab and drainage.	\$3,000	\$1,000	\$2,000

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Unconstrained
Citywide General Maintenance and Operations	CAP-P06	Ongoing maintenance, repair, and operation of road/street system within the City limits. (Const=\$400K/yr; Unconst=\$400K/yr)	\$20,000	\$10,000	\$10,000
Citywide Traffic Calming	CAP-P17	Install traffic calming/neighborhood livability improvements.	\$1,400	\$0	\$1,400
Clares Street Pedestrian Crossing west of 40th Ave	CAP-P16	Construct signalized ped x-ing 0.20 miles west of 40th Ave.	\$500	\$500	\$0
Clares Street Traffic Calming	CAP 11	Implementation of traffic calming measures: chicanes, center island median, dedicated right turn lane, new bus stop, and road edge landscape treatments to slow traffic. Pedestrian crossings at 42nd and 46th Avenue. Construct safe, accessible ped x-ing at 42nd and 46th Av.	\$425	\$425	\$0
Cliff Drive Improvements	CAP-P05	Installation of sidewalks and stabilization of embankment.	\$1,500	\$0	\$1,500
Cliff Drive Pedestrian Crossing	CAP-P31	Construct pedestrian improvements to crosswalk located at cliff side parking along Cliff drive.	\$100	\$0	\$100
Cliff Drive Seawall	CAP-P33	Construct seawall at base of cliff along Cliff Drive.	\$2,000	\$0	\$2,000
Hwy 1/41st Avenue Interchange	CAP-P01	Widen Hwy 1 overpass to 3 lanes in each direction, bike lanes, addition of stacking lanes to SB and NB off-ramps, ramp improvements, ramp metering. Could be stand-alone project (\$4M), but currently expensed under larger Hwy 1/HOV project (RTC 24).	\$0	\$0	\$0
Jade Street Extension	CAP-P25	Extend Jade Street from 45th Ave to 47th Ave.	\$1,500	\$0	\$1,500
McGregor Drive Park and Ride Lot Upgrade	CAP-P23	Paving, lighting and drainage improvements at existing park and ride lot.	\$300	\$300	\$0
Monterey Avenue at Depot Hill	CAP-P28	Improve vehicle ingress and egress to Depot Hill along Escalona Ave and improve pedestrian facilities.	\$250	\$0	\$250
Monterey Avenue Multimodal Improvements	CAP-P12	Installation of sidewalks and bike lanes in area near school and parks.	\$350	\$350	\$0
Pacific Cove Expansion for Park-N-Ride Lot	CAP-P24	Construct multi level on Pacific Cove Parking for park-n-ride and visitor usage.	\$20,000	\$2,000	\$18,000
Park Avenue Extension to Capitola Avenue	CAP-P20	Extend Park Avenue to Capitola Avenue.	\$1,500	\$0	\$1,500
Park Avenue Sidewalks	CAP 15	Installation of sidewalks, plus crosswalks at Cabrillo and Washburn to improve access to transit stops. Links Cliffwood Heights neighborhood to Capitola Village. Currently only 4 short segments of sidewalk exist.	\$500	\$500	\$0
Park Avenue/Coronado Street Improvements	CAP-P10	Construct intersection improvements.	\$150	\$0	\$150
Park Avenue/Kennedy Drive Improvements	CAP-P09	Construct intersection improvements.	\$350	\$0	\$350
Stockton Ave Bridge Rehab	CAP-P7p	Replace bridge with wider facility that includes standard bike lanes and sidewalks.	\$2,500	\$0	\$2,500
Upper Capitola Avenue Improvements	CAP-P03	Installation of bike lanes and sidewalks on Capitola Av. (Bay Av.-SR 1) and sidewalks on Hill St. from Bay Av. to Capitola Av.	\$1,300	\$0	\$1,300
Wheelchair Access Ramps	CAP-P27	Install wheelchair access/curb cut ramps on sidewalks citywide.	\$25	\$25	\$0
<b>City of Capitola</b>			<b>Total Constrained</b>		<b>\$15,950</b>
<b>City of Santa Cruz</b>					
Arana Gulch Bicycle/Pedestrian Connection	SC-P106	Bike/multi-purpose path.	\$300	\$0	\$300

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Unconstrained
Arroyo Seco Trail (Medar St to Grandview St)	SC-P107	Enhancements to existing trail.	\$280	\$0	\$280
Bay Street Corridor Modifications	SC-P77	Intersection modifications on Bay St Corridor at Mission St, Escalona Dr, and High St. Including widening at Mission St, signalization of Escalona Dr, modification of geometry of High St.	\$4,000	\$4,000	\$0
Bay/California Intersection Improvements	SC-P96	Install traffic signal.	\$400	\$0	\$400
Beach/Cliff Intersection Signalization	SC-P93	Signalize intersection	\$250	\$250	\$0
Branciforte Creek Bike/Ped Crossing	SC-P34	Install a Class 1 bicycle/pedestrian bridge over Branciforte Creek in the vicinity of San Lorenzo Park and Soquel Ave.	\$2,500	\$1,500	\$1,000
Branciforte Creek Pedestrian Path Connections	SC-P95	Fill gaps in pedestrian path along Branciforte Creek from Ocean-Lee-Market-May Streets.	\$3,250	\$0	\$3,250
Broadway-Brommer Bike/Ped Path (Arana Gulch Multiuse Path)	SC 07	Install multipurpose trail through Arana Gulch to connect to existing class 2 facilities.	\$4,000	\$4,000	\$0
Brookwood Drive Bike/Pedestrian Path	SC-P21	Provide 2-way bicycle travel.	\$100	\$100	\$0
Chestnut St. Pathway	SC-P22	Install a Class 1 bicycle/pedestrian facility to connect Neary Lagoon Park with the Beach/Boardwalk area.	\$550	\$0	\$550
Chestnut Street Bike Lanes	SC-P47	Install Class 2 bike lanes to provide connection from existing bike lanes on Laurel Street and upper Chestnut Street to proposed Class 1 bike path connections to Bay Street and Pacific Avenue/Beach Street.	\$550	\$0	\$550
Citywide Operations and Maintenance	SC-P07	Ongoing maintenance, repair, and operation of road/street system within the City limits. (Const=\$3.0M/yr; Unconst=\$4.2M/yr)	\$180,000	\$75,000	\$105,000
Delaware Avenue Bike lanes	SC-P23	Fill gaps in bicycle lanes.	\$50	\$50	\$0
East Cliff Dr Bike/Ped Connection	SC-P103	Widen walkway to create multi-purpose trail from Murray St to Jessie St.	\$1,000	\$1,000	\$0
High St/Moore St Intersection Modification	SC-P90	Add a protected left turn to existing signalized intersection along High St at city arterial. Project is located in high pedestrian and bicycle use activity area.	\$100	\$100	\$0
Hwy 1 Sound Wall	SC-P03	Install sound wall on Hwy 1: River to Chestnut.	\$500	\$0	\$500
Hwy 1/9 Intersection Modifications	SC 25	Intersection modifications including new turn lanes, bike lanes/shoulders. Includes adding second left-turn lane on Highway 1 southbound to Highway 9 northbound; second northbound through lane and shoulder on northbound Highway 9, from Highway 1 to Fern Street; a right-turn lane and shoulder on northbound Highway 9; through-left turn lane on northbound River St; replace channelizers on Highway 9 at the intersection of Coral Street; sufficient lane width along the northbound through/left turn lane on Highway 9 from Fern Street to Encinal Street; new sidewalk along the east side of Highway 9 from Fern Street north to Encinal Street; new through/left turn lane on southbound Highway 9; Traffic Signal interconnect to adjacent signals.	\$4,000	\$4,000	\$0
Hwy 1/Mission St at Chestnut/King/Union Intersection Modification	SC-P81	Modify design at existing signalized intersections	\$2,400	\$0	\$2,400
Hwy 1/San Lorenzo Bridge Widening	SC 38	Widen the Highway 1 bridge over San Lorenzo River to increase capacity and improve safety from Highway 17 through the Junction of 1/9.	\$20,000	\$500	\$19,500
Intracity Rail Transit	SC-P74	Passenger rail service along existing rail line in City of Santa Cruz.	\$10,000	\$0	\$10,000

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Unconstrained
King Street Bike Lanes (entire length)	SC-P59	Install Class 2 bike lanes on residential collector street.	\$500	\$500	\$0
Laurent/High Intersection Improvements	SC-P97	Install Traffic Signal	\$250	\$0	\$250
Lump Sum Bike Projects	SC-P75	Bike projects based on needs identified through the Major Transportation Study and bike plan updates. These are in addition to projects listed individually in the RTP.	\$4,000	\$2,000	\$2,000
Market St/Goss Avenue and Branciforte/Goss Intersection Modifications	SC-P79	Installation of signals or construction of modern roundabouts at existing all-way stop controlled intersection arterial and collector streets.	\$1,500	\$500	\$1,000
Market Street Sidewalks	SC-P105	Completion of sidewalks on both sides of Market Street. Includes retaining walls, right-of-way, tree removals, and a bridge modification.	\$500	\$0	\$500
Measure H Road Projects	SC-P104	Road repairs and other transportation projects citywide to address backlog of needs using Measure H sales tax revenues, in addition to projects listed individually.	\$29,000	\$29,000	\$0
Mission Street Extension Pathway	SC-P28	Replace temporary path with bi-directional bicycle/pedestrian path. Paving, lighting, signage, delineators (replacing existing K-Rail), and drainage improvements.	\$300	\$0	\$300
Morrissey Blvd. Bike Path over Hwy 1	SC-P29	Install a Class 1 bicycle facility on freeway overpass.	\$90	\$90	\$0
Morrissey/Poplar/Soquel Intersection Modification	SC-P12	Modify the roadway configuration in the Morrissey/Poplar/Soquel triangle area to improve traffic circulation and safety.	\$1,000	\$0	\$1,000
Murray St Bridge Replacement	SC 37	Seismic retrofit of existing Murray St. bridge (36C0108) over Woods Lagoon at harbor and associated approach roadway improvements and replacement of barrier rail. Includes wider bike lanes, sidewalk on ocean side.	\$11,070	\$11,070	\$0
Murray St to Harbor Path Connection	SC-P30	Install a Class 1 bicycle/pedestrian facility.	\$100	\$100	\$0
Neighborhood Traffic Management Improvements	SC-P73	Install traffic control devices and roadway design features to manage neighborhood traffic.	\$2,500	\$2,000	\$500
Ocean St and Broadway Intersection Modification	SC-P78	Widen Ocean St as it approaches Broadway sufficient to provide a left turn storage lane both northbound and southbound.	\$2,500	\$0	\$2,500
Ocean St/ Plymouth St Intersection Modification	SC-P86	Widen Plymouth St to provide separate turn lanes and through lanes. Ocean St is an arterial on the Local Coastal access system.	\$400	\$400	\$0
Ocean St/San Lorenzo Blvd Intersection Modification	SC-P85	Widening the roadway sufficient to provide an exclusive southbound right turn lane from Ocean St to San Lorenzo Blvd.	\$200	\$200	\$0
Ocean St/Water St Intersection Modification	SC-P84	Modify Ocean St/Water St intersection by adding additional left turn lanes on Ocean St. Both streets are arterial streets. Ocean street is a Local Coastal Access Route.	\$400	\$400	\$0
Ocean Street Bike Lanes (Soquel-Barson)	SC-P66	Install Class 2 bike lanes to connect discontinuous sections of existing bike lanes.	\$1,000	\$1,000	\$0
Park & Ride Lots	SC-P14	Construct park and ride lots within City limits.	\$20,000	\$0	\$20,000
Riverside Ave/Second St Signalization and Interconnection	SC-P13	Install traffic signal and signal interconnections.	\$350	\$0	\$350
San Lorenzo River Bike/Ped Path at RR Bridge	SC-P31	Install a Class 1 bicycle/pedestrian facility to connect the east end of the Beach Street Pathway with East Cliff Drive at the location of the current railroad bridge over the San Lorenzo River and connect the east and west banks of the San Lorenzo River Pathway. The crossing currently only accommodates pedestrians.	\$3,225	\$3,225	\$0

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Unconstrained
San Lorenzo River Levee Path Connection	SC-P35	Install a Class 1 bicycle/pedestrian facility at southern connection to existing path (San Lorenzo River Pathway to East Cliff Drive).	\$2,000	\$2,000	\$0
Seabright Avenue Bike Lanes (Pine-Soquel)	SC-P69	Install Class 2 bike lanes on residential/commercial collector street to complete the Seabright Avenue bike lane corridor and connect to bike lane corridor on Soquel Avenue.	\$450	\$450	\$0
Seabright/Murray Traffic Signal Modifications	SC-P100	Remove split phasing on Seabright and right-turn lane northbound.	\$150	\$0	\$150
Seabright/Water Intersection Improvements	SC-P99	Install Traffic Signal	\$250	\$0	\$250
Shaffer Rd/Hwy 1 Signalization	SC-P92	Signalization of intersection of State Route 1 and Shaffer Rd. Project includes some widening of Route 1 to accommodate a left turn lane.	\$500	\$0	\$500
Shaffer Road Multiuse Path (Mission St Ext-Delaware Ave)	SC-P38	Install a Class 1 bicycle/pedestrian facility to connect to the Wilder Ranch path.	\$400	\$400	\$0
Shaffer Road Railroad Crossing	SC-P91	Construction of a new crossing of the Union Pacific Railroad line at Shaffer Rd.	\$50	\$0	\$50
Sidewalk Program	SC-P09	Install and maintain sidewalks, install access ramps.	\$20,000	\$4,000	\$16,000
Soquel Ave at Frederick St Minor Widening	SC 42	Widen to improve eastbound transition.	\$150	\$150	\$0
Soquel Ave Corridor Widening (Ocean View-Morrissey)	SC-P87	Minor widening along Soquel Ave corridor from Ocean View to Morrissey Blvd. Including signalization of Poplar Avenue.	\$1,500	\$0	\$1,500
Storey/King Street Intersection Improvements	SC-P76	Intersection improvements. May include signalization.	\$500	\$0	\$500
Swift/Delaware Intersection improvements	SC-P101	Install Traffic Signal or Roundabout.	\$300	\$300	\$0
West Cliff Path Widening (Bay-Swanton)	SC 23	Widen existing path.	\$1,600	\$1,600	\$0
West Cliff/Bay Street Modifications	SC-P83	Signalization at all-way stop controlled intersections.	\$250	\$250	\$0
West Cliff/Pacific Ave Roundabout	SC 43a	Installation of roundabout at West Cliff/Pacific Ave intersection to reduce congestion.	\$1,000	\$1,000	\$0
Western Dr Sidewalks (Mission-High)	SC-P88	Installation of new sidewalks in section without sidewalks.	\$400	\$0	\$400
<b>City of Santa Cruz</b>			<b>Total Constrained</b>		<b>\$151,135</b>
<b>City of Scotts Valley</b>					
Bean Creek Road Realignment	SV-P16	Realign Bean Creek Road to intersect Scotts Valley Drive farther North to create a four way intersection.	\$2,750	\$0	\$2,750
Bean Creek Road Sidewalks (SVMS to Blue Bonnet)	SV-P35	Fill gaps in sidewalks on Bean Creek Rd.	\$400	\$400	\$0
Bike Rest Stops in Scotts Valley	SV-P38	Bike rest stops (including racks, water) at Camp Evers Park and Skypark.	\$225	\$0	\$225
Bluebonnet Lane Bike Lanes	SV-P32	Add bike lanes on Bluebonnet (Bean Ck, through Skypark to Mt. Hermon/Lockewood).	\$150	\$0	\$150
Citywide Access Ramps	SV-P06	Place handicap ramps at various locations. Avg annual cost: \$8K/yr	\$200	\$200	\$0
Citywide Bike Lanes	SV-P41	Construction of additional bike lanes and paths citywide (including Green Hills).	\$3,000	\$1,500	\$1,500

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Unconstrained
Citywide General Maintenance and Operations	SV-P27	Ongoing maintenance, repairs, and operation of road/street system within the City limits. (\$400K/yr const; \$250/yr unconst).	\$16,250	\$10,000	\$6,250
Citywide Sidewalk Program	SV-P05	Install sidewalks to fill gaps. Annual Cost \$50k/yr	\$5,000	\$2,500	\$2,500
Civic Center Drive Bike Lanes	SV-P33	Add bike la bike lanes to narrow road.	\$400	\$0	\$400
El Pueblo Rd Ext . North	SV-P14	Connect El Pueblo Road via Janis Way to Victor Square, crossing Carbonero Creek.	\$1,200	\$0	\$1,200
El Pueblo Rd Extensions	SV-P15	Connect El Pueblo Road to Disc Drive.	\$400	\$0	\$400
El Rancho Dr. Bike Lanes	SV-P36	Add bike lanes on El Rancho within city limits.	\$325	\$325	\$0
Emergency Access Granite Creek/Hwy 17	SV-P24	Connect Granite Creek Rd to SR 17 via Navarra Drive to Sucinto Drive, for emergency access.	\$550	\$0	\$550
Emergency Access SV DR/Upper Willis Dr.	SV-P25	Connect Scotts Valley Drive to Upper Willis Road for emergency access.	\$1,000	\$0	\$1,000
Emergency Access Whispering Pines	SV-P26	Connect Whispering Pines Drive to Manana Woods for emergency access.	\$50	\$0	\$50
Emergency Access-Bethany/Glenwood	SV-P23	Connect Bethany Drive to Glenwood Drive.	\$200	\$0	\$200
Emergency Access-Sundridge/Pueblo	SV-P22	Connect Sundridge Drive to Disc Drive for emergency access.	\$400	\$0	\$400
Erba Lane/Terrace View/SV Drive Realignment	SV-P10	Realign Terrace View to access Scotts Valley Drive via Erba Lane.	\$500	\$0	\$500
Glen Canyon Rd. Bike Lanes	SV-P29	Class 2 Bike lanes from Flora Lane to Green Hills. Oak Creek to Flora Ln are already complete.	\$1,000	\$1,000	\$0
Glenwood Dr. Bike Lanes	SV-P39	Widen road to accommodate bike lanes from Scotts Valley High School to City limits.	\$500	\$0	\$500
Green Hills Road Bike Lanes	SV 18A	Bike lanes from Green Hills Est. to Sequoia. Serves: Baymonte Chrn, Vine Hill ES, Scotts Vly MS, HS, & Brook Knoll Schools.	\$700	\$700	\$0
Lockhart Gulch Rd Bike Lanes	SV-P37	Add Class 2 bike lanes to narrow, primarily residential street.	\$700	\$700	\$0
Lockwood Lane Sidewalk and Bike Lanes	SV-P40	Construct Bike Lanes and add sidewalk on the west side from Mt. Hermon to the City limit.	\$500	\$0	\$500
Lockwood Ln Pedestrian Signal near golf course	SV-P21	Construct a pedestrian signal at unprotected ped crossing on Lockwood Lane.	\$50	\$50	\$0
Midtown Interchange	SV-P01	Construct new SR17 interchange midway between Mt. Hermon Rd and Granite Creek Rd. Will require right-of-way.	\$30,000	\$0	\$30,000
Mt Hermon, Lockwood, Springs Lake widening	SV-P13	Widen, reconstruct and improve portions of roadway and intersection.	\$4,000	\$2,000	\$2,000
Mt. Hermon Rd. Circulation Master Plan	SV-P09	Provides various circulation and access improvements to the Mount Herman corridor.	\$3,500	\$0	\$3,500
Mt. Hermon Rd./Hwy 17 Ramps Intersection Operations Improvement Project	SV-P44	Add lane to SB off-ramp at Mt. Hermon/SR-17 interchange	\$1,000	\$0	\$1,000

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Unconstrained
Mt. Hermon Rd./Scotts Valley Dr. Intersection Operations Improvement Project	SV-P43	Add a second westbound left-turn lane; re-stripe the northbound approach to provide separate left-turn, through and right-turn lanes; modify the signal to eliminate the split phasing and allow for protected left-turn phasing for the northbound and southbound approaches; and, modify the signal to provide right-turn overlap phasing for the westbound and northbound right-turn lanes.	\$1,000	\$1,000	\$0
Mt. Hermon Road Sidewalk Connections	SV-P30A	Add sidewalks to fill gaps in business district.	\$500	\$500	\$0
N. Navarra Dr-Sucinto Dr Bike Lanes	SV-P34	Add bike lanes to developing area behind commercial.	\$600	\$0	\$600
Neighborhood Traffic Calming	SV-P28	Citywide traffic calming devices.	\$750	\$250	\$500
Scotts Valley Town Center Bicycle/Pedestrian Facilities	SV-P45	Bicycle and pedestrian facilities and circulation elements within planned development.	\$4,000	\$0	\$4,000
Sky Park Commercial Area Circulation	SV-P11	Construct infrastructure improvement for Skypark commercial area.	\$2,000	\$0	\$2,000
Synchronize Traffic Signals along Mt. Hermon Road	SV-P42	Re-time to coordinate traffic signals along Mt. Hermon Road	\$100	\$100	\$0
<b>City of Scotts Valley</b>			<b>Total Constrained</b>		<b>\$21,225</b>
<b>City of Watsonville</b>					
Airport Blvd at Freedom Blvd Modifications	WAT-P28	Road widening to accommodate extension of bicycle lane and portion of travel lane, installation of bus pull out, installation of new sidewalk and curb ramps, and roadway rehab.	\$1,500	\$1,500	\$0
Buena Vista/Calbasas/Freedom Connection	WAT-P30	Construction of roadway connection from Buena Vista area to Freedom Blvd.	\$5,000	\$0	\$5,000
Citywide General Maintenance and Operations	WAT-P06	Ongoing maintenance, repair, and operation of road/street system, including bicycle and pedestrian facilities. (Const=\$1.5M/yr; Unconst=\$1M/yr)	\$62,500	\$37,500	\$25,000
Citywide Pedestrian Facilities	WAT-P15	Construct sidewalks and curb ramps where necessary. This work is usually combined with the annual road rehabilitation and maintenance projects. Avg annual cost: \$75/yr.	\$1,875	\$1,875	\$0
Citywide Transportation Projects	WAT-P24	Lump sum of transportation projects to be identified in the future. Including major rehabilitation and operational improvements.	\$30,000	\$30,000	\$0
Crestview/Wagner Extension	WAT-P29	Construction of roadway connection from Atkinson Lane area to SR 152	\$4,000	\$0	\$4,000
Freedom Blvd Improvements (Green Valley to Compton Terrace)	WAT-P11	Pavement reconstruction, operational improvements (turn lanes), installation of bike lanes, sidewalks, signing and striping.	\$4,000	\$4,000	\$0
Freedom Blvd Reconstruction - Phase 3 (Alta Vista to Davis)	WAT-P33	Roadway reconstruction, pedestrian and bicycle facilities.	\$1,500	\$0	\$1,500
Freedom Blvd Reconstruction (Lincoln to Alta Vista)	WAT-P01	Reconstruction of the asphalt pavement, replacement of sidewalk, curb and gutter and installation of curb ramps, and bicycle lane striping and/or signage.	\$1,500	\$1,500	\$0
Freedom Blvd Rehab (High-Broadis/Lincoln)	WAT 31	Rehab roadway and add 0.7 miles of bike lanes. Remove and replace curb, gutter and sidewalk, construct ADA upgrades, plus install conduit, boxes, and vaults for future utility undergrounding project.	\$1,700	\$1,700	\$0
Green Valley Road Rehab-Phase 2	WAT 36	Road rehabilitation, slope improvements/retaining walls, fill gaps in sidewalks and bicycle facilities, ADA upgrades, bus turnouts/shelters.	\$2,800	\$2,800	\$0

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Unconstrained
Hwy 1/ Harkins Slough Road Interchange	WAT 01	Reconstruct current half interchange to add on and off ramps to the northern side of the interchange in order to relieve congestion at Main Street (Hwy 152)/Green Valley Road intersection. Widen bridge, add bike lanes and sidewalks.	\$9,800	\$9,800	\$0
Lump Sum Bicycle Projects	WAT-P19	Update the City Bicycle Plan and construction of additional routes and paths.	\$5,000	\$3,000	\$2,000
Main St. (Hwy 152)/Freedom Blvd Roundabout	WAT 27a	Installation of a roundabout to replace the currently signalized intersection.	\$1,250	\$1,250	\$0
Neighborhood Traffic Plan	WAT-P04	Plan to identify and address concerns regarding speeding, bicycle and pedestrian access and safety, and other neighborhood traffic issues.	\$75	\$75	\$0
Neighborhood Traffic Plan Implementation	WAT-P13	Address concerns about traffic complaints through Education, Enforcement, and Engineering solutions. Install traffic calming devices that do not impede bicyclist access.	\$500	\$250	\$250
Ohlone Parkway Improvements - Phase 2 (UPRR to West Beach)	WAT-P31	Roadway, pedestrian, and bicycle facilities.	\$500	\$0	\$500
Watsonville Shuttle	WAT-P27	Year round public transit service.	\$250	\$0	\$250
Watsonville Wetlands Slough Trail System - Phase 2	WAT-P32	Completion of pedestrian/bicycle trails along the slough system. Part of six mile system of trails.	\$0	\$0	\$0
<b>City of Watsonville</b>			<b>Total Constrained</b>		<b>\$95,250</b>
<b>Consolidated Transportation</b>					
Agricultural Worker Transportation Program	CTSA-P05	Vanpool program to agricultural work sites aimed at increasing safety and reducing vehicle trips to job sites.	\$2,550	\$50	\$2,500
Countywide Specialized Transportation	CTSA-P01	Non-ADA paratransit and other specialized transportation service for seniors and people with disabilities. Includes medical service rides, Elderday, Sr. Meal Site, Taxi Script, etc. Current avg annual need \$2.5M. Constrained=\$1.4M.	\$62,500	\$35,000	\$27,500
Lift Line Maintenance/Operations Center	CTSA-P02	Construct a permanent maintenance center/consolidated operations facility for paratransit program (currently Lift Line).	\$15,000	\$0	\$15,000
Medically Fragile Specialized Transportation	CTSA-P04	Non-emergency same day transportation service for medically fragile individuals. Includes operations and capital.	\$10,500	\$3,000	\$7,500
Non-ADA Paratransit Service Expansion	CTSA-P03	Expansion of non-ADA paratransit system to meet needs of growing elderly and disabled populations. May include pre/post natal transport to medical appointments.	\$21,000	\$0	\$21,000
<b>Consolidated Transportation</b>			<b>Total Constrained</b>		<b>\$38,050</b>
<b>County Health Service Agency</b>					
Community Traffic Safety Coalition	CO 50	Ongoing education program to decrease the risk and severity of collisions. Includes bicycle and pedestrian program.	\$3,750	\$3,750	\$0
South County CTSC Program	CO 50B	Safety education programs in south county. May include distribution of safety education materials, bike helmet use promotions, pedestrian safety campaign, and bike and walk to school events.	\$2,500	\$100	\$2,400
<b>County Health Service Agency</b>			<b>Total Constrained</b>		<b>\$3,850</b>



Project Title	ID	Project Description/Scope	Est total	Total Constrained	Unconstrained
<b>County of Santa Cruz</b>					
26th Ave Improvements (entire length-Portola Dr to end)	CO-P31a	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$2,300	\$0	\$2,300
38th Ave Improvements (UPRR to E. Cliff Dr)	CO-P27a	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$1,700	\$500	\$1,200
41st Ave Improvements (Hwy 1 Interchange to Soquel Dr)	CO-P26a	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,200	\$600	\$600
Airport Blvd Improvements (City limits to Green Valley Rd)	CO-P02	Major rehab, addition of bike lanes, transit facilities, merge lanes, intersection improvements, sidewalks, drainage, and landscaping.	\$1,200	\$1,200	\$0
Alba Rd Improvements (Empire Grade to State Hwy 9)	CO-P30b	Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$1,700	\$0	\$1,700
Amesti Road Multimodal Improvements (Green Valley to Brown Valley Rd)	CO-P03	Roadway rehab, left turn pockets at Green Valley Road, Pioneer Road/Varni Road. Add bike lanes, transit turnouts, sidewalks, merge lanes, landscaping, and intersection improvements.	\$2,900	\$500	\$2,400
Amesti Road Reconstruction - Storm Damage	CO 34	Reconstruct washed out roadway.	\$4,000	\$0	\$4,000
Aptos Beach Dr Improvements (Esplande to Rio Del Mar Blvd)	CO-P27b	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$1,200	\$0	\$1,200
Beach Road Improvements (City limits to Pajaro Dunes)	CO-P26b	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,200	\$0	\$1,200
Bean Creek Rd Improvements (Scotts Valley City Limits to Glenwood Dr)	CO-P28a	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,700	\$0	\$1,700
Bear Creek Road Improvements (Hwy 9 to Hwy 35)	CO-P04	Major rehab, add bike lanes, transit turnouts, merge lanes, and intersection improvements. Some landscaping and drainage improvements also.	\$4,600	\$800	\$3,800
Bonita Dr Improvements (entire length)	CO-P29b	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,200	\$0	\$1,200
Bonny Doon Rd Improvements (State Hwy 1 to Smith Grade Rd)	CO-P26c	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$2,300	\$0	\$2,300
Bonny Doon Road Improvements	CO-P43	Construction of a Class 1 bike lane facility, addition of transit stops, intersection improvements, major road rehabilitation, road maintenance, and drainage improvements.	\$8,000	\$0	\$8,000
Bowker Rd. Improvements (entire length-Buena Vista Dr to Freedom Blvd)	CO-P33a	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$600	\$0	\$600
Branciforte Dr. Improvements (City of Santa Cruz to Vine Hill Rd)	CO-P30c	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$1,700	\$0	\$1,700
Brown Valley Rd Improvements (Corralitos Rd to Redwood Rd)	CO-P26d	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,200	\$0	\$1,200
Buena Vista Rd Improvements (San Andreas to Freedom Blvd)	CO-P26e	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$2,900	\$0	\$2,900

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Unconstrained
Bulb Ave Road Improvements (Brommer St to Capitola City Limits)	CO-P65	Roadway and roadside improvements including curb, gutter, sidewalk, bike lanes, left turn lanes, intersection improvements and roadway rehabilitation	\$750	\$0	\$750
Cabrillo College Dr. Improvements (Park Ave to Twin Lakes Church)	CO-P30d	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$1,200	\$600	\$600
Calabasas Rd widening, bike lanes and sidewalks	CO 17B	Install bike lanes, curb, gutter, sidewalks, and rehab on Calabasas Road.	\$2,000	\$2,000	\$0
Capitola Rd. Ext Improvements (Capitola Rd to Soquel Ave)	CO-P31b	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,200	\$0	\$1,200
Carlton Rd Traffic Improvements for Trucks (Lakeview Intersection)	CO-P56	Roadway and roadside improvements including bike lanes, left turn lanes, intersection improvements and roadway rehabilitation	\$500	\$0	\$500
Carol Way/Lompico Creek Bridge Replacement	CO-P49	Replace existing single span-two lane bridge construction of steel girders and long deck with new 30 ft wide single span flat sale concrete bridge. Include (2) 11 ft lanes and (2) 4 ft shoulders.	\$1,200	\$0	\$1,200
Cassery Rd Improvements (Hwy 152 to Green Valley Rd)	CO-P26g	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$750	\$0	\$750
Cathedral Dr. Improvements (entire length)	CO-P33b	Roadway and roadside improvements on Minor Collector. Roadwork includes major rehabilitation and maintenance of the road.	\$600	\$0	\$600
Center Ave/Seacliff Dr Improvements (State Park Dr to Aptos Beach Dr)	CO-P26h	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,200	\$600	\$600
Chanticleer Ave Improvements (Hwy 1 to Soquel Dr)	CO-P26i	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,200	\$600	\$600
Cliff Dr. Improvements (Rio Del Mar to Railroad Crossing)	CO-P29c	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$600	\$0	\$600
Clubhouse Drive Improvements (Sumner Av to Rio Del Mar Blvd)	CO-P32a	Road rehabilitation and maintenance. Roadside improvements: left lane pockets, sidewalks, bike lanes and transit turnouts.	\$1,400	\$0	\$1,400
College Road Improvements (Hwy 152 to Lakeview Rd)	CO-P23	Major road rehab, add left turn pocket at Cutter Drive. Also add bike lanes, transit turnouts, sidewalks, landscaping. Drainage improvements, merge lanes, and intersection improvements may also be needed.	\$1,700	\$0	\$1,700
Commercial Way Improvements (Mission Dr. to Soquel Dr.)	CO-P28c	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$600	\$600	\$0
Corcoran Ave Improvements (Alice St to Felt St)	CO-P27c	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$600	\$300	\$300
Corralitos Rd Left Turn Lane (Bradley Elementary School)	CO 51	1260 foot left turn lane at Bradley Elementary School to improve traffic flow, especially during school drop off/pick up periods and associated roadside improvements	\$650	\$650	\$0
Corralitos Road Rehab and Improvements (Freedom Blvd to Hames Rd)	CO-P08	Major rehab, transit, bike, and ped facilities. May also include drainage, merge lanes, landscaping and intersection improvements.	\$600	\$600	\$0
Countywide Access Ramps	CO-P37	Construction of handicapped access ramps countywide.	\$1,200	\$300	\$900

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Unconstrained
Countywide General Road Maintenance and Operations	CO-P35	Ongoing maintenance, repair, and operation of road/street system within the unincorporated areas of the county. (Need \$14M/yr. Const=\$7.4M/yr)	\$350,000	\$185,000	\$165,000
Countywide Sidewalks	CO-P41	Install sidewalks.	\$70,000	\$2,500	\$67,500
Day Valley Rd. Improvements (entire length-Freedom Blvd to Valencia Rd)	CO-P31c	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,200	\$0	\$1,200
East Cliff Dr. Bike/Ped Path: 32nd-41st	CO 24	Construct bicycle and pedestrian pathway along East Cliff Drive between 32nd Avenue and 41st Avenue.	\$1,000	\$1,000	\$0
East Cliff Drive Improvements (41st Ave to Harbor)	CO-P09	Roadway rehab, add left turn pockets at 26th and 30th Ave, fill gaps in bikeways and sidewalks, add transit turnouts, intersection improvements. Some landscaping and drainage improvements.	\$4,600	\$4,600	\$0
East Cliff Drive Pedestrian Pathway (5th-12th Ave)	CO-P50	Construct pedestrian pathway on East Cliff.	\$1,700	\$1,700	\$0
East Zayante Rd Improvements (Lompico Rd to just before Summit Rd)	CO-P26j	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,700	\$0	\$1,700
Eaton St Improvements (Lake Ave to 9th Ave)	CO-P30e	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	\$0
El Dorado Ave Road Improvements (Capitola Rd to SPRR)	CO-P67	Roadway and roadside improvements including curb, gutter, sidewalk, bike lanes, left turn lanes, intersection improvements and roadway rehabilitation	\$1,500	\$0	\$1,500
El Rancho Dr Improvements (Mt. Hermon/Hwy 17 to SC city limits)	CO-P26k	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$2,300	\$0	\$2,300
Empire Grade Improvements	CO-P10	Road rehab and maintenance, left turn pocket at Felton Empire Road, add bike lanes, transit facilities, some sidewalks, landscaping. Drainage improvements, merge lanes, and intersection improvements may also be needed.	\$4,600	\$1,000	\$3,600
Esplanade Improvements (entire loop: Aptos Beach Dr to Moosehead/Aptos Beach Dr)	CO-P33c	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,200	\$1,200	\$0
Eureka Canyon Rd Improvements (Hames Rd to Buzzard Lagoon Rd)	CO-P26l	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$2,300	\$0	\$2,300
Felton Empire Road Improvements (entire length to State Hwy 9)	CO-P28d	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$2,300	\$500	\$1,800
Freedom Blvd Multimodal Improvements (Bonita Dr to City of Watsonville)	CO-P11	Add bike lanes, sidewalks on some segments, transit turnouts, signalization. Left turn pockets at Bowker, Day Valley, White Rd, and Corralitos Rd. Also includes merge lanes, intersection improvements, landscaping, major rehabilitation and maintenance, drainage improvements.	\$3,000	\$1,000	\$2,000
Glen Arbor Rd. Improvements (State Hwy 9 to end)	CO-P30f	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$1,200	\$0	\$1,200
Glen Canyon Rd Improvements (Branciforte Dr to City of Scotts Valley)	CO-P26m	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$5,800	\$1,000	\$4,800

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Unconstrained
Glen Coolidge Drive/Hwy 9 Bike Path	CO-P40	Class 1 bike facility from Glen Coolidge Dr to Hwy 9 to provide eastern access to UCSC.	\$2,300	\$0	\$2,300
Glenwood Cutoff General Improvements (Glenwood Dr to Hwy 17)	CO-P61	Roadway and roadside improvements including bike lanes, left turn lanes, intersection improvements and roadway rehabilitation	\$3,000	\$0	\$3,000
Glenwood Dr. Improvements (Scotts Valley city limits to State Hwy 17)	CO-P26n	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$2,900	\$0	\$2,900
Graham Hill Rd Left Turn Lane (Lockewood Ln)	CO-P54	Install left turn lane and traffic signals at the intersection of Graham Hill Rd to Lockewood Ln and associated roadside improvements	\$500	\$500	\$0
Graham Hill Road Improvements near Roaring Camp	CO 02	Widen shoulders, improve drainage, and add left turn pocket at Roaring Camp.	\$5,000	\$5,000	\$0
Graham Hill Road Multimodal Improvements (City of SC to Hwy 9)	CO-P12	Bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes, traffic signals. Major rehabilitation and maintenance. Drainage improvements. Signal upgrade at SR9.	\$6,800	\$1,000	\$5,800
Granite Creek Rd. Improvements (Branciforte Dr to City of Scotts Valley)	CO-P30h	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$1,700	\$0	\$1,700
Green Valley Rd Pedestrian Safety Project	CO 42b	Build 6-foot wide sidewalk with some curb and gutter on NW side of Green Valley Rd from Airport Blvd to Amesti Rd (1800 ft).	\$375	\$375	\$0
Green Valley Road Improvements	CO-P13	Add two-way left turn lanes from Mesa Verde to Pinto Lake on Green Valley Rd. Also includes some road rehab and maintenance, bike lanes, sidewalks, transit facilities, landscaping, and merge lanes.	\$4,000	\$1,000	\$3,000
Hames Rd Improvements (entire length-Freedom Blvd to Eureka Canyon Rd)	CO-P32b	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	\$3,500	\$0	\$3,500
Harkins Slough Rd. Improvements (entire length-Buena Vista Dr to State Hwy 1)	CO-P32c	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	\$1,700	\$0	\$1,700
Harper St Improvements (entire length-El Dorado Ave to end)	CO-P33d	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,200	\$1,200	\$0
Holohan Rd Bike Lanes	CO-P70	Extend bike lanes to Highway 152	\$100	\$0	\$100
Huntington Dr. Improvements (Monroe Ave to Valencia Rd.)	CO-P32d	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	\$2,300	\$0	\$2,300
Hwy 152/Hollohan/College Road Intersection Improvements	CO-P69	Operational improvements at Hwy 152/Hollohan/College Road. New signal, lengthen turn lanes, channelization, bicycle, pedestrian and drainage improvements.	\$1,500	\$1,500	\$0
Jamison Cr. Rd Improvements (entire length-Empire Grade to Hwy 236)	CO-P32e	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	\$600	\$0	\$600
La Madrona Dr Improvements (El Rancho Dr to City of Scotts Valley)	CO-P14	Bike lanes, sidewalks, transit turnouts, left turn pockets at Sims Road, Highway 17, and El Rancho Road), merge lanes, and intersection improvements. Also includes major rehabilitation, drainage and maintenance.	\$3,500	\$1,000	\$2,500
Lakeview Road Improvements	CO-P15	Major road rehab, add left turn pocket at College Road, intersection improvements. Also add bike lanes, new transit facilities, landscaping. Drainage improvements, merge lanes, and intersection improvements may also be needed.	\$1,200	\$0	\$1,200

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Unconstrained
Larkin Valley Rd. Improvements (San Andreas Rd to Buena Vista Dr)	CO-P30i	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$600	\$0	\$600
Laurel Glen Rd. Improvements (Soquel-San Jose Rd to Mt. View/Rodeo Gulch Rd)	CO-P30j	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$1,200	\$0	\$1,200
Ledyard Way Improvements (entire length-Soquel Dr to View Point Dr)	CO-P31d	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$600	\$0	\$600
Lockhart Gulch Improvements (Scotts Valley City limits to end)	CO-P31e	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,200	\$0	\$1,200
Lockwood Lane Improvements (Graham Hill Rd to SV limits)	CO-P24	Major road rehab, add bicycle lanes, sidewalks, some transit facilities, landscaping, and intersection improvements.	\$850	\$350	\$500
Lomond St, Laurel St & Harmon St Pedestrian Safety Improvements (Boulder Creek Elementary School)	CO-P60	Roadway and roadside improvements including curb, gutter, sidewalk, bike lanes, left turn lanes, intersection improvements and roadway rehabilitation	\$1,500	\$0	\$1,500
Lompico Rd. Improvements (E Zayante Rd. to end)	CO-P30k	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$600	\$0	\$600
Maciel Ave. Improvements (Capitola Rd to Mattison Ln)	CO-P29e	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,400	\$700	\$700
Main St Improvements (Porter St to Cherryvale Ave)	CO-P27e	Roadway and roadside improvements on Major Collector including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$1,700	\$1,700	\$0
Manfre Rd. Improvements (entire length-Larkin Valley Rd to Buena Vista Dr)	CO-P33e	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$600	\$0	\$600
Mar Monte Dr. Improvements (San Andreas Rd to State Hwy 1)	CO-P30l	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$600	\$0	\$600
Mar Vista Drive Improvements (entire length-just before Seaciff Dr to Soquel Dr)	CO-P33f	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$290	\$0	\$290
Mattison Ln Improvements (Chanticleer Ave to Soquel Ave)	CO-P26p	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,400	\$1,400	\$0
McGregor Dr. Improvements (Capitola city limits to Searidge Rd)	CO-P33g	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,200	\$0	\$1,200
Mesa Dr. Improvements (Vienna Drive to Ledyard Way)	CO-P31f	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,200	\$0	\$1,200
Mill St Improvements (entire length)	CO-P27f	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$350	\$350	\$0

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Unconstrained
Mountain View Rd Improvements (Branciforte Dr to Rodeo Gulch Rd)	CO-P27g	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$1,200	\$0	\$1,200
Mt. Hermon Rd. Improvements (Lockhart Gulch to Graham Hill Rd)	CO-P26q	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$2,900	\$1,000	\$1,900
Mt. Hermon Rd. Rehab: Zayante Bridge to 1 mi. E of Graham Hill	CO 46	Roadway rehabilitation.	\$500	\$500	\$0
Murphy Crossing Improvements	CO-P39	Bikeway on Murphy Crossing (Hwy 129 to Monterey Co line), major rehabilitation and maintenance of road, drainage improvements may also be needed.	\$1,200	\$0	\$1,200
Opal Cliff Dr. Improvements (41st Av to Portola Dr)	CO-P31g	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,200	\$600	\$600
Pajaro River Bike Path System	CO-P38	Construction of a Class 1 bike path along the levees and a Class 2 bikeway on Thurwatcher Road and Beach Road.	\$9,200	\$0	\$9,200
Paul Minnie Ave. Improvements (Rodriguez St to Soquel Ave)	CO-P29f	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,200	\$1,200	\$0
Paul Sweet Road Improvements (Soquel Dr to end)	CO-P22	Major road rehab and maintenance. Also adds bike lanes, sidewalks, landscaping. Drainage improvements, merge lanes, and intersection improvements, and new transit facilities may also be needed.	\$1,200	\$1,200	\$0
Paulsen Rd Improvements (Green Valley Rd to Whiting Rd)	CO-P27h	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$1,200	\$1,200	\$0
Pine Flat Rd Improvements (Bonny Doon Rd to Empire Grade Rd)	CO-P28f	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$2,300	\$0	\$2,300
Pinehurst Dr Improvements (entire length)	CO-P27i	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$850	\$850	\$0
Pioneer Rd. Improvements (Amesti Rd to Green Valley Rd)	CO-P31h	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$850	\$0	\$850
Polo Dr. Improvements (Soquel Dr to end)	CO-P29g	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,400	\$0	\$1,400
Porter St Improvements (Soquel Dr to Paper Mill Rd)	CO-P26r	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,200	\$0	\$1,200
Quail Hollow Rd Improvements (entire length-Upper East Zayante to Glen Arbor Rd)	CO-P32f	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	\$800	\$0	\$800
Redwood Lodge Rd (Entire Length)	CO-P51	Roadway and roadside improvements including curb, gutter, sidewalk, bike lanes, left turn lanes, intersection improvements and roadway rehabilitation	\$3,000	\$0	\$3,000
Rio Del Mar Blvd. Improvements (Esplanade to State Hwy 1)	CO-P30n	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$2,900	\$1,900	\$1,000

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Unconstrained
Robertson Street Improvements (Soquel Wharf Rd to Soquel Dr.)	CO-P16	Left turn pocket at Soquel Wharf Rd. Add bike lanes, transit turnout, sidewalks, and rehabilitation and maintenance, drainage improvements. Roadside: sidewalks, landscaping, and new transit facilities.	\$3,500	\$0	\$3,500
Rodeo Gulch Rd. Improvements (So & North: Mt. View/Laurel Glen Rd to Hwy 1)	CO-P31i	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,700	\$0	\$1,700
Roland Dr. Improvements (30th to 38th)	CO-P31j	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$850	\$0	\$850
San Lorenzo River Valley Trail	CO-P46	15 mile, paved multi-use path for bicyclists and pedestrians from Boulder Creek to Santa Cruz.	\$25,000	\$3,000	\$22,000
San Lorenzo Valley Trail: Hwy 9 - Downtown Felton Bike Lanes & Sidewalks	CO-P46a	Install sidewalks and bicycle lanes on Hwy 9 through downtown Felton (Graham Hill Road to Henry Cowell State Park Entrance).	\$2,200	\$2,200	\$0
San Lorenzo Valley Trail: Hwy 9 - North Felton Bike Lanes & Sidewalks	CO-P46b	Install sidewalk/pedestrian path on west side, shoulder widening to 5' for bicycle lanes from Felton-Empire/Graham Hill Rd to Glen Arbor Road, Ben Lomond, including frontage of SLV elementary, middle and high schools. Includes new and replacement bike/ped bridges.	\$7,400	\$2,400	\$5,000
Seacliff Dr Improvements (entire length)	CO-P27j	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$1,700	\$1,700	\$0
Seascape Blvd Improvements (Sumner Ave to San Andreas Rd)	CO-P26s	Roadway improvements and pavement rehabilitation.	\$600	\$200	\$400
Sims Road Improvements (Graham Hill Rd to La Madrona Dr)	CO-P17	Road rehab and maintenance, drainage, intersection improvements, landscaping, add bike, ped, and transit facilities.	\$1,700	\$500	\$1,200
Smith Grade Improvements (entire length-Empire Grade to Bonny Doon Rd)	CO-P32g	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	\$2,300	\$0	\$2,300
Soquel Ave Improvements (City of SC to Gross Rd)	CO-P18	Transit turnouts, two way left turn lanes from Chanticleer to Mattison, merge lanes, signalization and intersection improvements. Signals at Chanticleer and Gross Rd. Roadwork: major rehabilitation and maintenance, perhaps drainage improvements. Roadside: sidewalks, landscaping, and new transit facilities.	\$3,200	\$1,200	\$2,000
Soquel Dr Improvements (Soquel Ave to Freedom Blvd)	CO-P19	Signals at Willowbrook, Aptos Creek Rd and Trout Gulch Rd. Major rehab, merge lanes, intersections improvements, signal coordination, transit turnouts, fill sidewalk gaps, some landscaping.	\$7,300	\$3,800	\$3,500
Soquel Dr Road Improvements (Robertson St to Daubenbiss)	CO-p62	Roadway and roadside improvements including curb, gutter, sidewalk, bike lanes, left turn lanes, intersection improvements and roadway rehabilitation	\$400	\$0	\$400
Soquel Dr Traffic Signal and Left Turn Lane (Robertson St)	CO-P58	Install left turn lane at signalized intersection from Soquel Dr to Robertson St and associated roadside improvements	\$500	\$0	\$500
Soquel Drive Overlay	CO 58	Road repairs: Asphalt concrete overlay.	\$805	\$805	\$0
Soquel-San Jose Rd Improvements (Paper Mill Rd to Summit Rd)	CO-P36	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$2,500	\$1,000	\$1,500
Soquel-San Jose Rd Overlay	CO 57	Road repairs: Asphalt concrete overlay (est. 3 miles)	\$760	\$760	\$0
Soquel-Wharf Rd Improvements (Robertson St to Porter St)	CO-P28g	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,000	\$1,000	\$0

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Unconstrained
Spreckels Dr Improvements (Soquel Dr to Aptos Beach Dr)	CO-P27k	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$1,200	\$500	\$700
Spreckels Dr/Treasure Island Dr Improvements	CO-P42	Addition of bike lanes, intersection improvements, major road rehabilitation, road maintenance, and possible drainage improvements.	\$600	\$0	\$600
State Park Drive Improvements Phase 2	CO-P20	Transit turnouts, two way left turn lane, merge lanes, signal at Searidge, and intersection improvements. Fill gaps in bike and ped facilities. Plus, major rehabilitation and maintenance, drainage improvements, landscaping.	\$1,300	\$500	\$800
State Park Drive/Seacliff Village Improvements	CO 36	Bike lanes, sidewalks, and bus turnouts on St. Park Dr, sidewalks and roadway rehab in Seacliff core area- consistent with the Seacliff Village Plan adopted by the BOS in 2003.	\$2,400	\$2,400	\$0
Summit Rd Improvements	CO-P26u	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$5,400	\$0	\$5,400
Sumner Ave. Improvements (entire length- Rio Del Mar Blvd to end [just past via Novella])	CO-P32h	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	\$1,400	\$0	\$1,400
Thompson Ave. Improvements (entire length-Capitola Rd to end)	CO-P33h	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,200	\$0	\$1,200
Thurber Ln Improvements (entire length)	CO-P28h	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,700	\$500	\$1,200
Thurwachter Road Bike Lanes	CO-P68	Install bicycle lanes.	\$50	\$50	\$0
Trout Gulch Rd. Improvements (Soquel Dr. to end)	CO-P30p	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$2,900	\$0	\$2,900
Upper East Zayante Rd. Improvements (Hwy 35 to E. Zayante Rd)	CO-P32i	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	\$4,000	\$0	\$4,000
Valencia Rd. Improvements (Trout Gulch Rd to Valencia School Rd)	CO-P32j	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	\$1,700	\$0	\$1,700
Varni Rd Improvements (Corralitos Rd to Amesti Rd)	CO-P28i	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,200	\$1,200	\$0
Vine Hill Rd. Improvements (Branciforte/Mt. View Rd to State Hwy 17)	CO-P30q	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$1,400	\$0	\$1,400
Wallace Ave. Improvements (entire length- Huntington Dr to end)	CO-P33i	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$850	\$0	\$850
Webster St Improvements (Jose Ave to 16th St)	CO-P29h	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,200	\$0	\$1,200



Project Title	ID	Project Description/Scope	Est total	Total Constrained	Unconstrained
Wilder Ranch Bike/Pedestrian Path: Phase 2	CO 16b	Construction of a paved multi-use path for bicyclists and pedestrians from Wilder Ranch SP north. (Continuation of existing path). To be constructed in sections as funds become available.	\$4,000	\$1,000	\$3,000
Winkle Ave Improvements (entire length from Soquel Dr)	CO-P27I	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$2,300	\$500	\$1,800
<b>County of Santa Cruz</b>			<b>Total Constrained</b>		<b>\$260,790</b>
<b>Ecology Action</b>					
Bike To Work/School Program	RTC 26	Countywide education, promotion, and incentive program to actively encourage bicycle commuting and biking to school. Coordinates efforts with local businesses, schools, and community organizations to promote bicycling on a regular basis. Provides referrals to community resources. Avg annual cost: \$140K/yr-includes in-kind donations and staff time.	\$3,500	\$3,500	\$0
Ecology Action Transportation Program	RTC 17	Community organization that promotes alternative commute choices. Work with employers, Cabrillo College Go Green Program, incentives for travelers to get out of SOVs including: emergency ride home, interest-free bike loans, discounted bus passes. Avg cost: \$90K/yr. Coordinates with Bike to Work program.	\$2,250	\$435	\$1,815
Go Green Cabrillo College	RTC 33	Provide Sustainable Transportation education, promotion, and Go Green program enrollment to Cabrillo College students and employees. Partner with Cabrillo staff and students to reduce SOV trips to the Aptos, Watsonville and Scotts Valley campuses. Provided targeted information and services to Cabrillo members.	\$1,515	\$75	\$1,440
<b>Ecology Action</b>			<b>Total Constrained</b>		<b>\$4,010</b>
<b>Highway Construction Authority</b>					
Hwy 1 Construction Authority (HCA)	RTC 24b	Operating costs for Highway 1 Widening/HOV project oversight by this Joint Powers Authority (JPA). Annual cost: \$400K/yr for 5 years.	\$2,000	\$2,000	\$0
<b>Highway Construction Authority</b>			<b>Total Constrained</b>		<b>\$2,000</b>
<b>PVTMA</b>					
Alternativos & Rules of the Road Safety Program	WAT 08b	Education and incentive program targeting high school students countywide aimed at encouraging use of sustainable transportation and safe travel patterns. Special focus on Latino students. Avg annual cost: \$100K/yr	\$2,500	\$50	\$2,450
<b>PVTMA</b>			<b>Total Constrained</b>		<b>\$50</b>
<b>SCCRTC</b>					
511 Travel Information System	RTC-P34	Centralized multi-modal traveler information system available via telephone, website, and mobile devices. Provides up-to-minute transportation information including information on real-time roadway conditions, incidents, transit, carpools, biking, and emergency notices. Initial start-up cost est: \$2.6M; annual operations \$ 300k/year.	\$10,100	\$0	\$10,100
Bicycle Route Signage	RTC 32	Define routes, develop and install signs aimed at encouraging bicycling/directing cyclists to preferred routes to various destinations countywide.	\$500	\$100	\$400
Bike Lockers	RTC-P21	Grant program to provide bicycle lockers to satisfy on-demand high security bicycle parking needs at key destinations throughout the county. May have electronic lock accessible with smart-card, coin, token, or other mechanisms.	\$750	\$0	\$750

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Unconstrained
Bike Parking Subsidy Program	RTC 16	The project provides some free bicycle racks and subsidies for some bicycle racks, bicycle lockers and bicycle cages. Businesses, schools, government agencies and non-profit organizations are all eligible. Recipients are responsible for installation and maintenance of the equipment. Avg annual cost: \$25K/yr.	\$550	\$250	\$300
Climate Action Transportation Programs	RTC-P48	Projects that reduce greenhouse gas emissions. Includes comprehensive outreach and education campaign, countywide emergency ride home for those using alternatives, and TDM incentive programs: \$100k/year.	\$2,500	\$0	\$2,500
Commute Solutions Rideshare Program	RTC 02	Transportation demand management outreach and education. Includes matching service for carpools, vanpools, and bicyclists. Provides services and information about all alternative transportation modes, including transit, walking, bicycling, telecommuting, and park-n-ride lots. Avg annual cost: \$250k.	\$6,250	\$1,750	\$4,500
Countywide Pedestrian Planning Grant	RTC-P32	Grant to encourage local jurisdictions to prepare pedestrian plans.	\$300	\$0	\$300
Countywide Pedestrian Signal Upgrades	RTC-P26	Grant program to fund installation of audible and count-down intersection equipment to facilitate crossings by visually and mobility impaired persons.	\$2,000	\$0	\$2,000
Freeway Service Patrol (FSP) on Hwy 1 and Hwy 17	RTC 01	Maintain and expand tow truck patrols on Highways 1 and 17. Work with the CHP to quickly clear collisions, remove debris from travel lanes, and provide assistance to motorists during commute hours to keep incident related congestion to a minimum and keep traffic moving.	\$5,750	\$5,750	\$0
Freight Service Rail Line Upgrades	RTC-P41	Upgrade rail line to FRA Class 2 to a condition for reasonable ongoing maintenance into the future. Upgrade crossings, replace jointed rail with continuously welded rail, upgrade signals, and replace ties.	\$20,000	\$0	\$20,000
Hwy 1 Auxiliary Lanes: Soquel Ave. to Morrissey Blvd.	RTC 28	Construct auxiliary lanes, northbound and southbound, between Soquel Avenue and Morrissey Boulevard Interchanges.	\$22,100	\$22,100	\$0
Hwy 1 Bicycle/Ped Overcrossing at Mar Vista	RTC 30	Pedestrian overcrossing of Highway 1 at Mar Vista. Serves Mar Vista Elementary School.	\$7,550	\$7,550	\$0
Hwy 1 HOV Lanes (Morrissey to Larkin Vly Rd)	RTC 24	Add High Occupancy Vehicle (Carpool) lanes from Aptos to Santa Cruz, add new bike/ped overcrossings, and operational improvements (ramp meters, modified intersections, TOS, soundwalls, & auxiliary lanes). (Aux lanes b/t Morrissey/Soquel listed under RTC 28).	\$500,000	\$500,000	\$0
Hwy 1 Ped/Bike Bridge at Chanticleer	RTC 24c	Construction of bike/ped bridge across Hwy 1 to connect Chanticleer. Could be a stand-alone project (\$9.5M), but currently expensed under the larger Hwy 1/HOV project (RTC 24).	\$0	\$0	\$0
Hwy 1 Soquel Av-41st Auxiliary Lanes and Chanticleer Bike/Ped Bridge	RTC 24f	Add NB and SB auxiliary lanes connecting freeway entrance ramps directly with the next exit ramps and construct bicycle/pedestrian bridge over highway at Chanticleer Ave.	\$0	\$0	\$0
Monterey Bay Sanctuary Scenic Trail Network	RTC 27	A network of bicycle and pedestrian facilities on or near the coast/Monterey Bay National Marine Sanctuary. Includes master planning study and environmental review.	\$20,000	\$6,800	\$13,200
Park and Ride Lot Development	RTC 31	Upgrade and maintain existing park and ride lots for commuters countywide. Secure additional park and ride lot spaces. Long range plan: identify, purchase land, construct Park & Ride lots.	\$8,000	\$1,000	\$7,000
Planning, Programming & Monitoring (PPM) - SB45	RTC 04	Development and amendments to state and federally mandated planning and programming documents, monitoring of programmed projects.	\$5,750	\$5,750	\$0
Rail Line Management	RTC-P03	Operating expenses for rail line oversight. Avg annual cost:\$150K/yr.	\$3,750	\$3,750	\$0
Rail Transit: Watsonville-Santa Cruz Corridor	RTC-P02	Design, construction, and operation of fixed guideway public transit between Santa Cruz and Watsonville. May be a joint project with the SCCRTC, SCMTD, and local jurisdictions. Cost estimate not available.	\$0	\$0	\$0

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Unconstrained
Recreational Rail Infrastructure	RTC 25	Seasonal passenger rail service on Santa Cruz Branch rail line. Infrastructure needed for the service is listed here (e.g. platforms, sidings, pedestrian & disabled access, rail vehicles). Unsubsidized operations will be provided by a private operator and operating costs are therefore not included here. All costs are estimated	\$3,000	\$0	\$3,000
SAFE: Call Box System Along Hwys	RTC-P01	Motorist aid system of telephone call boxes along all highways plus maintenance and upgrades. Call boxes may be used to request assistance or report incidents. Avg Annual cost:\$175/yr.	\$4,375	\$4,375	\$0
SC Branch Rail Line Acquisition, Corridor Preservation and Improvements	RTC 03	Public purchase and improvement of the Santa Cruz Branch Rail Line right-of-way for preservation of current uses and future transportation purposes. Includes: environmental studies, pre-acquisition, acquisition and some rail line infrastructure improvements.	\$23,000	\$23,000	\$0
SCCRTC Administration (TDA)	RTC-P07	SCCRTC Administration. Includes grants administration, TDA, STIP, STP/CMAQ. Avg annual cost: \$550K/yr	\$13,750	\$13,750	\$0
SCCRTC Planning	RTC-P08	SCCRTC Planning Tasks. Includes long and short range planning, interagency coordination. Avg annual cost:\$850/yr.	\$15,000	\$15,000	\$0
Transit Oriented Development Grant Program	RTC-P25	Smart growth grant program to fund TODs that encourage land use and transportation system coordination. May include joint child care/PNR/transit centers.	\$5,000	\$0	\$5,000
Vanpool Incentive Program	RTC 15	Assist in start up and retention of vanpools. Includes financial incentives: new rider subsidies, driver bonuses, and empty seat subsidies. Also may include installation of wifi on vans. Avg Annual Cost: \$25K/yr.	\$625	\$0	\$625
<b>SCCRTC</b>			<b>Total Constrained</b>		<b>\$610,925</b>
<b>SCMTD</b>					
ADA Paratransit Bus Replacements	MTD 02	Replace vans for ADA paratransit fleet (including Accessible Taxi program). Avg cost: \$65k each for 34 vans every 5 years.	\$13,060	\$1,750	\$11,310
ADA Paratransit Service - Continuation of Existing Service	MTD-P10C	Operation & maintenance cost of existing Paratransit service. Avg Annual Cost: \$4.6M	\$115,000	\$103,000	\$12,000
ADA Service Expansion	MTD-P11	Add capacity to meet increased trip demand thru 2035. Assumes 3% increase/year starting in 2010. Annual avg: \$140k.	\$3,500	\$0	\$3,500
Bike Station at Capitola Mall	MTD-P23	Establish bike station at Capitola Mall, especially to serve UCSC. Would be joint mall, UCSC, MTD project.	\$1,000	\$0	\$1,000
Bikes on Buses Expansion	MTD-P20	Add additional space for bikes on buses when/if new technology becomes available.	\$1,500	\$0	\$1,500
Bus Rapid Transit	MTD-P15	Construct park & ride lots, transit centers and operate grade-separated bus rapid transit to reduce congestion on Highway 1.	\$25,920	\$0	\$25,920
Bus Rebuild and Maintenance	MTD-P31	Rebuild engines; Fleet maintenance equipment.	\$2,500	\$0	\$2,500
Bus Stop Improvements	MTD-P09	Install, replace, repairs, and otherwise improve bus shelters and stops.	\$8,100	\$600	\$7,500
Bus Trip Planner - Advanced Traveler Information System	MTD 15	Format door-to-door route and schedule information using geographical information software. Voice-activated telephone system may also be implemented.	\$585	\$585	\$0
Commuter/Subscription Bus Program	MTD-P18	Capital and operating for subscription buses to areas not currently served by express buses (similar to large vanpool)	\$2,000	\$0	\$2,000
Deviated Fixed-Route Pilot Program	MTD-P43	Pilot project allowing buses to make minor route modifications to address needs of senior and disabled riders.	\$100	\$100	\$0

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Unconstrained
Disaster Response Mobile Command	MTD-P34	Field unit for Disaster Response Management	\$500	\$0	\$500
Hwy 1 Express Buses	MTD-P27	Hwy 1 express bus replacements - 6 Buses @ \$500k ea. Replace every 12 years	\$6,000	\$0	\$6,000
Hwy 17 Express Service - Cont. of Existing Service Levels	MTD-P10B	Operation & maintenance cost of existing bus service. Avg annual cost: \$2.4M.	\$60,000	\$52,000	\$8,000
Hwy 17 Express Service Expansion	MTD-P12	Add trips to extend service hours for Highway 17 express. Capital and Operating costs. Annual expansion cost: \$175K/yr.	\$4,500	\$0	\$4,500
Inter-County Paratransit Connection	MTD-P44	Establish paratransit connection location with Santa Clara County.	\$1,250	\$0	\$1,250
L/CNG Storage Tank	MTD-P37	Install 2nd L/CNG storage tank to add capacity for CNG replacement buses	\$1,000	\$0	\$1,000
Local Transit - Continuation of Existing Service Levels 2010-2035	MTD-P10	Operation & maintenance cost of existing local fixed route bus service (Based on 2010 budget-\$34M/year).	\$850,000	\$830,000	\$20,000
Local Transit Service Restoration and Expansion	MTD-P14	Restore local service to 2001 levels, then expand service 10% including expanded service within SLV, City of SC and Watsonville, express buses, improved service to industrial areas. \$6.7M/yr operating, \$9M capital costs (9 buses & onetime replacement)	\$177,000	\$0	\$177,000
Metro Bus Replacements	MTD-P04	Replace fleet at the end of normal bus lifetime (every 12 years). Need: Replace 5 in 2010 Replace 92 thru 2015; Replace 47 thru 2025; Replace 107 thru 2035 @ ~\$500K each. Constrained: secured funds.	\$125,500	\$2,500	\$123,000
Metro facilities repair/upgrades	MTD-P36	Maintain and upgrade physical plant.	\$3,785	\$155	\$3,630
MetroBase - Operations Facility	MTD 01B	Balance of MetroBase project, not yet constructed (operations facility, etc)	\$28,000	\$28,000	\$0
MetroBase Phase II	MTD-P38	Expansion to 150 bus fleet; purchase new property	\$15,000	\$0	\$15,000
Non-Revenue Vehicles	MTD-P32	Replace support vehicles	\$1,200	\$0	\$1,200
ParaCruz Operating Facility	MTD-P28	Design, Right-of-Way and construction for new ParaCruz Operating Facility	\$12,000	\$0	\$12,000
ParaCruz Scheduling Software; Mobile Data Terminals; Radios	MTD-P30	Upgrade Trapeze ride-scheduling/certification software; install mobile data terminals in vehicles	\$3,000	\$137	\$2,863
Parking Structure	MTD-P39	Joint venture w/City of Santa Cruz Tannery Arts Center	\$4,000	\$0	\$4,000
Replacement Transit Fareboxes	MTD 18	Electronic registering fareboxes, includes prepaid card fare collection program. Future replacement needs from 2015-2035 unconstrained.	\$9,100	\$2,300	\$6,800
Santa Cruz Metro Center/Pacific Station Renovation	MTD 13	Renovate main transit center in downtown Santa Cruz to accommodate additional bus lanes, parking, new transit plaza, and mix of other land uses. Part of larger redevelopment project that includes housing and retail.	\$12,000	\$2,100	\$9,900
Security Gates for MetroBase	MTD-P41	Controlled electronic access to River St. operations and Golf Club maintenance facilities	\$1,000	\$0	\$1,000
Senior/Disabled/Low-Income Fixed-Route Transit Incentives	MTD-P42	Incentives to encourage fixed-route bus ridership. May include free/reduced rates for seniors during off-peak hours, free bus passes to ADA eligible persons, bus pass subsidies for low income riders transportation to employment, and other incentives to encourage use of fixed-route system.	\$3,125	\$0	\$3,125
Signal Priority/Pre-Emption for Buses	MTD-P21	Enable coach operators to actuate traffic signals to prolong green or change red lights to improve transit running time.	\$2,000	\$0	\$2,000

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Unconstrained
Small Bus Fleet	MTD-P24	Purchase smaller buses for travel through residential neighborhoods. Cost currently unknown.	\$0	\$0	\$0
Solar Panels for MetroBase	MTD-P29	Energy reduction through installation of solar panels on the new MetroBase Facilities	\$6,000	\$0	\$6,000
Transit Mobility Training Program Expansion	MTD-P19	Expand public outreach and training to encourage fixed route, rather than Paratransit, use. Outreach may also involve other partners (ex. DMV, doctors, senior centers, etc). Avg annual cost: \$80K/yr	\$1,200	\$0	\$1,200
Transit Security and Surveillance Systems	MTD-P33	Enhance passenger safety and facilities security. Emergency response systems.	\$1,100	\$860	\$240
Transit System Technology Improvements	MTD-P35	Automated Data Processing software, telephones, portable computers, servers, Customer Information Kiosks, digital ID processing equipment. Maintain and upgrade office software and hardware, bandwidth, web site, phone network, to enhance productivity, customer service and maintain functionality.	\$5,310	\$980	\$4,330
Transit Technological Improvements	MTD-P06	New radios, Automatic Vehicle Locator system on all METRO buses. Real time bus arrival/departure displays at stops. IT software and hardware upgrades for scheduling, customer service, planning systems. Upgrades every 5 years.	\$7,350	\$1,365	\$5,985
Transit/Paratransit Driver Emergency Training	MTD-P45	Provide training equipment for drivers on new mobility devices (scooters, motorized wheelchairs) plus emergency training and biohazard container and clean-up kits for vehicles.	\$250	\$0	\$250
UCSC Bus Service Expansion	MTD-P13	Increase frequency on routes serving UCSC to eliminate standing loads: Capital and Operating costs.	\$14,000	\$0	\$14,000
Water Harvesting for River St.	MTD-P40	Water capture for bus wash facility	\$1,500	\$0	\$1,500
<b>SCMTD</b>			<b>Total Constrained</b>		<b>\$1,026,432</b>
<b>Seniors Council</b>					
Senior Employment Ride Reimbursement	RTC-P43	Reimburse low income seniors for transit expenses to/from employer sites.	\$1,600	\$100	\$1,500
<b>Seniors Council</b>			<b>Total Constrained</b>		<b>\$100</b>
<b>Transportation Agency for Monterey</b>					
Pajaro Rail Station Design and Construct	MC-P1	Passenger parking and station facilities and existing track upgrade to accommodate the extension of Caltrain Peninsula Rail service to Salinas. Total est. cost is \$18M. Potential RTC share shown here. TAMC is lead agency.	\$18,000	\$5,000	\$13,000
<b>Transportation Agency for Monterey</b>			<b>Total Constrained</b>		<b>\$5,000</b>
<b>UCSC</b>					
Alternative Fuel/Electric shuttle vehicles	UC-P22	Capital acquisition of vehicles.	\$10,000	\$0	\$10,000
Bike Shuttle Vehicle Acquisition	UC-P51	Acquire more alt fueled vehicles for bike shuttle (and possible expansion)	\$500	\$0	\$500
Coastal Marine Campus Transportation Improvements	UC-P49	New Central Roadway/transit shelters and amenities/bike amenities/ped amenities/parking	\$5,000	\$0	\$5,000
College Nine/Communications Pedestrian Bridge	UC-P39	Construct pedestrian bridge.	\$1,000	\$0	\$1,000
College Nine/Crown College Pedestrian Bridge	UC-P37	Construct pedestrian bridge.	\$1,000	\$0	\$1,000

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Unconstrained
Coolidge Overlook	UC-P42	Improve overlook for parking, benches and signage for Sanctuary.	\$400	\$0	\$400
East Collector Transit Hub	UC-P46	New transit hub at East Collector (East Remote) lot	\$5,000	\$0	\$5,000
Electric Bike Program for UCSC	UC-P52	Develop and implement an electric bike incentive program for UC affiliates	\$500	\$0	\$500
Hagar/McLaughlin Intersection Improvements	UC-P10	Signal, pedestrian safety improvements and roadway improvements.	\$400	\$0	\$400
Hagar/Steinhart Intersection Improvements	UC-P14	Signal, pedestrian safety improvements, roadway improvements.	\$400	\$0	\$400
Hagar-Coolidge Connector Road/Hagar/East Remote Intersection Improvements	UC-P47	New roadway connector, including bicycle lanes, between Hagar Drive and Coolidge, plus Hagar/East Remote Intersection Improvements: signal, pedestrian safety improvements and roadway improvements.	\$2,000	\$0	\$2,000
Heller Drive Bicycle Lanes (Empire Grade to Porter College)	UC-P56	Add bicycle lanes in downhill direction as feasible.	\$800	\$0	\$800
McLaughlin Drive Bike Lanes/Pedestrian Enhancements	UC-P30	Install Class 2 bike lanes on University campus roadway.	\$1,000	\$0	\$1,000
Meyer Drive Extension/Jordan Gulch Bridges	UC-P04	Extension of Meyer Drive from existing Meyer Drive to Hagar Drive. Includes construction of two bridges, pedestrian, and bicycle facilities.	\$10,000	\$0	\$10,000
Northern Entrance	UC-P08	Construct Northern Entrance including Cave Gulch Bridge to Empire Grade and road and bicycle lanes to Northern Heller Dr.	\$6,000	\$0	\$6,000
Northern Loop Roadway	UC-P07	Construct new roadway, including bicycle lanes, on upper campus.	\$6,000	\$0	\$6,000
Pedestrian Directional Map/Wayfinding System	UC-P38	Develop and install signs throughout campus.	\$500	\$0	\$500
Porter/Performing Arts Pedestrian Bridge	UC-P36	Construct pedestrian bridge.	\$1,000	\$0	\$1,000
Science Hill/Colleges 11 Pedestrian Bridge	UC-P40	Construct pedestrian bridge.	\$1,000	\$0	\$1,000
Sidewalk/pedestrian Improvements	UC-P50	Widen sidewalks/improve ped access in areas of campus	\$2,000	\$0	\$2,000
Spring Street Bikeway	UC-P34	Construct bikeway connecting Spring Street to Hagar Ct.	\$300	\$200	\$100
Steinhart Way Multimodal Improvements	UC-P03	Roadway improvements for shuttles, bikes and pedestrians.	\$300	\$0	\$300
Transit Pullouts and Shelters Enhancements	UC-P19	Construction and installation of transit pullouts and shelters throughout campus.	\$1,500	\$0	\$1,500
Transit Stop Accessibility Project	UC-P45	Improve transit stops and paths of travel	\$500	\$250	\$250
Transit Vehicles (ongoing)	UC-P23	Ongoing capital acquisition of transit vehicles for on-campus transit and University shuttles.	\$5,000	\$1,000	\$4,000
UCSC - Metro Station Bus Rapid Transit Improvements	UC-P48	Bus Rapid Transit Improvements between Metro Station, Bay Street Corridor, and UCSC Transit Hub	\$5,000	\$0	\$5,000
UCSC - Western Dr. Bike/Pedestrian Path Connection	UC-P43	Install a Class 1 bicycle/pedestrian facility to connect the lower end of the existing UCSC bike path with existing bike lanes on Empire Grade near Western Drive.	\$500	\$0	\$500
UCSC Bicycle Facilities	UC-P55	Add bicycle facilities on campus roadways and paths. Lump sum of projects from UCSC Bicycle Plan that are not listed individually elsewhere in the RTP	\$200	\$0	\$200

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Unconstrained
UCSC Bicycle Parking Improvements	UC-P33	Install bicycle parking facilities to serve bicycle commuters to the University.	\$200	\$30	\$170
UCSC Bike Showers/Storage Lockers	UC-P32	Install showers and storage facilities to serve bicycle commuters to the University.	\$600	\$0	\$600
UCSC Main Entrance Improvements	UC-P01	Realign roadway, transit pullout/shelter, relocate bike parking, construct pedestrian path, historic resource analysis.	\$540	\$540	\$0
UCSC Pedestrian/Transit Zone	UC-P44	Pedestrian safety improvements including, colored/textured asphalt and signage at various locations on core campus roadways.	\$500	\$500	\$0
West Gate Improvements	UC-P02	Improve kiosk and turnaround for redirected traffic on Hellar/Empire Grade.	\$1,000	\$0	\$1,000
<b>UCSC</b>			<b>Total Constrained</b>		<b>\$2,520</b>
<b>Various Agencies</b>					
Bicycle Sharrows	VAR-P03	Install sharrows (shared roadway marking) designating areas where bicyclists should ride on streets, especially when bicycle lanes are not available. To be implemented by local jurisdictions.	\$500	\$100	\$400
Bike Share	VAR-P16	Establish and maintain an urban centered bike share program allowing county residents to access loaner bikes at key locations such as downtowns, transit centers, shopping districts, and tourist destinations.	\$5,000	\$0	\$5,000
Bike-Activated Traffic Signal Program	VAR-P05	Grant program to provide traffic signal equipment to ensure that the traffic signals will detect bicycles just as cars are detected and ensure that the appropriate traffic signal phase is activated by the bicycles.	\$1,000	\$200	\$800
Carsharing Program	VAR-P06	Program to assist people in sharing a vehicle for occasional use. Implementing Agency TBD, varies.	\$2,500	\$0	\$2,500
Eco-Tourism - Sustainable Transportation	VAR-P17	Provide sustainable transportation information, incentives and promotions to the estimated one million visitors to Santa Cruz County. Work with the Santa Cruz County Conference and Visitors Council, local lodgings, and tourist attractions.	\$1,000	\$0	\$1,000
Hwy 1 Bike/Ped Bridge (Cabrillo-New Brighton)	CT-P07a	Construction of bike/ped bridge connecting New Brighton State Beach and Cabrillo College as part of larger Nisene SP to the Sea trail concept. Lead agency TBD.	\$8,000	\$0	\$8,000
Local Arterial ITS Infrastructure	VAR-P11	ITS (Intelligent Transportation Systems): advanced electronics and information technologies to increase the safety and efficiency of the surface transportation system, including vehicle detection devices along major arterials in urbanized areas to alert motorists of incidents.	\$600	\$0	\$600
Lump Sum Bridge Preservation	VAR-P14	Painting, Barrier Rail Replacement, Low Water Crossing, Rehab, and Replacement bridges for SHOPP and Highway Bridge Program (HBP)	\$15,450	\$15,450	\$0
Mission St/Hwy 1 Bike/Truck Safety Campaign	VAR-P18	Partnership with road safety shareholders including Caltrans, UCSC, City of Santa Cruz, trucking companies and others to improve bike/truck safety along the Mission Street corridor. Provide safety presentations, videos, brochures, safety equipment, etc.	\$500	\$20	\$480
Mobility Management Center	VAR-P04	Centralized one-stop-shop for information and resources on specialized transportation options. May be combined with 511 or 211 efforts. Implementing agency TBD. Est. annual cost: \$100-300k/yr	\$7,500	\$1,000	\$6,500
Regional Land Use/Transportation Study	VAR-P01	Comprehensive study with local jurisdictions to identify areas where land use patterns could be modified to improve transportation. Part of regional Sustainable Communities Strategy, Regional Blueprint/Alternative Planning Scenario plans.	\$200	\$200	\$0

Project Title	ID	Project Description/Scope	Est total	Total Constrained	Unconstrained
Safe Paths of Travel	VAR-P08	Regional program to construct and/or repair pedestrian facilities adjacent to high frequency use origins and destinations, particularly near transit stops.	\$3,000	\$1,000	\$2,000
Safe Routes to School Programs	VAR-P19	Extensive bicycle and walking safety education and encouragement program targeting K-12 schools in Santa Cruz County. Provide classroom and on the bike safety training in an age appropriate method. Provide a variety of bicycle, walking, busing and carpooling encouragement projects ranging from bike to school events, to incentive driven tracking, and educational support activities.	\$3,750	\$300	\$3,450
Safe Routes to Schools Studies	VAR-P10	Funds two joint studies with local jurisdictions and CTSC to assess pedestrian and bicycle safety near schools.	\$200	\$200	\$0
Transportation for Low Income Youth	VAR-P15	Safe, reliable transportation services for foster care children to/from school. Avg annual cost: \$100k/yr	\$2,500	\$0	\$2,500
Transportation System Electrification	VAR-P07	Partnership with local gov't agencies, electric vehicle manufactures, businesses, and Ecology Action to establish electric vehicle charging stations for EV's, plug-in hybrids, NEV's, as well as ebikes and escooters. Work with manufacturers on developing advanced electric vehicles and educating the public regarding the ease of use and benefits of electric vehicles.	\$50,000	\$0	\$50,000
Travel Survey	VAR-P02	Conduct detailed surveys of travel behavior, origin and destinations in the region every 10 years. Est cost \$300k/study.	\$600	\$0	\$600
<b>Various Agencies</b>			<b>Total Constrained</b>		<b>\$18,470</b>
<b>Volunteer Center</b>					
Volunteer Center Transportation Program	VC-P1	Program providing specialized transportation for out of county trips. Constrained=existing TDA allocations.	\$3,750	\$1,875	\$1,875
<b>Volunteer Center</b>			<b>Total Constrained</b>		<b>\$1,875</b>
<b>Watsonville Airport</b>					
Lump Sum Watsonville Airport Capital Projects	AIR-P01	Projects from the Watsonville Airport Capital Improvement Program. Includes new hangers, reconstruction of aviation apron, security features, and runway extensions.	\$26,500	\$26,500	\$0
Watsonville Airport Operations	AIR-P02	Ongoing operations/maintenance. Average \$2M/year.	\$50,000	\$50,000	\$0
<b>Watsonville Airport</b>			<b>Total Constrained</b>		<b>\$76,500</b>
			<b>Total Within Projected Funds</b>		<b>\$2,534,712</b>
			<b>Minimum New Funds Needed</b>		
<b>*For several projects no cost est was available thus was not included in this total</b>				<b>\$1,756,353</b>	



**TO:** Interagency Technical Advisory Committee (ITAC)  
**FROM:** Rachel Moriconi, Senior Transportation Planner  
**RE:** Local Vehicle Registration Fee Ballot Measure

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## **RECOMMENDATION**

Staff recommends that the Interagency Technical Advisory Committee (ITAC):

1. Provide input on components of the expenditure plan for the proposed \$10 vehicle registration fee to maintain local streets and roads (LSR) and build safe and accessible pedestrian and safe routes to school projects for school children, seniors and people with disabilities; (summarized in [Attachment 1](#));
  2. Provide input on possible accountability, financing, and maintenance of effort provisions;
  3. Provide input on potential ballot language ([Attachment 2](#));
  4. Identify public education and outreach efforts and establish a workgroup to assist with development of public education materials on multimodal LSR needs.
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## **BACKGROUND**

There are insufficient funds available to operate and maintain the local street and road system, including multi-modal transportation components, especially as state and federal sources have become increasingly unreliable. Existing transportation revenues make up less than 50% percent of what is required to maintain and improve roads, highways, bridges, sidewalks, bicycle facilities, and public transit. New, secure sources of funds that cannot be diverted to other uses are needed to repair and maintain local streets and roads; to make roadways safer for drivers, buses, pedestrians and bike riders; and to reduce congestion.

In March 2012, the RTC conducted a poll of likely Santa Cruz County voters to evaluate the possibility of a November 2012 ballot measure which could garner sufficient votes to raise additional revenues for the local transportation system. The poll demonstrated that Santa Cruz County voters recognize that new revenue sources are needed to support the local transportation system; and that up to 69% of voters could support a new local \$10 per vehicle registration fee (VRF), if there were a campaign to inform voters about the measure. A \$10 increase in Santa Cruz County vehicle registration fees would net approximately \$2.2 million per year. This is far from enough funding to fully address the backlog of needs, but would represent an incremental step towards protecting the community's vital infrastructure network and allow local jurisdictions to leverage other grant funding.

## DISCUSSION

Given that the cost to maintain existing local streets and roads is continually growing and there is a strong need for safe and accessible infrastructure for school children, seniors and people with disabilities, at its June 14, 2012 meeting, **the RTC approved placing a ballot measure on the November 2012 ballot asking voters to authorize a \$10 fee on registered vehicles.** A summary of expenditure plan components, developed based on input received from RTC board members, project sponsors and the community, is attached ([Attachment 1](#)). A fact sheet and summary of the benefits of a local \$10 VRF is attached ([Attachment 3](#)).

### Project Categories

Based on transportation system needs, community input, and the March 2012 poll of likely voters, **the ballot measure should be focused on:**

- **Local street and road repairs,** and
- **Safe routes to schools and pedestrian projects**

These categories of projects received support from over two-thirds of those polled in March 2012. It is important to focus the limited revenues generated by a \$10 VRF to a few high-impact programmatic categories of projects that will provide tangible benefits in the short-term. Additionally, these categories have direct nexus to those paying the VRF, as motor vehicle owners cause wear and tear on the local road system and benefit from adjacent safe routes to schools and pedestrian projects, especially since the road system serves a broad range of drivers, bus riders, bicyclists and pedestrians.

Funds would be distributed to local jurisdictions by population formula, with a minimum of \$115,000 to each jurisdiction. Local jurisdictions would have flexibility on which types of roadway maintenance, repair, and pedestrian and bike projects to use funds. Over a five year period local jurisdictions would be required to *collectively* spend no less than 15% of VRF revenues on safe routes to schools or pedestrian projects. Local jurisdictions would select projects and monitor implementation of the program through their own local public processes, which include board meetings, annual budget review, advisory committees, and other public meetings.

A sample of how much funding each local jurisdiction would receive is shown below.

Jurisdiction	% population	Min \$115k	5 Year total	15% to SRTS/Ped
Capitola	3.8%	\$115,000	\$575,000	Collectively, minimum of \$1.6M/five years (\$314,000/year)
Santa Cruz	23.0%	\$465,000	\$2,329,000	
Scotts Valley	4.4%	\$115,000	\$575,000	
Watsonville	19.5%	\$395,000	\$1,972,000	
Unincorporated	49.4%	\$1,000,000	\$4,999,000	
<b>Total</b>	<b>100%</b>	<b>\$2,090,000</b>	<b>\$10,450,000</b>	

While there was a strong interest in distributing funds based on where vehicles are registered and/or traffic volumes, that data are not readily available or updated. Additionally an ongoing theme stated at the workshops was to keep the measure simple, transparent, and with minimal bureaucracy. Population is the one measure that is regularly updated by the State Department of Finance and is used and accepted by local jurisdictions as a basis for distributing a variety of fund sources.

### **Financing**

Staff recommends that the measure include the authority to bond against the funds. The decision to bond would be considered in consultation with local jurisdictions that are interested in receiving several years' worth of funds at one time in order to immediately address some of the backlog of needs while construction costs are low. Including this authority in the measure does not mandate that bonding would occur. Staff would only recommend the RTC bond against future years' revenues if the RTC and local jurisdictions find that it would be cost beneficial.

### **Accountability**

As with any tax or fee, it is important to ensure accountability and transparency in how measure funds are used. Based on the input received from the community, **staff recommends that project sponsors be required to provide annual reports of how funds were used in the prior year and a list of projects on which the jurisdiction plans to use funds over the following three years.** The report would show the percentage of funds designated for safe routes to schools and pedestrian projects; be posted on the RTC website; and be provided to interested parties, local jurisdictions' boards and committees as part of their capital improvement program and/or annual budget process, and the RTC board and oversight committees. The VRF funds would also be included in the RTC's annual fiscal audits.

Given the extensive existing oversight structures in place, and the desire to minimize administrative cost, staff does not recommend establishing a new oversight committee for the measure.

Voters want to ensure the new funds would be used to do more than what is already being done and to ensure a "maintenance of effort" from local jurisdictions for other funds used for the local transportation system. **Staff recommends that the ITAC identify possible provisions to include in the expenditure plan to address these concerns.**

### **Preliminary Ballot Language**

There are many ways that the proposal to utilize revenues from a new \$10 vehicle registration fee for local street and road maintenance, safe routes to schools and pedestrian projects can be communicated to voters. Sample ballot language is attached. **Staff recommends the ITAC provide input on possible language**

**(Attachment 2)**. The final ballot language will be approved by the RTC at its August 2, 2012 meeting.

### Next Steps

- √ March 2012: Likely Voters Polled
- √ May 24 and 31: Expenditure Plan Workshops
- √ June 14 RTC meeting: Approved moving forward; asked Local Jurisdictions to re-designate RTC as the Congestion Management Agency (CMA) (*see separate agenda item*)
- Late June-July: Local Jurisdictions re-designate RTC as CMA
- Summer 2012: Public workshops and community meetings on draft expenditure plan
- August 2, 2012: RTC approves final expenditure plan and ballot language, approves ordinance placing measure on the ballot
- August 10, 2012: Final deadline to submit measure to County Elections
- August-November: Public education on measure
- November 6, 2012: Election Day

Leadership from local jurisdictions is requisite to success of the measure. An overall public outreach program to increase public awareness of the needs, related costs, and the community benefits of new revenue mechanisms would also be necessary. Staff requests that ITAC members participate in workshops and meetings with community groups over the next several months. Staff also recommends that the ITAC discuss public outreach strategies, establish a workgroup to prepare a summary report on LSR needs and identify what could be done with the new revenues, include information on the measure in materials developed by member agencies, participate in a Community TV session on LSR needs, provide input on the Fact Sheet ([Attachment 3](#)) and talking points.

### SUMMARY

The Regional Transportation Commission has been investigating local funding strategies to address at least a portion of the significant backlog of transportation system needs in Santa Cruz County. Based on input received from community leaders and a March 2012 poll of likely voters, the RTC has approved placing a measure on the November 2012 ballot asking voters to authorize a \$10 fee on registered vehicles for local street and road maintenance, safe routes to schools infrastructure, and pedestrian projects. Staff is seeking input from the ITAC at this meeting on the proposed ballot measure.

#### Attachments:

1. Summary of Expenditure Plan Components
2. Potential ballot language
3. Fact Sheet on Proposed \$10 VRF

## **\$10 Vehicle Registration Fee (VRF) Expenditure Plan Components**

**In the face of the significant backlog of transportation needs in Santa Cruz County, the Regional Transportation Commission (RTC) is considering asking voters to support a \$10 Cruz County Vehicle Registration Fee to fund local transportation projects. This small \$10 per motor vehicle annual fee would be dedicated solely to projects in Santa Cruz County and could not be taken by the state.**

Based on transportation system needs, polls of likely voters, community input, and the amount of funding generated by a new \$10 VRF, **the following is proposed for the Expenditure Plan:**

### **The Fee**

- \$10 Vehicle Registration Fee per motorized vehicle (*this is the maximum allowed under SB83*)
- Generates approximately \$2.2 million/year countywide

### **Project Categories to Fund**

- Local street and road maintenance and repairs: 80% (\$1.8M/year)
- Safe routes to schools and pedestrian capital/infrastructure projects: not less than 15% every five years (\$1.6M/five years)
- Administration: 5% (\$110,000/year)

### **Fund Distribution**

- 95% to local jurisdictions based on population, with a minimum of \$115,000 per jurisdiction per year

*Estimated breakout*

<b>Jurisdiction</b>	<b>% population</b>	<b>Min \$115k</b>	<b>5 Year total</b>
Capitola	3.8%	\$115,000	\$575,000
Santa Cruz	23.0%	\$466,000	\$2,329,000
Scotts Valley	4.4%	\$115,000	\$575,000
Watsonville	19.5%	\$395,000	\$1,972,000
Unincorporated	49.4%	\$1,000,000	\$4,999,000
<b>Total</b>	<b>100%</b>	<b>\$2,090,000</b>	<b>\$10,450,000</b>

- Local jurisdictions select specific projects to use funds on
- Not less than 15% of countywide VRF revenues must be spent on safe routes to schools and/or pedestrian projects every five years (est. \$1.6M). Some jurisdictions may decide to spend more or less of the funds on safe routes and pedestrian projects.
- Authorize RTC to bond against future years' funds, if RTC and local jurisdictions determine that it would be financially beneficial in spite of debt service payments.

### **Administration and Accountability**

5% of revenues used to cover administrative and accountability measures. These include:

- Use existing public oversight structures (do not create new oversight committee)
- Financial tracking and processing revenues

- Audits: RTC annual fiscal audits
- Reporting – Annual reports. Projects sponsors to provide annual reports of:
  - How funds were used in the prior year
  - List of projects a jurisdiction plans to use funds on in next three years
  - Percentage of funds designated for/used on safe routes to schools and pedestrian projects
  - Report to be posted on the RTC website, available to interested parties, provided to local jurisdictions' boards and committees as part of their capital improvement program and/or annual budget process, and provided to the RTC board and oversight committees.
- Development of the Congestion Management Program required by State statute of agencies that administer this type of vehicle registration fee

**Budget for November 2012 Election**

- County Elections Department fee to place measure on ballot: \$1.00-\$3.00 per voter (\$150,000 to \$300,000)
- Public education material: \$25,000
- Private Sector Campaign: TBD (will not be funded from RTC budget)

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**Samples of Possible Ballot Language**

SAMPLE 1: Based on the polling data and language used in successful VRF ballot measures in other counties, the RTC's polling consultant initially suggested the following ballot language:

*In order to:*

- *Help maintain streets, roads and fix potholes for the benefit of everyone, including drivers, bus riders, bicyclists, and pedestrians; and*
- *Fund sidewalks, curb ramps, crosswalks and other projects to make sidewalks safe and accessible for school children, seniors, and people with disabilities with funds that cannot be taken by the State, shall Santa Cruz County voters authorize a \$10 fee on the registration of vehicles, with independent oversight, to be spent entirely within Santa Cruz County?*

Based input received at the first Expenditure Plan Workshop, the following alternate language (SAMPLES 2 & 3) were developed:

SAMPLE 2:

*With funds to be spent entirely within Santa Cruz County to:*

- *Help maintain streets, roads and fix potholes for the benefit of everyone, including drivers, bus riders, bicyclists, pedestrians and neighborhoods; and*
- *Create safe routes to schools and build safe and accessible sidewalks, street crossings and ramps for school children, seniors and people with disabilities, shall Santa Cruz County voters authorize a \$10 fee on registered vehicles that cannot be taken by the State?*

SAMPLE 3:

*In order to help **fix potholes and maintain local streets and roads** within Santa Cruz County to the benefit of drivers, bus riders, bicyclists, pedestrians and neighborhoods and to **build safe and accessible pedestrian projects** for school children, seniors and people with disabilities shall Santa Cruz County voters authorize a \$10 fee on registered vehicles that cannot be taken by the State?*

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## FACT SHEET

# \$10 Vehicle Registration Fee for Transportation Improvements

**Sound infrastructure is the backbone of a healthy community and strong local economy, yet funding to maintain and improve our transportation system continues to fall far short of the need.** Traditional state and federal sources don't even come close to meeting local transportation needs.

**The Regional Transportation Commission will be placing a local \$10 Vehicle Registration Fee measure on the November 2012 ballot** in order to generate revenues to address at least some of the significant backlog of transportation needs and deteriorating street conditions in our region.

### Highlights:

- \$10 Vehicle Registration Fee (VRF) for Santa Cruz County transportation
- Generates approximately \$2.2 million countywide each year
- Funds dedicated solely to local transportation projects
- Will make a solid dent in the backlog of potholes to be fixed.

### What would it fund? \*

- **Fix potholes and maintain local streets and roads** to the benefit of all users, including drivers, bus riders, bicyclists, and pedestrians
- Sidewalks, crosswalks and ramps to make **pedestrian facilities more safe and accessible for school children, seniors and people with disabilities.**
- Funds distributed to cities/county based on population

\* Projects selected based on transportation system needs and extensive community input, including a March 2012 poll of likely voters.

### Why?

- State and federal funds are unreliable
- VRF funds can be used as matching funds to leverage additional state/federal funds
- Streets and roads serve a wide cross section of users including people who: drive cars, use other modes, and those unable to drive due to age/income/ability
- Deferred maintenance costs five times more over time

The proposed Vehicle Registration Fee is a key part of a multipronged strategy to develop a balanced, sensible program that improves local transportation infrastructure. While this won't solve all our transportation needs, it's a step in the right direction.

**We need your input!** Attend meetings, email or call us with your ideas on the "Expenditure Plan" which provides details on how funds would be distributed, financing, oversight and other aspects of the proposed measure.



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# \$10 VRF: Frequently Asked Questions

## **What is the Santa Cruz County Regional Transportation Commission (RTC)?**

The RTC is the designated countywide transportation planning agency for Santa Cruz County and is responsible for the coordinating, planning, and programming of transportation programs and projects. RTC provides a cooperative, cost-effective means of responding to countywide planning, transportation and other mandates from the State of California and the Federal Government. The RTC board is made up of representatives from all four cities, all five of the County Board of Supervisors, and three members from the Santa Cruz Metropolitan Transit District.

**What is the difference between the proposed vehicle registration fee and a vehicle license fee?** A registration fee is a flat fee per vehicle, whereas a license fee is variable based on the value of the vehicle.

## **What can an additional \$10 Vehicle Registration Fee (VRF) be used for?**

By law, the funds must be used for transportation-related programs and projects that have a relationship to, or benefit for the owners of the vehicles paying the VRF. Funds would be used for programs to repair and maintain local streets and roads and improve safety for pedestrians, including school children, people with disabilities and seniors.

**When would the fee take effect?** If approved by voters in November 2012, revenues could be collected on vehicles as early as May 2013.

**How much money will the fee generate?** The additional VRF will generate about \$2.2 million annually based on current estimates.

**How much money will be spent on administration?** California Government Code section 65089.20 limits the amount for administration cost to a maximum of 5% (about \$110,000 per year). These funds would be used to ensure transparency and accountability, including audits and mandated reports.

**How would funding for the various transportation programs be determined?** RTC is seeking public input now on how the funds should be allocated. The detailed Expenditure Plan will reflect this information and specify how the funds are distributed.

**How much would the cities and the County receive?** Funds would be distributed based on the proportionate share of population, with a minimum guaranteed per year for smaller jurisdictions.

# \$10 Vehicle Registration Fee for Local Transportation Projects

## Summary:

In the face of the significant backlog of critical local transportation needs, the Santa Cruz County Regional Transportation Commission (RTC) is taking a pro-active step toward becoming a self help county and is considering asking voters in November 2012 to support a \$10 Santa Cruz County vehicle registration fee (VRF) to fund local transportation projects. The \$10 VRF would be dedicated to local road repairs, as well as pedestrian and bicycle improvements that would make roadways more safe and accessible for school children, seniors, and people with disabilities.

## What will the \$10 VRF do?

- Raise \$2.2 million per year for local transportation projects
- Provide a predictable, safe, secure source of funding to local jurisdictions
- Provide funding that cannot be diverted to the state
- Provide matching funds to leverage other funds and multiply the “buying power”
  - While not a huge amount of money, can be used to leverage funds from other entities (up to 80-90%), making the VRF revenues valuable beyond what the amount would indicate.
- \$2.2 million per year won't fix all our transportation problems, but funds could be used to:
  - Fill Potholes (Avg cost \$100 per pothole)
  - Preventative maintenance (\$35,000 per mile)
  - Surface restoration of roadways at risk (\$85,000-\$110,000 per mile)
  - Rehabilitation of roadways in poor condition (\$200-500k/mile)
  - Reconstruction of failed roadways (\$800k-\$2.5million/mile)
  - Build curb ramps for people with disabilities (\$1500-\$3000/ramp)
  - Raised crosswalks (\$2000/\$20,000 depending on width, drainage)
  - Add bicycle lanes (\$5,000-\$50,000 per mile if no right-of-way, less expensive if done as part of other roadway repairs)
- VRF funds would supplement, not supplant, street and road maintenance funds. *“The city is committed to providing the best value to our community and prudent investment in our infrastructure is the most responsible choice our community can make.”* – David Koch, Watsonville Public Works Director

## Why fund these transportation projects?

- Infrastructure is a key component of a solid economy and healthy communities.
- Local roads provide mobility for a broad range of users.
  - Local road repairs benefit all users, including drivers, bus riders, bicyclists, and pedestrians.
- The local street network is the backbone of all modes of transportation, including transit, autos, bicycles and adjacent pedestrian walkways.

- Investing in our infrastructure is an investment in our future. It protects the reliability of our transportation system, reduces wear and tear on personal vehicles, and improves the safety of our community.
- When infrastructure reaches the end of its life, the community is burdened with decreased system reliability and potential roadway closures.
- A broad range of interest groups agree that a new \$10 VRF is a sensible approach and good step towards addressing the backlog of needs.

### **Why is this needed?**

- Local pavement conditions are bad. There is a huge backlog of road maintenance and repair needs.
- The preferred Pavement Condition Index score is in the 70s, with a base acceptability level of 66 or greater (100 is new/perfect).
  - Local Pavement Condition Index scores average in the 50s: County=50, City of Santa Cruz=53, City of Capitola=57.
- The farther the roads drop down the Pavement Condition Index score, costs can increase tenfold
- There are nearly 900 miles of local roads in Santa Cruz County, double that you count each lane. (County unincorporated: 600 miles; Cities: Santa Cruz=140, Watsonville=92, Scotts Valley=35, Capitola=26)
- Deteriorated roadways are more susceptible to wash outs and other weather related damage, which can make them especially costly and challenging to maintain.
- The County of Santa Cruz alone estimates that they need at least \$12.5 million more each year to adequately maintain local roads in current conditions. To bring countywide local roads into good condition immediately would cost up to \$300 million.

### **Why are there funding shortfalls?**

- State and federal funds are unreliable.
- Federal gas tax has not been increased since 1993 and has one-fifth of buying power it once had
- Funding dedicated to road maintenance and repair is minimal, so these projects generally have to compete for other scarce funds.

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