



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

AGENDA

Thursday, November 17, 2011
1:30 p.m.

SCCRTC Conference Room
1523 Pacific Ave.
Santa Cruz, CA

Teleconference locations are listed at the bottom of this agenda.

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 September 22, 2011 ITAC meeting
6. Notice - Designing for Pedestrian and Bicycle Safety Workshop December 6, 2011

REGULAR AGENDA

7. Status of ongoing transportation projects, programs, studies and planning documents - Verbal updates from project sponsors
8. Augmenting Local Funds
 - a. Staff report, Rachel Moriconi
9. Preliminary Staff Recommendations - *2012 Regional Transportation Improvement Program*

- a. Staff report, Rachel Moriconi
- 10. Draft 2012 State and Federal Legislative Programs
 - a. Staff report, Rachel Moriconi
- 11. Local Street and Road Maintenance Report
 - a. Verbal report, Rachel Moriconi

NEXT MEETING: The December 2012 ITAC meeting has been canceled. The next ITAC meeting is scheduled for **January 19, 2012** at **1:30 PM** in the SCCRTC Conference Room, 1523 Pacific Avenue, Santa Cruz, CA.

HOW TO REACH US

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

AGENDAS ONLINE

To receive email notification when the Committee meeting agenda packets are posted on our website, please call (831) 460-3200 or email rmoriconi@sccrtc.org to subscribe.

ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES

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

SERVICIOS DE TRADUCCIÓN/ TRANSLATION SERVICES

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

TELECONFERENCE MEETING LOCATIONS:

Caltrans District 5, VTC room
50 Higuera St. San Luis Obispo, CA

As allowed by the Brown Act, one or more Committee Member(s) will participate in this meeting at the teleconference sites listed above. Each teleconference location is accessible to the public and the public will be given an opportunity to address the ITAC at each teleconference location. The public teleconference site will be as noticed in this agenda; all votes will be taken by roll call; and at least a quorum of the members of the legislative body will be located within the boundaries of the territory over which it exercises jurisdiction (§ 54953(b)).

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

DRAFT MINUTES

Thursday, September 22, 2011
1:30 p.m.

SCCRTC Conference Room
1523 Pacific Ave, Santa Cruz, CA

ITAC MEMBERS PRESENT

Angela Aitken, Santa Cruz METRO
Tove Beatty, Santa Cruz METRO
Teresa Buika, UCSC
Mark Dettle, City of Santa Cruz Public Works
Maria Esther Rodriguez, City of Watsonville Public Works and Community Development Proxy
Steve Jesberg, City of Capitola Public Works and Community Development Proxy
Chris Schneider, City of Santa Cruz Community Development Proxy
Steve Wiesner, County Public Works

STAFF PRESENT

Luis Mendez
Rachel Moriconi

1. Call to Order – Chair Chris Schneider called the meeting to order at 1:35 p.m.
2. Introductions – Self introductions were made.
3. Oral communications – Rachel Moriconi announced that October is Rideshare Month. She encouraged ITAC agencies to participate in the event and carpool, vanpool, bike, walk, telecommute, and/or ride the bus throughout the month.

On behalf of Donn Miyahara, Ms. Moriconi also reported that Federal Highway Administration (FHWA) is working on the FFY10/11 close out and annual audit and are unlikely to consider new requests for authorization to proceed with federal projects until mid-October, though project sponsors should submit paperwork for their projects to Mr. Miyahara now so they can be ready to go. He also thanked the County and City of Santa Cruz for submitting their bridge summary sheets. He anticipates that the next round of bridge program (HBP) grants will be approved in October or November. Members were also reminded that documenting emergencies with photographs (prior to clean up) and early notification to the state is essential for securing Emergency Relief (ER) funds. ER funds are restricted to fixing roads, not hillsides. Steve Wiesner noted this has been a long-standing policy.

4. Additions or deletions to consent and regular agendas – None.

CONSENT AGENDA (Rodriguez/Schneider) approved unanimously

5. Approved minutes of the August 4, 2011 ITAC meeting with one correction regarding attendees.

REGULAR AGENDA

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

City of Watsonville – Maria Rodriguez reported that the Freedom Blvd. rehabilitation project, including sidewalks, is under construction. Bids will be opened next week for the City's annual maintenance program, with construction this fall.

UCSC- Teresa Buika reported that the University received a Bicycle Transportation Account (BTA) grant to install Smart Bike Lockers, similar to those in the City of Santa Cruz. Nine bus stops were modified to make them more accessible this summer using a New Freedom grant.

County of Santa Cruz – Steve Wiesner reported that construction continues on the East Cliff Parkway. Construction of the Graham Hill Road safety project will stop from mid-October until the spring, PG&E is relocating utilities. Storm damage repairs to Highland Way and Bear Creek Road at mile 5.05 will be finished in October. Signals were installed at the slipout on Branciforte Drive, with construction scheduled for Spring 2012. Schulties Road will be closed for repairs until mid-November and Redwood Lodge Road is also closed. In total, the County experienced \$20 million in storm damage, but has only received \$5 million in Emergency Relief funds from Federal Highway Administration (FHWA) to make the repairs and no funds from FEMA. CalEMA is considering the County's request for funds. Steve Jesberg noted that Capitola may hear from CalEMA on their request within the next few weeks. Mr. Wiesner also noted that they will be taking the Countywide Pavement Management Plan to the Board of Supervisors in November.

City of Capitola – Steve Jesberg reported that two electric vehicle (EV) stations were installed at the Pacific Cove parking lot in August and that the smart parking system will be activated in November.

SC Metro – Tove Beatty reported that the Bus Stop Improvement project construction continues, with lots of new benches, trash cans, shelters, and other improvements. The project is coming in below budget which may allow Metro to make improvements to more than 107 stops. Metro is requesting Proposition 1B State-Local Partnership Program (SLPP) funds from the California Transportation Commission (CTC) to purchase 11 CNG buses. Metro was recently awarded \$160,000 in AB2766 funds for staff CNG vehicles. The Watsonville Transit Study is underway, with the final report scheduled for March 2012. Metro will receive \$2.49 million in Prop 1B PTMISEA funds this year for capital projects. She reported that while SAFETEA-LU was extended to March 2012, if the Continuing Resolution for FFY12 budget is not approved by the House, there could be a government shutdown. Metro also applied for a State of Good Repair grant to fund 16 new CNG buses.

SCCRTC – Luis Mendez reported that the RTC is still waiting for final approval from the Surface Transportation Board (STB) for the rail line purchase, and then can close escrow. The construction management contract for the Soquel-Morrissey Auxiliary Lanes project was approved and construction will be advertised this fall. Stakeholder meetings for the Monterey Bay Sanctuary Scenic Trail (MBSST) will be held in October. The Safe on 17 Task Force is discussing options to address speeding and collisions at Laurel Curve. He noted that a second grant to fund increased enforcement on the Highway 129 Safety Corridor was not approved. Transportation Development Act (TDA) allocations to local jurisdictions for bicycle and pedestrian projects are being adjusted based on population estimates from the State Department of Finance.

City of Santa Cruz – Chris Schneiter reported that the City is starting conceptual plans for the Branciforte Creek Bike/Pedestrian Bridge and an evaluation of a roundabout at Bay St. and High St. The City will be going to bid for Laurel St. safety improvements near the High School and West Cliff

Path repairs from Bay St. to Lighthouse Field.

7. Priority Projects

Rachel Moriconi reported that the RTC board requested additional information on transportation projects that have been identified as priorities. The list is meant to identify near term priorities, since the Regional Transportation Plan (RTP) does not identify which projects are near and long term; to identify possible candidates for a variety of funding sources, including the potential new Jobs Bill, Safe Routes to Schools, Bicycle Transportation Account, local jurisdictions' funds, and RTC-discretionary funds. The list also gives project sponsors an opportunity to see what projects other entities are pursuing, to provide feedback to one another, and to inform them of special federal or state grant opportunities that may arise. She requested that project sponsors inform staff if projects are funded and provide any updates to the list. She noted that staff is not seeking project rankings.

Angela Aiken stated that the ITAC works collectively to identify needs and appreciated that they were not being asked to rank projects. Chris Schneider said he may have changes to the list, including adding storm damage. Teresa Buika requested that UCSC projects be added to the list. Steve Wiesner stated that their projects are from their five year Capital Improvement Program (CIP), that the County's needs are tremendous and requested more time to go through and refine the list. He also suggested that since the list is not limited to potential STIP candidate projects that it should be presented separately from the 2012 Regional Transportation Improvement Program (RTIP) to the RTC. Tove Beatty noted that since the list includes funded priority projects, that the Operations Facility should be added to the list. It was clarified that while there are many projects that are needed in the near term, the list represents projects that are priorities for implementation within the next 10 years. The ITAC agreed to provide updates to staff by October 10.

8. Update on 2012 Regional Transportation Improvement Program (RTIP) Development

Rachel Moriconi reported that the RTC has issued a call for projects for up to \$9.25 million in State Transportation Improvement Program (STIP) funds and has indicated its intent to program \$4 million of those funds to the Highway 1 41st Avenue/Soquel Drive Auxiliary Lanes project. Preliminary information on proposed projects is due October 10, 2011. She requested input on the draft application, tentatively due October 27, 2011, pending RTC board actions on October 6. She noted that the RTC had not yet issued a call for projects for Regional Surface Transportation Program (RSTP) funds and that the RTC may want to consider waiting to solicit proposals for RSTP funds until after the California Transportation Commission (CTC) takes action on the STIP. Luis Mendez and Rachel Moriconi reported that CTC staff has indicated that they may be more receptive to local road projects that address safety and projects eligible for Transportation Enhancement (TE) funds. She noted that for TE, the RTC and CTC are required by SB286 to prioritize projects that employ the services of conservation corps.

While cities indicated that they would likely submit the same projects for either RSTP or STIP funds, Steve Wiesner stated that the County would submit different projects for each source and recommended waiting to program RSTP funds. He stated that he thinks the County should receive 50% of the funds. Staff stated that state and federal rules prohibit splitting funds by formula. Tove Beatty and Teresa Buika stated that their agencies would not be applying for funds. Steve Jesberg stated that if under a hypothetical situation an agency were to request \$1 million, but only received \$500,000 they would work to backfill or scale back their projects. Angela Aitken suggested that if everyone submits their number one project, the ITAC could work together to consider scaling back some projects. The ITAC discussed that for each agency the types of projects they submit will differ, that CTC priorities come into consideration, that

while the region's target for the 2012 STIP is \$9.25 million, the CTC is only required to program \$5.1 million to projects in Santa Cruz County this cycle, and that the CTC regularly rejects some of the region's STIP proposals. Steve Jesberg requested feedback from staff on the initial list of projects agencies propose for funds and the list would be contingent on his Council's approval on October 12. City of Santa Cruz Council will consider their proposals on October 25. Members noted that the application did not change significantly from that used in prior years and did not request any changes to the application.

9. Legislative Update

Rachel Moriconi reported that the federal transportation act was extended. Related to the President's proposed Jobs Bill, she encouraged project sponsors to identify federally-eligible projects that could be delivered quickly, possibly even start construction within 90-120 days should the Jobs Bill be approved. The Committee discussed whether or not the bill would really move forward and expressed concerns that very few new projects could be delivered within that timeframe given federal requirements for implementing projects, but that they could deliver road repair projects and advance projects that have been stalled due to lack of funds.

The meeting adjourned at 3:12 p.m. The next ITAC meeting is scheduled for **October 20, 2011 at 1:30 PM** in the SCCRTC Conference Room, 1523 Pacific Avenue, Santa Cruz, CA.

Minutes prepared by: Rachel Moriconi

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The Healthy Transportation Network presents:

Designing for Pedestrian & Bicycle

Safety

Complete Streets Training Workshop

Join us for an interactive workshop presented by the Healthy Transportation Network aimed at providing the latest bicycle and pedestrian design tools to elected officials; practicing transportation, planning, engineering and design professionals; and community advocates.

Highlights include:

- A one-hour walkabout with instructors to discuss design concerns and solutions.
- Presentations:
 - Complete Streets, Safe Routes to School and Pedestrian Safety
 - Innovative designs, including bicycle boulevards, trails, road diets, roundabouts and crossing treatments.

Please join us!

Tuesday, December 6, 2011

8:30 a.m. – 4:30 p.m.

**Ecology Action
877 Cedar Street
Suite 240
Santa Cruz, CA 95060**

Workshop Instructors:

Paul Zykovsky, AICP
Local Government Commission



Laura Cohen, JD
Rails-to-Trails Conservancy



Dave Snyder
California Bicycle Coalition



Light breakfast & lunch will be provided.

The workshop location is an accessible facility. Please contact us at least 3 working days in advance if you require special assistance.

This workshop is free but registration is required. Space is limited to 40 people.

Please register online before November 22nd at <http://santacruzbikepedworkshop.eventbrite.com/>

Questions? Contact Rails-to-Trails Conservancy's Yee Ting Lee at 415.814.1100 (or yeting@railstotrails.org) or Santa Cruz County Regional Transportation Commission's Cory Caletti at 831.460.3201 (or ccaletti@sccrtc.org)



Presenting Sponsors: Healthy Transportation Network* and Santa Cruz County Regional Transportation Commission

Sponsors: University of California at Santa Cruz, Santa Cruz County Cycling Club, Spokesman Bicycles, Family Cycling Center, Ibis Bicycles, Traugott Guitars, Mountain Bikers of Santa Cruz and Ecology Action

*The Healthy Transportation Network is a project of the California Department of Public Health's California Active Communities program with funding from the federal Transportation Enhancements program.

Workshop Agenda - Designing for Pedestrian and Bicycle Safety

*Presented by the Healthy Transportation Network
Instructors: Paul Zykofsky; Laura Cohen; Dave Snyder*

877 Cedar Street - Ecology Action
Santa Cruz, CA
December 6, 2011 8:30 – 4:30

- 8:20 – 8:30 Registration**
- 8:30-9:00 Introductions and course overview** (instructor and participants)
- 9:00-10:20 Complete Streets: What are they? How do we implement them?**
- Defining Complete Streets; examples of tools and strategies
 - Complete Streets Policies – state and federal
- Bicycling and Pedestrian Trends and Research**
- If we build it, will they come?
 - National Trends; NACTO cities
 - Making the Case for Bicycle and Pedestrian Investments
- Programs, Policies and Planning to Improve Pedestrian Safety**
- Land use; street connectivity; access management; site design
- 10:20-10:30 Break**
- 10:30-12:00 Designing Safe Sidewalks**
- Basic sidewalk design: zones, width, clearances, accessibility, buffers, driveways
- Crossing the Street — General Principles**
- Principles of human behavior; mid-block vs. intersection crossing safety
 - Crosswalks and crosswalk markings, improving effectiveness of crosswalks
 - Medians and islands: breaking long crossings into two steps
- Crossing the Street at Intersections**
- Geometric concerns: intersection size; curb radius; skewed intersections
 - Curb extensions: reducing crossing distance
 - Crosswalk placement, islands; right turn slip lane design
 - Countdown signals
- Roundabouts and Road Diets**
- Proper design of roundabouts, essential pedestrian safety considerations
- 12:00-12:30 LUNCH**
- 12:30-1:45 Walkabout Field Exercise**

1:45-2:00	Walkabout Debrief
2:00-3:30	Funding, Programs and Policies supporting Bikeable, Walkable Communities <ul style="list-style-type: none"> ➤ California and national policies ➤ Funding: federal, state and local support for infrastructure and programs Safe Cycling: Education <ul style="list-style-type: none"> ➤ Bicycle Rules of the Road ➤ Bicycling Education – for Cyclists & Motorists ➤ Major causes of bicycle crashes Bicycle Facility Design Part 1 <ul style="list-style-type: none"> • Standards and Definitions <ul style="list-style-type: none"> ○ Class I; Class II Bike Lanes; Class III Bike Routes • Innovations in Bicycle Facility Design <ul style="list-style-type: none"> ○ Colored bike lanes; Cycle Tracks; Sharrows; Bicycle Boxes; Bike Boulevards
3:30-3:35	Break
3:35-4:20	Bicycle Facility Design Part 2 <ul style="list-style-type: none"> • Class I Bike Paths <ul style="list-style-type: none"> ○ Benefits of Bikeways ○ Challenges & Opportunities ○ Class I Bike Path Design Considerations: Path widths; Road Crossings; Bridges and Tunnels; Signage ○ End of Trip enhancements and features : bike parking, lockers • Comparative costs of types of bikeway improvements.
4:20-4:30	Questions/Discussion/Evaluation Forms
4:30 pm	Adjourn

TO: Interagency Technical Advisory Committee (ITAC)
FROM: Rachel Moriconi, Sr. Transportation Planner
RE: Augmenting Local Transportation Funds

RECOMMENDATIONS

This item is for information only.

BACKGROUND

Revenues available for transportation projects, including gas taxes, federal transportation programs, existing sales taxes, parcel taxes, and others, provide less than half of the funding needed for the multimodal transportation system in Santa Cruz County. Recent discussions about the funding shortages and unreliability both at the federal and state levels strongly suggests the need to develop new funding sources to both maintain the existing infrastructure as well as accommodate future needs.

The Santa Cruz County Regional Transportation Plan (RTP) identifies a number of potential new revenue sources for local transportation projects. The primary sources are an increment in the local sales tax, local gas tax, vehicle registration fee, or a new regional traffic impact/developer fee. Other potential revenue sources include property taxes, transient occupancy taxes and. One-time funding opportunities include grants and state bond issues.

DISCUSSION

At its October 20, 2011 Policy Workshop, the Regional Transportation Commission (RTC) discussed the need for new local funding sources to provide reliable local funds for transportation projects, including the maintenance of existing infrastructure. The RTC also received a presentation on recent efforts to increase vehicle registration fees (VRF) for transportation programs and projects in other counties. Following receipt of this information, the RTC authorized staff to issue a Request for Proposals (RFP) to solicit services of a consultant to conduct polling of Santa Cruz County voters to determine if a VRF could garner the votes needed to succeed in the November 2012 election.

Vehicle Registration Fee Developments

Senate Bill 83, passed in 2009, allows transportation agencies that are congestion management agencies (CMA) to impose annual fees on the registration of motor vehicles up to \$10, in addition to the basic vehicle registration fee collected by the Department of Motor Vehicles, for "programs or projects bearing a relationship or benefit to the owners of motor vehicles paying the fee and consistent with the regional transportation plan." In addition, SB 83 specifies that the intent of the legislation is to address congestion, mitigate the impacts of motor vehicles and improve the business climate and natural environment. SB83 allowed voter approval of fee increases by a simple majority vote, however, due to the approval of Proposition 26 on the 2010 state ballot, most new

revenue raising measures in the state, including many payments considered to be fees, now require a super majority to pass.

Since the RTC opted out of being a CMA in 2000, in order to be eligible to pursue these funds, the RTC would need to become a CMA again and secure a super majority of voter support. A \$10 increase in local vehicle registration fees would net approximately \$2.3 million per year. These funds would allow the region to start addressing some of the huge backlog of needs. As a CMA, the RTC would have to develop a congestion management program, monitor congestion on roadways and highways, and measure progress toward addressing the congestion. Staff estimates that the effort involved would require the work of one planner on a half-time basis initially, and possibly less time once the process is established.

Reaching a super majority in voter approval does present a challenge. Therefore, some polling of likely voters should be undertaken prior to the RTC deciding to place a measure on the November 2012 ballot.

After reviewing polling consultant proposals, staff would return to the RTC with a recommendation to hire a polling consultant. If the polling shows that approving a \$10 vehicle registration fee for transportation projects is possible, staff would return with a recommendation for the RTC to again be designated the congestion management agency for Santa Cruz County. Such a designation requires approval from the local jurisdictions.

SUMMARY

Given that transportation funding is insufficient to fund all of the needs in the region, new revenues are needed to maintain the existing infrastructure and to meet future needs. The RTC has initiated the process to conduct a poll to look at the feasibility of passing an initiative to establish a \$10 per vehicle per year vehicle registration fee.

TO: RTC Advisory Committees

FROM: Rachel Moriconi, Sr. Transportation Planner

RE: Draft *2012 Regional Transportation Improvement Program*

RECOMMENDATION:

Staff recommends that the Bicycle Committee, Elderly/Disabled Transportation Advisory Committee, and Interagency Technical Advisory Committee (ITAC):

1. Recommend that the Regional Transportation Commission (RTC) approve projects (Attachment 1) to receive the region's target of 2012 State Transportation Improvement Program (STIP) funds; and
 2. Recommend that the RTC program Regional Surface Transportation Program (RSTP) funds to the projects listed in Attachment 2.
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BACKGROUND

The Regional Transportation Commission (RTC), as the state-designated Regional Transportation Planning Agency (RTPA) for Santa Cruz County, is responsible for selecting projects to receive a variety of state and federal funds. These include State Transportation Improvement Program (STIP) and Regional Surface Transportation Program (RSTP) funds. The STIP program is made up of a mix of gas tax funds from the State Highway Account, federal Transportation Enhancement (TE) funds, Proposition 1B bonds, and a small amount of Public Transportation Account funds. The RTC programs funds and monitors approved projects through its *Regional Transportation Improvement Program* (RTIP).

For STIP funds, projects selected by the RTC are subject to approval by the California Transportation Commission (CTC). In addition to making the final determination on which projects are programmed to receive STIP funds, the CTC decides in which year they are programmed, after considering proposals submitted by agencies statewide. For the 2012 STIP, up to \$8,939,000 in new STIP is available for projects through Fiscal Year 2016/17, though the CTC is only required to program \$4.8 million of the region's share. This is slightly lower than previously reported, due to changes in state revenue projections. The RTC is also considering regional projects to receive approximately \$1.3 million in RSTP funds.

DISCUSSION

On September 15, 2011 the RTC issued a call for projects for the region's targeted share of State Transportation Improvement Program (STIP) funds. The RTC also indicated its intent to program \$4 million of these STIP funds to the design and right-of-way phases of the

Highway 1 41st Avenue to Soquel Drive Auxiliary Lanes project, which is a tier of the HOV Lanes project.

Applications for STIP funds were due October 27, 2011. Attachment 1 reflects the list of projects submitted by project sponsors and preliminary staff recommendations. Preliminary staff recommendations are based on evaluation of the benefits identified by project sponsors, summarized in Attachment 1B. Summary fact sheets on each of the proposed projects is also attached Attachment 3. **Staff recommends that the RTC's advisory committees recommend projects (Attachment 1) to receive up to \$8.9 million in State Transportation Improvement Program (STIP) funds.**

Staff also recommends that the advisory committees recommend that the RTC approve Regional Surface Transportation Program (RSTP) funds for regional projects listed in Attachment 2. These reflect costs for existing project that cannot be funded with STIP funds. At its October 6, 2011 meeting, the RTC indicated its intent to program RSTP funds to these regional projects and reserve the remainder of FY11/12 RSTP funds (approximately \$1.2 million) for future programming to local projects, following CTC action on the 2012 STIP in May 2012.

The RTC will select projects to receive STIP and RSTP funds and adopt the *2012 Regional Transportation Improvement Program* (RTIP) following a public hearing scheduled for its December 1, 2011 meeting. Committee recommendations will be considered by the RTC at that meeting.

SUMMARY

Every other year the RTC prepares a Regional Transportation Improvement Program (RTIP) which proposes projects to receive various state and federal funds. For the 2012 RTIP, approximately \$9 million in new STIP funds are available for programming to projects in Santa Cruz County through FY16/17. The RTC is also considering regional projects to receive approximately \$1.3 million in new Regional Surface Transportation Program (RSTP) funds through FY11/12. Staff is seeking input from advisory committees on projects to receive these funds. A public hearing is scheduled for December 1, 2011 to take final actions to program the funds.

Attachment 1: STIP Project Proposals and Preliminary Staff Recommendations

Attachment 1A: Map of STIP Proposed Projects

Attachment 1B: Benefit Summary - STIP Project Nominations

Attachment 2: RSTP Project Proposals

Attachment 3: Project Fact Sheets

2012 RTIP: Preliminary Staff Recommendations STIP

Guaranteed minimum STIP: \$4.775M, though CTC could agree to program to 2012 STIP Target: \$8.939M (includes \$890k TE target)

Map #	Agency	Project Name	Description	Preliminary Staff Recommendation	STIP Funds Requested	Total Cost	Schedule
RTC 24f	SCCRTC	Hwy 1 Soquel-41st Auxiliary Lanes and Chanicleer Bike/Ped Bridge: ROW/Design	Add aux lanes and bike/ped bridge - Design/ROW only	\$4,000,000	\$4,000,000	\$4,000,000	FY13/14
NA	SCCRTC	Planning, Programming & Monitoring (PPM)	RTC tasks required to meet state and federally mandated planning and programming requirements, monitoring of programmed projects.	\$150,000	\$300,000	\$300,000	FY15/16-16/17
CAP-P08	City of Capitola	Bay Ave/Capitola Ave Roundabout	Construct roundabout.	\$0	\$200,000	\$510,000	Const. fall 2013
CAP-P04	City of Capitola	Park Ave Sidewalks	Add sidewalks from Cliffwood Heights neighborhood to Capitola Village, add crosswalks at Cabrillo and Washburn.	\$200,000	\$200,000	\$430,000	Const. summer 2013
SC-P34	City of Santa Cruz	Branciforte Creek Bike/Ped Bridge	Build bridge to connect San Lorenzo Park Multi-use trail and levee trail near Soquel Dr.	\$0	\$1,000,000	\$2,400,000	Const Summer 2013
01SC	City of Santa Cruz	Soquel/Park Way Intersection Improvements	Install protected left turn lanes and signal	\$450,000	\$500,000	\$900,000	Const Fall 2012
SC 38	City of Santa Cruz	State Route 1 San Lorenzo River Bridge Widening: Design only	Widen bridge to add travel lanes.	\$0	\$1,000,000	\$1,500,000	Design Fall 2013
SC 25	City of Santa Cruz	State Routes 1/9 Intersection Improvements	Intersection modifications including new turn lanes, bike lanes/shoulders.	\$850,000	\$1,000,000	\$5,800,000	Const 2014
01 SV	City of Scotts Valley	Vine Hill School Road and Tabor Drive Transportation Improvement Project	Add sidewalk, curb/gutter, bike lanes, 6' pavement widening, ADA-Accessible Ramps	\$400,000	\$450,000	\$500,000	Const Spring 2013
WAT-P28	City of Watsonville	Airport Boulevard Improvements	Includes road widening to accommodate extension of bicycle lane and portion of travel lane, installation of bus pull out, and installation of new sidewalk and curb ramps. East of Freedom Boulevard to County line.	\$850,000	\$1,500,000	\$1,500,000	Const. summer 2013
CO 1sd	County of SC	Alba Rd PM 3.48 Storm Damage Repair Project	Repair 50 ft. slipout to reopen roadway to 2-way traffic.	\$0	\$485,000	\$485,000	Const. summer 2014
CO 2sd	County of SC	Glenwood Drive PM 2.02 Storm Damage Repair	Repair 100 ft. slipout to reopen roadway to 2-way traffic.	\$0	\$600,000	\$600,000	Const. summer 2014
CO 3sd	County of SC	Green Valley Rd PM 0.69 Storm Damage Repair	Repair 20 ft. section where roadway and shoulder distressed or destroyed around culvert.	\$0	\$329,000	\$329,000	Const. summer 2014

Map #	Agency	Project Name	Description	Preliminary Staff Recommendation	STIP Funds Requested	Total Cost	Schedule
CO 4sd	County of SC	Nelson Rd PM 2.0 Storm Damage Repair	Build permanent bypass road around 350 ft. debris that has closed road.	\$1,189,000	\$1,500,000	\$1,500,000	Construction-2015
CO 5sd	County of SC	North Rodeo Gulch Rd PM 4.75 Storm Damage Repair	Repair 75 ft. slipout to reopen roadway to 2-way traffic.	\$0	\$650,000	\$650,000	Const. summer 2014
CO 6sd	County of SC	Redwood Lodge Rd PM 1.65 Storm Damage Repair	Repair 80 ft. slipout/slump to reopen roadway to traffic.	\$850,000	\$1,000,000	\$1,000,000	Const. summer 2015
CO 7sd	County of SC	Vienna Dr at Mesa Dr Storm Damage Repair	Repair 60 ft. slipout and sidewalk.	\$0	\$550,000	\$550,000	Const. summer 2014
TOTAL				\$8,939,000	\$15,264,000	\$22,954,000	

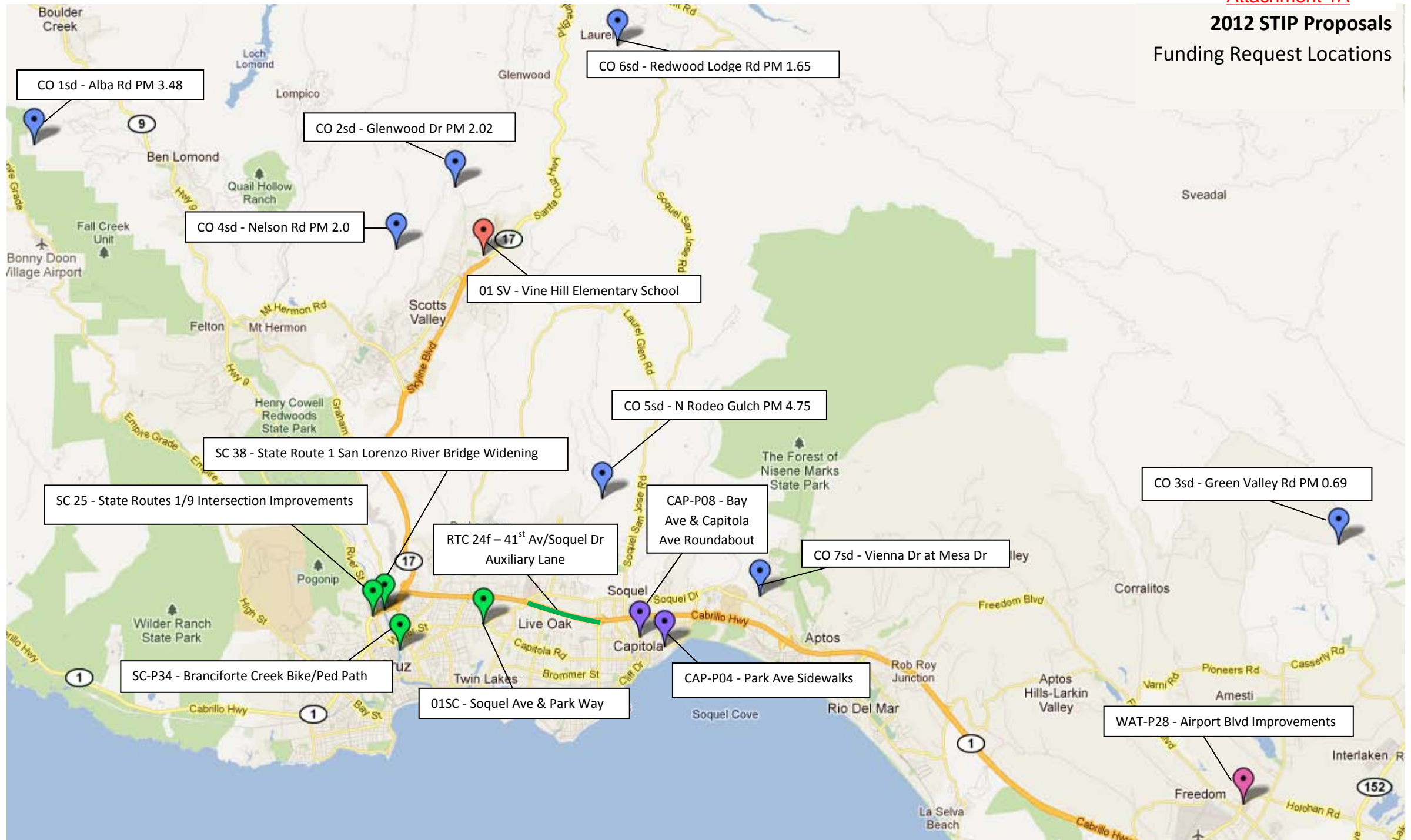
No longer under consideration for 2012 STIP due to insufficient STIP - to be reconsidered in 2014 STIP

SCCRTC	Hwy 1 Soquel-41st Auxiliary Lanes and Chanicleer Bike/Ped Bridge: Construction*	Add aux lanes and bike/ped bridge - CONSTRUCTION		ROW/design only in 2012	\$23,000,000	FY14/15-15/16
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**Funding construction phase of Soquel-41st Auxiliary Lane in 2012 RTIP would require advance from CTC and redirecting funds from other projects; could also be phased/the RTC could decide to only fund portions of the project (e.g. Southbound lane, northbound lane, and bridge separate, though would increase total cost).*

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2012 STIP Proposals Funding Request Locations



Attachment 1B
Project Benefits Summary -- STIP Project Nominations
Summary of benefits identified in applications submitted by project sponsors

Map #	Project Sponsor	Project Name	Funds requested	Preliminary Staff Recommendation	Regional Significance	Safety	Mobility (congestion relief, support for alt modes)	Accessibility (opportunity and ease of reaching destinations)
RTC 24f	RTC	Hwy 1 Soquel-41st Auxiliary Lanes and Chanicleer Bike/Ped Bridge: ROW/Design	\$4,000,000	\$4,000,000	High -Serves over 100,000 travelers/day - commuter, goods movement, visitor, emergency vehicle, bicycle and ped travelers	Med - Merging, bike/ped	High - project to reduce peak period congestion, travel time, increase bike/ped access	Med - Increase access to medical facilities, schools, neighborhoods
NA	RTC	Planning, Programming & Monitoring (PPM)	\$300,000	\$150,000	High - Mandated activities required for all projects to access state and federal funds	Low - assess needs, monitor safety projects	Low - assess needs, monitor projects	Low - assess needs, monitor projects
CAP-P08	Capitola	Bay Ave/Capitola Ave Roundabout	\$200,000	\$0	Med - Medium use, ADT 10,000	Med - reduce # and severity of collisions, improve ped safety	Med - reduce peak hour queuing	N/A
CAP-P04	Capitola	Park Ave Sidewalks (Cliffwood Heights neighborhood to Capitola Village)	\$200,000	\$200,000	Low - Fill gaps in pedestrian network	Med - ped	Med - increase ped facilities	Med - increase travel options, access to schools, access to transit
SC-P34	City of Santa Cruz	Branciforte Creek Bike/Ped Bridge near Soquel Dr.	\$1,000,000	\$0	Med - Est. 2000 users/day; fills gap in bike/ped network	Med -bike/ped	Med - increase bike/ped facilities; reduce travel time	Med - increase travel options, access to major job and activity centers, access to schools, access to transit
01SC	City of Santa Cruz	Soquel/Park Way Intersection Improvements	\$500,000	\$450,000	High -Serves over 40,000 travelers/day (all modes) - ADT approx 30,000; serves travel between SC and Live Oak	High - Primary purpose of project. Currently avg 10-13 collisions/yr	High - Reduce delay, travel times, improve access to transit/transit ops, widen s/w	Med - improve access to schools, transit, medical facilities, activity centers
SC 38	City of Santa Cruz	State Route 1 San Lorenzo River Bridge Widening: Design only	\$1,000,000	\$0	High -Serves majority of county population multiple times/year; over 74,000 vehicles/day	High - history of collisions	High - Reduce delay, travel times, peak PM congestion by 39%, improve access to transit op facility	Med - serves major job and activity centers, access to schools

Attachment 1B
Project Benefits Summary -- STIP Project Nominations
Summary of benefits identified in applications submitted by project sponsors

Map #	Project Sponsor	Project Name	Funds requested	Preliminary Staff Recommendation	Regional Significance	Safety	Mobility (congestion relief, support for alt modes)	Accessibility (opportunity and ease of reaching destinations)
SC 25	City of Santa Cruz	State Routes 1/9 Intersection Improvements	\$1,000,000	\$850,000	High - Serves majority of county population multiple times/year; over 85,000 vehicles/day	High - history of collisions, all modes	High - Reduce delay, travel times, peak PM congestion, improve access to transit op facility, bike/ped access	Med - serves major job and activity centers
01 SV	Scotts Valley	Vine Hill School Road and Tabor Drive Sidewalks and Bike Lanes	\$450,000	\$400,000	Low - Fill gaps in bike/pedestrian network	High - children walking in road now	Med - increase bike and ped facilities, improve traffic flow	Med - increase travel options, access to schools, access to transit
WAT-P28	Watsonville	Airport Boulevard Improvements (extend travel and bike lanes, add sidewalks)	\$1,500,000	\$850,000	High - serves approx 15k users/day; ADT 14,000. Alt route to Hwy 152.	Med-ped, other modes	High - Reduce congestion with bus pull out, lane widening, improve access to transit, add s/w, improve bike lane	Med - increase travel options, access to transit, serves major job and activity centers
CO 1sd	County of SC	Alba Rd PM 3.48 Storm Damage Repair	\$485,000	\$0	Low - low usage, low traffic volumes	Med - widen lanes, shoulder	N/A	Med - fully reopen road to 2-way traffic
CO 2sd	County of SC	Glenwood Drive PM 2.02 Storm Damage Repair	\$600,000	\$0	Low - low usage, low traffic volumes	Med - widen lanes, shoulder	N/A	Med - fully reopen road to 2-way traffic
CO 3sd	County of SC	Green Valley Rd PM 0.69 Storm Damage Repair	\$329,000	\$0	Med - mid traffic volumes	Low - temp plate now	N/A	Low - road currently open
CO 4sd	County of SC	Nelson Rd PM 2.0 Storm Damage Repair	\$1,500,000	\$1,189,000	Low - low usage, low traffic volumes	Med - replace temp bypass	Low - reduce travel times	Med - reopen road
CO 5sd	County of SC	North Rodeo Gulch Rd PM 4.75 Storm Damage Repair	\$650,000	\$0	Low - low usage, low traffic volumes	Med - reduce potential conflicts	N/A	Med - fully reopen road to 2-way traffic
CO 6sd	County of SC	Redwood Lodge Rd PM 1.65 Storm Damage Repair	\$1,000,000	\$850,000	Low - low usage, low traffic volumes	Med - reduce potential conflicts	N/A	Med - reopen road
CO 7sd	County of SC	Vienna Dr at Mesa Dr Storm Damage Repair	\$550,000	\$0	Low - low usage, low traffic volumes	Med - ped	N/A	Med - reopen sidewalk
			\$15,264,000	\$8,939,000				

Attachment 1B
Project Benefits Summary -- STIP Project Nominations
Summary of benefits identified in applications submitted by project sponsors

Project Sponsor	Project Name	Reliability	Productivity <i>(increase efficiency of system, increase use of existing facilities)</i>	System Preservation	Environment	Cost Effectiveness/ Lifecycle Cost
RTC	Hwy 1 Soquel-41st Auxiliary Lanes and Chanicleer Bike/Ped Bridge: ROW/Design	Med - reduce incidents, increase reliability of travel times	Med - Reduce SOV, increase bike and pedestrian mode share; improve access to P&R for carpool and transit use	Med - Will extend life of pavement on highway	Med - Improve air quality by reducing congestion and idling; shift travelers to bike and ped modes	Med - Materials used aimed at extending useful life of facilities
RTC	Planning, Programming & Monitoring (PPM)	Low - assess needs, monitor projects	Low - assess needs, monitor projects, implement projects aimed at reducing SOV use	Low - assess needs, monitor projects	Med - used to prepare RTP, including SB 375 implementation	Low - benefit analysis, using performance measures of plans and funding proposals
Capitola	Bay Ave/Capitola Ave Roundabout	N/A	Med - increase vehicle throughput	N/A	Med - Reduce pollutants, GHG, fuel use, and storm water runoff	None identified
Capitola	Park Ave Sidewalks (Cliffwood Heights neighborhood to Capitola Village)	N/A	Med - could increase transit use, increase ped mode share	N/A	Med - Reduce pollutants, GHG, fuel use by shifting drive to ped	None identified
City of Santa Cruz	Branciforte Creek Bike/Ped Bridge near Soquel Dr.	N/A	Med - Reduce SOV, increase bike and pedestrian mode share	N/A	Med - Reduce pollutants, GHG, fuel use by shifting drive to bike/ped	N/A new facility
City of Santa Cruz	Soquel/Park Way Intersection Improvements	Med - reduce travel time variability, non-recurring congestion, and transit times	Med - increase vehicle throughput, reduce stops 30%, reduce queues 74%, serve left turns	Med - Traffic signal and street lights	Med - Reduce pollutants, GHG, fuel use; storm water quality improvements	25+ years
City of Santa Cruz	State Route 1 San Lorenzo River Bridge Widening: Design only	Med - reduce travel time variability, non-recurring congestion, and transit times	Med - increase vehicle throughput, address projected growth	High - Bridge seismic improvements	Med - Reduce pollutants, GHG, fuel use; storm water quality improvements; improve river flow/fish habitat	50+ year lifecycle; address future volumes, seismic for bridge

Attachment 1B
Project Benefits Summary -- STIP Project Nominations
Summary of benefits identified in applications submitted by project sponsors

Project Sponsor	Project Name	Reliability	Productivity (<i>increase efficiency of system, increase use of existing facilities</i>)	System Preservation	Environment	Cost Effectiveness/ Lifecycle Cost
City of Santa Cruz	State Routes 1/9 Intersection Improvements	Med - reduce non-recurring congestion, and transit times	Med - increase vehicle throughput, address projected growth	Low - pavement overlay part of project	Med - Reduce pollutants, GHG, fuel use; storm water quality improvements	25+ years to 2030 volumes
Scotts Valley	Vine Hill School Road and Tabor Drive Sidewalks and Bike Lanes	N/A	Med - increase bike and ped mode share, transit use	N/A	Med - Reduce pollutants, GHG, fuel use by shifting drive to ped and bike	Reduce road wear and tear, idling
Watsonville	Airport Boulevard Improvements (extend travel and bike lanes, add sidewalks)	Med - increase accessibility and safety to/from transit	Med - increase accessibility and safety to/from transit	Med -reduces backlog of road maintenance	Med - Reduce pollutants, GHG, fuel use by shifting drive to walk and transit	New construction and pavement lifecycle: 20 years
County of SC	Alba Rd PM 3.48 Storm Damage Repair	N/A	N/A	High - Primary purpose of project.	N/A	Repairs roadway
County of SC	Glenwood Drive PM 2.02 Storm Damage Repair	N/A	N/A	High - Primary purpose of project.	N/A	Repairs roadway
County of SC	Green Valley Rd PM 0.69 Storm Damage Repair	N/A	N/A	High - Primary purpose of project.	N/A	Repairs roadway
County of SC	Nelson Rd PM 2.0 Storm Damage Repair	N/A	N/A	High - Primary purpose of project.	N/A	Repairs roadway
County of SC	North Rodeo Gulch Rd PM 4.75 Storm Damage Repair	N/A	N/A	High - Primary purpose of project.	N/A	Repairs roadway
County of SC	Redwood Lodge Rd PM 1.65 Storm Damage Repair	N/A	N/A	High - Primary purpose of project.	N/A	Repairs roadway
County of SC	Vienna Dr at Mesa Dr Storm Damage Repair	N/A	N/A	High - Primary purpose of project.	N/A	Repairs roadway

Attachment 1B

Project Benefits Summary -- STIP Project Nominations

Summary of benefits identified in applications submitted by project sponsors

Project Sponsor	Project Name	Deliverability - Risks to project cost, schedule, funding	Economic Benefit	TE projects - Agree to use Conservation Corps?
RTC	Hwy 1 Soquel-41st Auxiliary Lanes and Chanicleer Bike/Ped Bridge: ROW/Design	CEQA/NEPA clearance, right-of-way, and permitting could impact schedule.	Med - job creation, facility used by visitors and goods movement	Yes - If TE used for portions of project
RTC	Planning, Programming & Monitoring (PPM)	Ongoing project	Low - 1 FTE/yr, Work program includes economic analysis of transportation system	N/A
Capitola	Bay Ave/Capitola Ave Roundabout	Public education and support will be needed; funding being sought from others	None identified	Yes - commit to see if they could construct portion
Capitola	Park Ave Sidewalks (Cliffwood Heights neighborhood to Capitola Village)	No risks anticipated	None identified	Yes - commit to see if they could construct portion
City of Santa Cruz	Branciforte Creek Bike/Ped Bridge near Soquel Dr.	Environmental permits needed; not fully funded	48 construction jobs, used by visitors, access to downtown, ecotourism	Yes
City of Santa Cruz	Soquel/Park Way Intersection Improvements	No risks- project ready to construct	27 construction jobs, used by visitors, access to businesses	N/A
City of Santa Cruz	State Route 1 San Lorenzo River Bridge Widening: Design only	State permits and approval needed; project not fully funded	Med - 450 construction jobs, visitor use, access to econ centers, reduce flooding	N/A

Attachment 1B
Project Benefits Summary -- STIP Project Nominations
Summary of benefits identified in applications submitted by project sponsors

Project Sponsor	Project Name	Deliverability - Risks to project cost, schedule, funding	Economic Benefit	TE projects - Agree to use Conservation Corps?
City of Santa Cruz	State Routes 1/9 Intersection Improvements	State permits and approval needed	Med - 123 construction jobs, visitor use, access to econ centers, reduce flooding	N/A
Scotts Valley	Vine Hill School Road and Tabor Drive Sidewalks and Bike Lanes	No risks anticipated, but if not fully funded, will need to see other grants	Low - 20 jobs	Yes
Watsonville	Airport Boulevard Improvements (extend travel and bike lanes, add sidewalks)	No risks anticipated	Med - 15 jobs, serves visitors, improves access to shopping/commercial	Maybe - open to seeing if corps could construct portion
County of SC	Alba Rd PM 3.48 Storm Damage Repair	Environmental permits needed; no local funds	None identified	N/A
County of SC	Glenwood Drive PM 2.02 Storm Damage Repair	Environmental permits needed; no local funds	None identified	N/A
County of SC	Green Valley Rd PM 0.69 Storm Damage Repair	Environmental permits needed; no local funds	None identified	N/A
County of SC	Nelson Rd PM 2.0 Storm Damage Repair	Environmental permits and right-of-way mitigation; no local funds	None identified	N/A
County of SC	North Rodeo Gulch Rd PM 4.75 Storm Damage Repair	Environmental permits needed; no local funds	None identified	N/A
County of SC	Redwood Lodge Rd PM 1.65 Storm Damage Repair	Environmental permits needed; no local funds	None identified	N/A
County of SC	Vienna Dr at Mesa Dr Storm Damage Repair	Environmental permits needed; no local funds	None identified	N/A

RSTP Recommendations for Regional Projects

RTC has indicated its intent to reserve \$1.2M RSTP for future programming to local projects.

Agency	Project Name	Description	RSTP Recommended	Total Cost	Schedule
<u>Prelim Staff Recommendations: Funds needed immediately</u>					
SCCRTC	Hwy 1 Soquel-41st Auxiliary Lanes and Chanicleer Bike/Ped Bridge: Environmental Review	Funds necessary to complete Tiered HOV/Aux Lane environmental document	\$370,000	\$12,779,000	FY11/12-12/13
SCCRTC	Santa Cruz Branch Rail Line Structures: Design	Design work needed to prepare for construction of	\$450,000	\$800,000	Oct 2011 to August 2012
SCCRTC	Rail Structures Rehabilitation: Construction - Match to federal STIP funds	Reserve as match, if federal STIP funds allocated by CTC (STIP would be reduced by same amount & available for reprogramming in 2014).	\$615,000	\$5,350,000	FY12/13

Other RTC-Project RSTP Needs (NOT recommended with 2012 RTIP adoption in December -- may be considered in the future)

SCCRTC	Freeway Service Patrol (FSP)	Maintain current levels of tow truck service for two years, to remove incidents during peak travel periods.	\$130,000	\$260,000	FY12/13
SCCRTC	STARS analysis of Hwy 1 HOV project	To conduct traffic and GHG analysis, compile data, document and integrate into tiered environmental doc.	\$250,000	\$450,000	FY11/12
SCCRTC	Hwy 1 Tiered Environmental Document - Reserve for Legal Defense	Reserve for possible legal defense. Alt: could wait, program funds when/if document challenged.	\$250,000	\$250,000	FY12/13

PROJECT FACT SHEET

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

1. Implementing Agency: **Santa Cruz County Regional Transportation Commission (RTC)**
2. Amount of STIP Funding Requested: **\$4,000,000**
3. Project Description/Scope: **Add auxiliary lanes northbound (NB) and southbound (SB) on Highway 1 connecting 41st Avenue and Soquel Drive on/off ramps. Add bicycle/pedestrian bridge over Highway 1 at Chanticleer Avenue.**

4. Project Cost by Mode:

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

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

5. Project Location/Limits: **Highway 1 – 41st Avenue interchange to Soquel Drive interchange**
6. Project Length in miles (if applicable): 1.5 miles
7. Implementation Schedule: Design and Right-of-Way start FY13/14
8. Cost Estimate:

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

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

Project Benefits

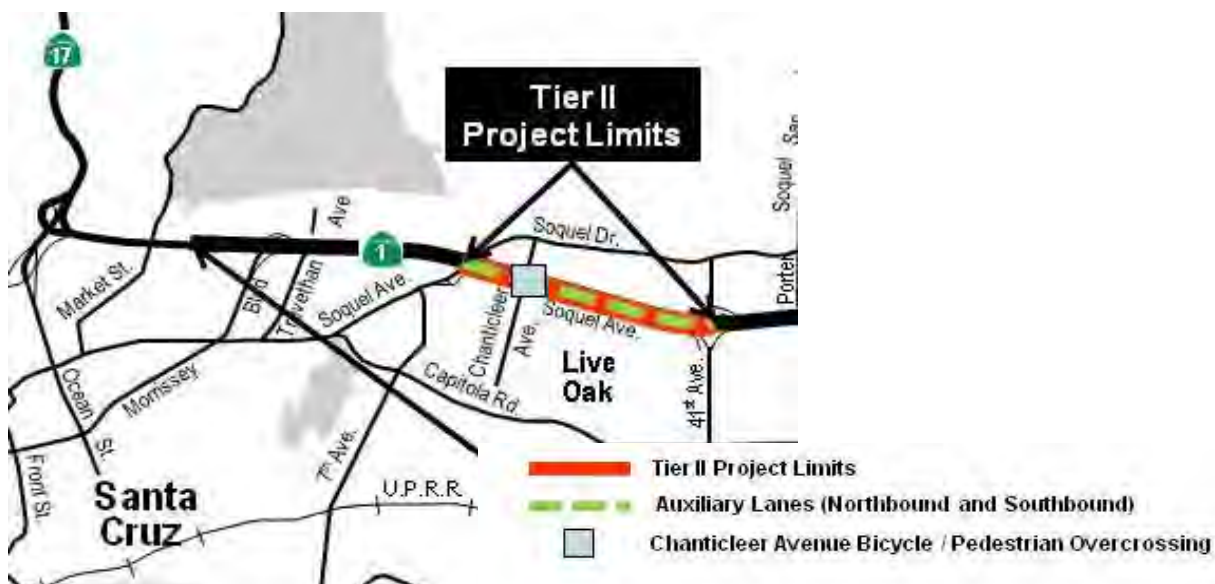
9. **Highway 1 is the most heavily traveled roadway in Santa Cruz County, carrying over 100,000 vehicles per day. Extended hours of daily congestion on Highway 1 result in: by-pass traffic on local arterials, compromising the safety and operational efficiency of the local roadway network serving motorized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

Regional Significance	Section of roadway serves over 100,000 vehicles per day; Serves commute, visitor, truck, emergency vehicle, bicycle, and pedestrian travel
Safety (Hazard elimination)	Reduce incidents by providing more distance for merging and weaving; provide safe bike/pedestrian access across freeway
Mobility(Provides congestion relief, support for alternative modes)	Project will reduce congestion northbound and southbound - during both AM and PM peak periods including: <ul style="list-style-type: none">• Average Travel Time & Travel Delay (vehicle hours of delay)• Number of Vehicle Trips (vehicle throughput)• Freeway Travel Time (vehicle hours of travel)

	<ul style="list-style-type: none"> • Travel Distance (vehicle miles of travel) • Increase bicycle and pedestrian access
Accessibility (Opportunity and ease of reaching desired destinations.)	Increases access to medical facilities, schools, neighborhoods by all
Reliability	Project aimed to reduce incidents and increase reliability of system for all modes
Productivity (throughput, increase vehicle occupancy, reduce SOV)	Project aimed at increasing bicycle and pedestrian mode share, improving access to park and ride lot and productivity of bus system.
System Preservation	Project will resurface existing lanes extending the useful life of approximately 4 miles of freeway mainlines.
Air Quality/ Global Warming/Environment	Project expected to reduce congestion and idling; plus shift travelers to bicycle and pedestrian.
Return on Investment/ Lifecycle Cost	Materials used aimed at extending life of facilities, and roadway to be resurface to extend useful life
Deliverability/ Risks to Project Cost, Funding or Schedule	CEQA/NEPA environmental clearance, Right-of-way acquisition, and permitting could impact schedule; release of STIP funds by CTC (though potential issue for all STIP projects)
Project funding	ROW and Design phases proposed to be 100% STIP-funded
Economic Benefits (jobs created, etc)	Project anticipated to generate medium level of jobs, be used by visitors and facilitate goods movement
Enhancement Projects-agree to use Conservation Corps*	Yes – Bike/Ped Bridge

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

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

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

Road Rehab	Road –Auto Serving	Bicycle	Pedestrian	Transit	TDM*	TSM*	Planning	TOTAL
10%	20%	10%	10%	10%	5%	10%	35%	100%
5. Project Location/Limits: **Santa Cruz County – all areas**
6. Project Length in miles (if applicable): **N/A**
7. Implementation Schedule: **Funds for FY15/16 and FY16/17**
8. Cost Estimate: **\$150,000 per year**

Project Benefits

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

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

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

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PROJECT FACT SHEET
Bay Avenue/Capitola Avenue Intersection Improvements

1. Implementing Agency: **City of Capitola**
2. Amount of STIP Funding Requested: **\$200,000**
3. This is County priority number 2 of 2 projects.
4. Project Description/Scope: **Roundabout construction at the intersection of Bay Avenue and Capitola Avenue. A highly skewed geometry at this intersection results in lengthy cueing and increase vehicle/pedestrian conflicts. The project would address peak period demands while improving turning movements, pedestrian access and bicycle access**
5. Project Cost by Mode:

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

6. Project Location/Limits: **Bay Ave/Capitola Ave Intersection**
7. Project Length in miles (if applicable): **Intersection**
8. Construction Schedule: **Fall 2013-Spring 2014**
9. Total Cost Estimate:

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

Project Benefits

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

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

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





PROJECT FACT SHEET

Park Avenue Sidewalks

1. Implementing Agency: **City of Capitola**
2. Amount of STIP Funding Requested: **\$200,000**
3. This is County priority number 1 of 2 projects.
4. Project Description/Scope: **New sidewalk construction that will provide primary pedestrian access from the Cliffwood Heights neighborhood to Capitola Village. Currently only 4 short segments of sidewalk exist. This project would complete the connection. The project will also include crosswalks at Cabrillo and Washburn improving access to transit stops on the south side of Park Avenue s. This project can be built in phases if less than full funding is awarded.**
5. Project Cost by Mode:

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

6. Project Location/Limits: **Park Avenue from the Cliffwood Heights neighborhood to Capitola Village**
7. Project Length in miles (if applicable): **1800 feet = 1/3 mile**
8. Construction Schedule: **Summer-Fall 2013**
9. Total Cost Estimate:

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

Project Benefits

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

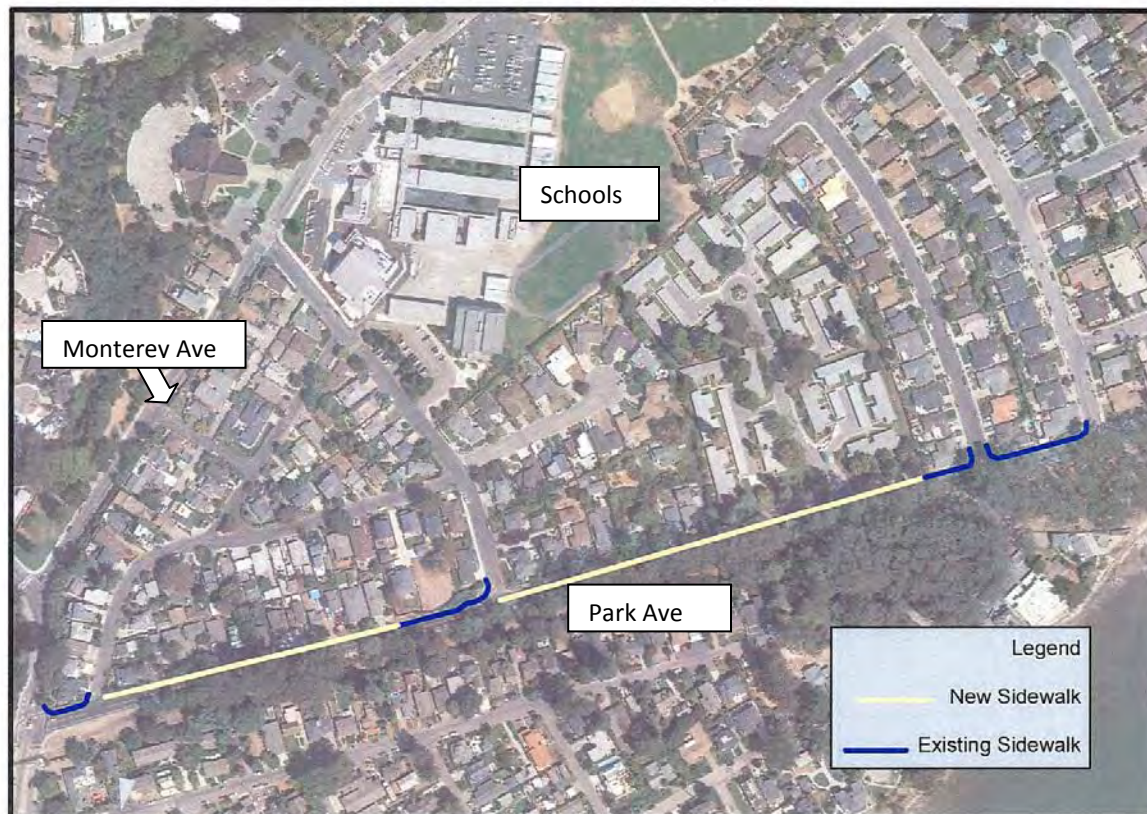
Air Quality/ Global Warming/Environment	Reduce pollutants, fuel use, green house gases; reduce number of vehicle miles traveled by shifting trips from auto to walk and transit.
Return on Investment	N/A
Deliverability/ Risks to Project Cost, Funding or Schedule	None identified
Project funding	STIP funds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

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

Other: Petition with 94 signatures requesting these sidewalks submitted with application.

Park Avenue Sidewalk

McCormick Avenue to Wesley Street



0 150 300 600 Feet



City of Capitola

PROJECT FACT SHEET

Branciforte Creek Bike and Pedestrian Bridge

1. Implementing Agency: **City of Santa Cruz**
2. Amount of STIP Funding Requested: **\$1,000,000**
3. This is County priority number 4 of 4 projects.
4. Project Description/Scope:
The project is to construct a bike and pedestrian bridge across the Branciforte Creek channel (near Soquel Avenue and Dakota Street) and path connections to the existing San Lorenzo River levee multi-use trail. This project will close the gap in the 3-mile long San Lorenzo River levee pathway system.

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

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

5. Project Cost by Mode: **Bike 50%; Pedestrian 50%**
6. Project Location/Limits: Branciforte Creek near Soquel Drive/San Lorenzo River Path.
7. Project Length in miles (if applicable): **Approx. 500 feet with trail connections**
8. Construction Schedule: **Summer-Fall 2013**
9. Total Cost Estimate:

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

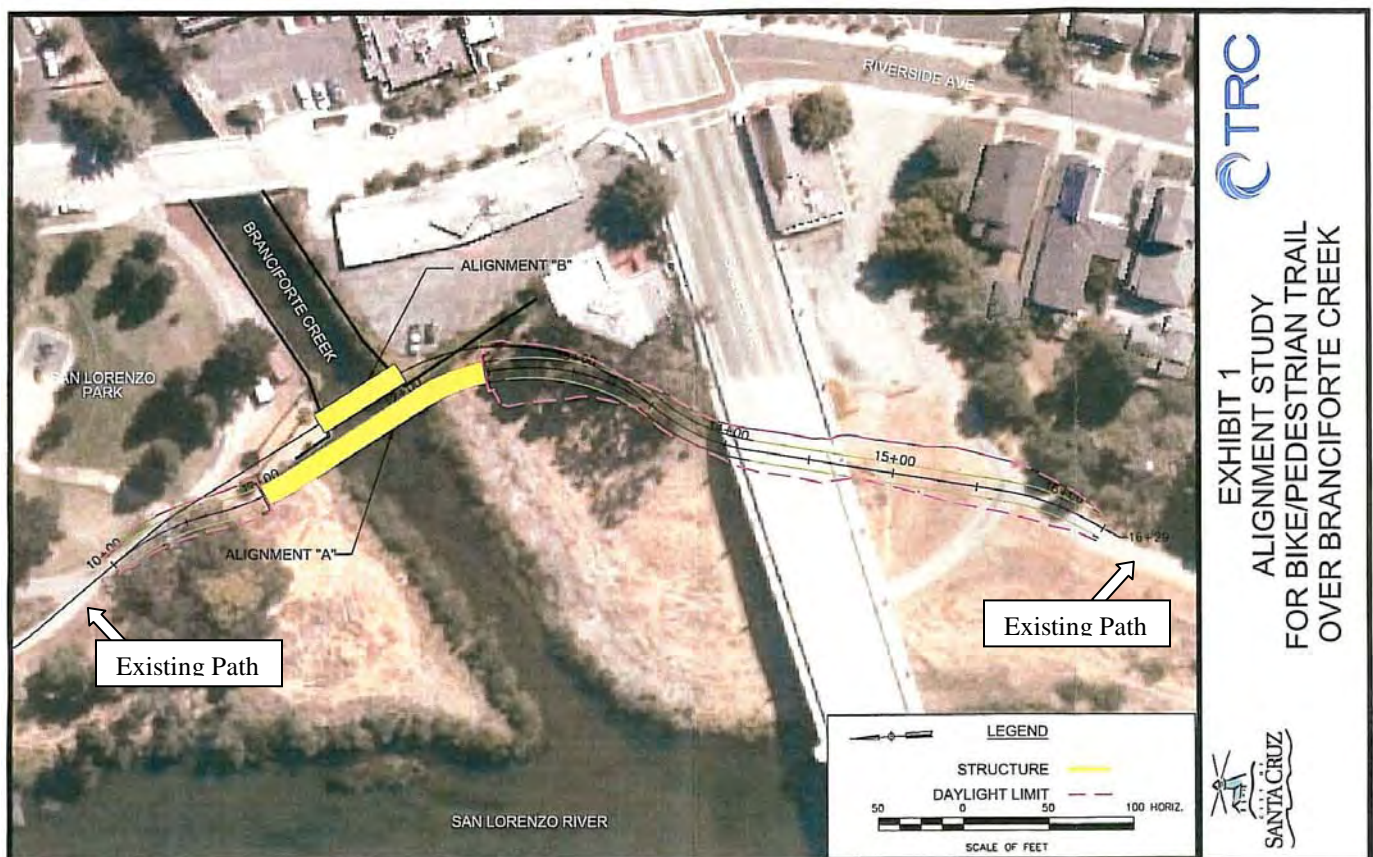
*What is included in other? **Construction Management and Administration**

Project Benefits

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

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

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



PROJECT FACT SHEET

Soquel/Park Way Traffic Signal Improvements

1. Implementing Agency: **City of Santa Cruz**
2. Amount of STIP Funding Requested: **\$500,000**
3. This is County priority number 3 of 4 projects.
4. Project Description/Scope: **This safety project includes the installation of protected left-turn phasing (green/red arrow indicators) at the Soquel/Park Way signalized intersection on the east side of Santa Cruz. This arterial is the primary east-west corridor for the City and County of Santa Cruz, with approximately 30,000 vpd and a growing number of cyclists and pedestrians. Bike lanes were installed a few years ago and they are well used. The intersection is an important transfer point for Metro users. It is adjacent to the main Palo Alto Medical Foundation facility.**

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

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

5. Project Cost by Mode:

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

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

6. Project Location/Limits: **Soquel Drive at Park Way**
7. Project Length in miles (if applicable): **At intersection**
8. Construction Schedule: **Summer 2012-Spring 2013**
9. Total Cost Estimate:

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

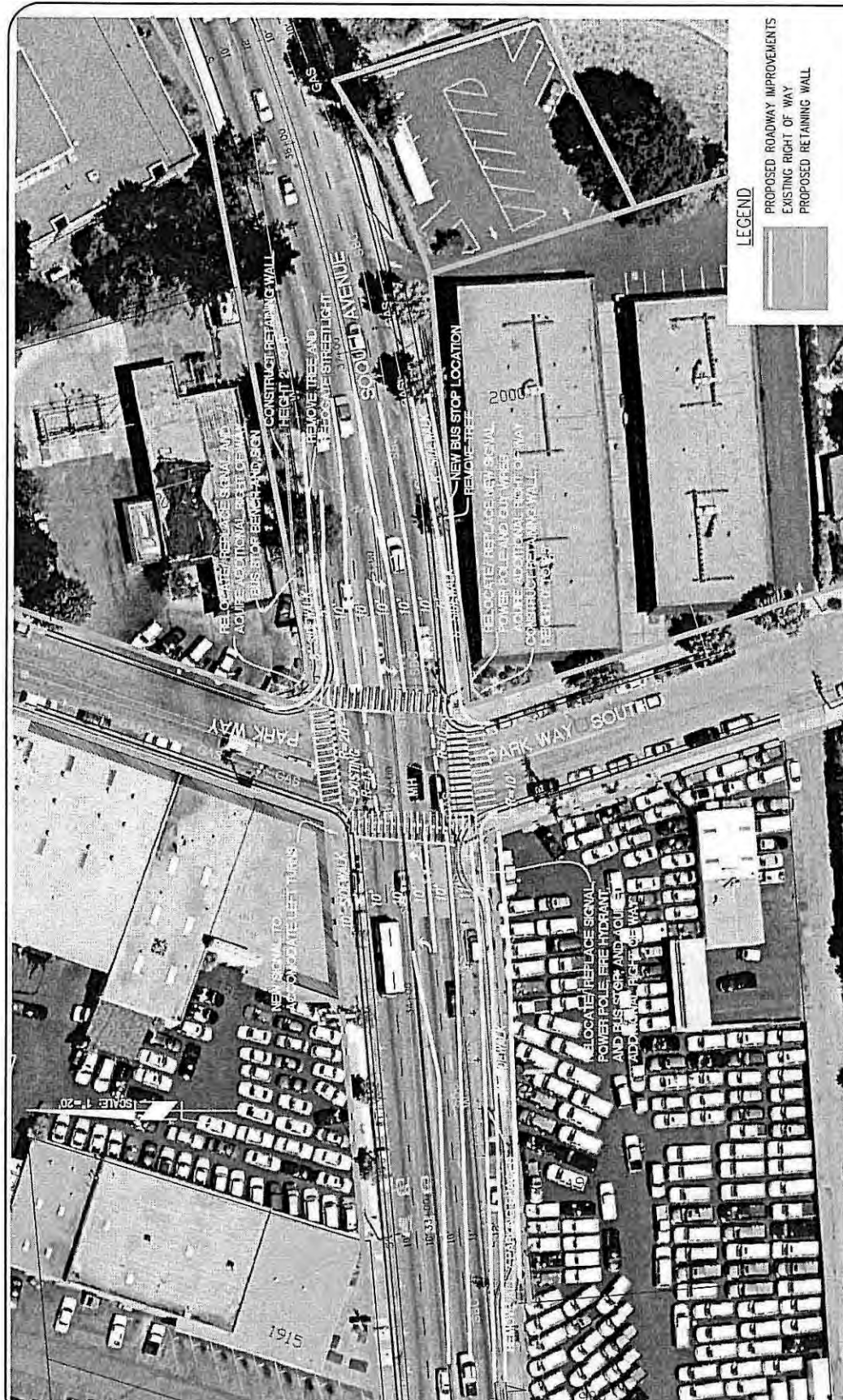
*What is included in other? Construction Management and Administration

Project Benefits

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

Regional Significance	Used by/serves 40,000 travelers/day (all modes) ADT: ~ 30,000 VPD in 2010 & ~ 36,000 in 2030. Serves City of Santa Cruz and County residents
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Safety (Hazard elimination)	Will reduce fatal or injury collision, all modes. On average 10 of 13 annual collisions are susceptible to correction. Transit stop relocated to safer location.
Mobility (congestion relief, support alternative modes)	Project to reduce delay by 5.2 vehicle hours, reduce commute times, peak and non-peak period travel times, improve access to transit operation and to transit facilities, widen sidewalks, preserve existing bicycle facilities and improve transit stops and access to transit stops.
Accessibility (Opportunity and ease of reaching desired destinations.)	Improves all travel options: access to transit, serve major activity and job center, provide bike/ped access to school (Harbor High+), improved access to transit, access to local businesses and medical clinic.
Reliability	Address travel time variability, non-recurring congestion and improve transit times
Productivity (throughput, reduce SOV, etc)	Increase throughput - reduces vehicle stops by 30% during peak hour, reduces queues by 74% with projected traffic. Total daily vehicle trips: ~30,000 ADT existing & ~36,000 projected Total peak period trips: ~ 3,300 PM existing & ~ 4,000 projected Other: Safely serves left-turning vehicles to local businesses, Palo Alto Medical Clinic and neighborhoods.
System Preservation	Traffic signal and street light maintenance.
Air Quality/ Global Warming/Environment	Project will reduce smog forming pollutants, reduce Greenhouse Gas (GHG), fossil fuel and energy use. Reduce Storm Water Runoff: Storm water quality improvement to be installed.
Return on Investment/ Lifecycle Cost	Extending the lifecycle of existing transportation facilities: Minimum 25 years
Deliverability/ Risks to Cost, Funds or Schedule	Are there barriers to delivering this project? No, project is ready to construct
Project funding	Project fully funded – City has committed matching funds.
Economic Benefits (jobs created, etc)	Estimated # of Jobs Created or Saved by project: 27 construction jobs Use by visitors: Yes Other economic benefits: Improved access to local businesses.
Enhancement Projects-agree to use Conservation Corps	N/A



TRAFFIC SIGNAL AND ROADWAY IMPROVEMENT PROJECT
SOQUEL AVENUE/ PARK WAY CONCEPT ALTERNATIVE #1
 PRELIMINARY DESIGN - PER PLAN
 UPDATED: APRIL 30, 2020



PLANNING & DESIGN & CONSTRUCTION
 WE STRIVE FOR THE BEST
 COMMUNITY & ENVIRONMENT

ALTERNATIVE #1: STANDARD TRANSITIONS

PROJECT FACT SHEET

State Route 1 San Lorenzo Bridge Widening/Replacement

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

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

The funding request is for design of the project.

5. Project Cost by Mode:

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

6. Project Location/Limits: **The project is located on State Route 1, between State Route 9 and the State Route 1/17 interchange. Projects limits are at PM 17.31 to PM 17.51 on State Route 1.**
7. Project Length in miles (if applicable): **The total project length is approximately 1,200 feet**
8. Design Schedule: **August 2013-December 2014**
Construction Schedule: **Spring 2015-December 2016**
9. Total Cost Estimate:

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

*What is included in other? Construction Management and Administration

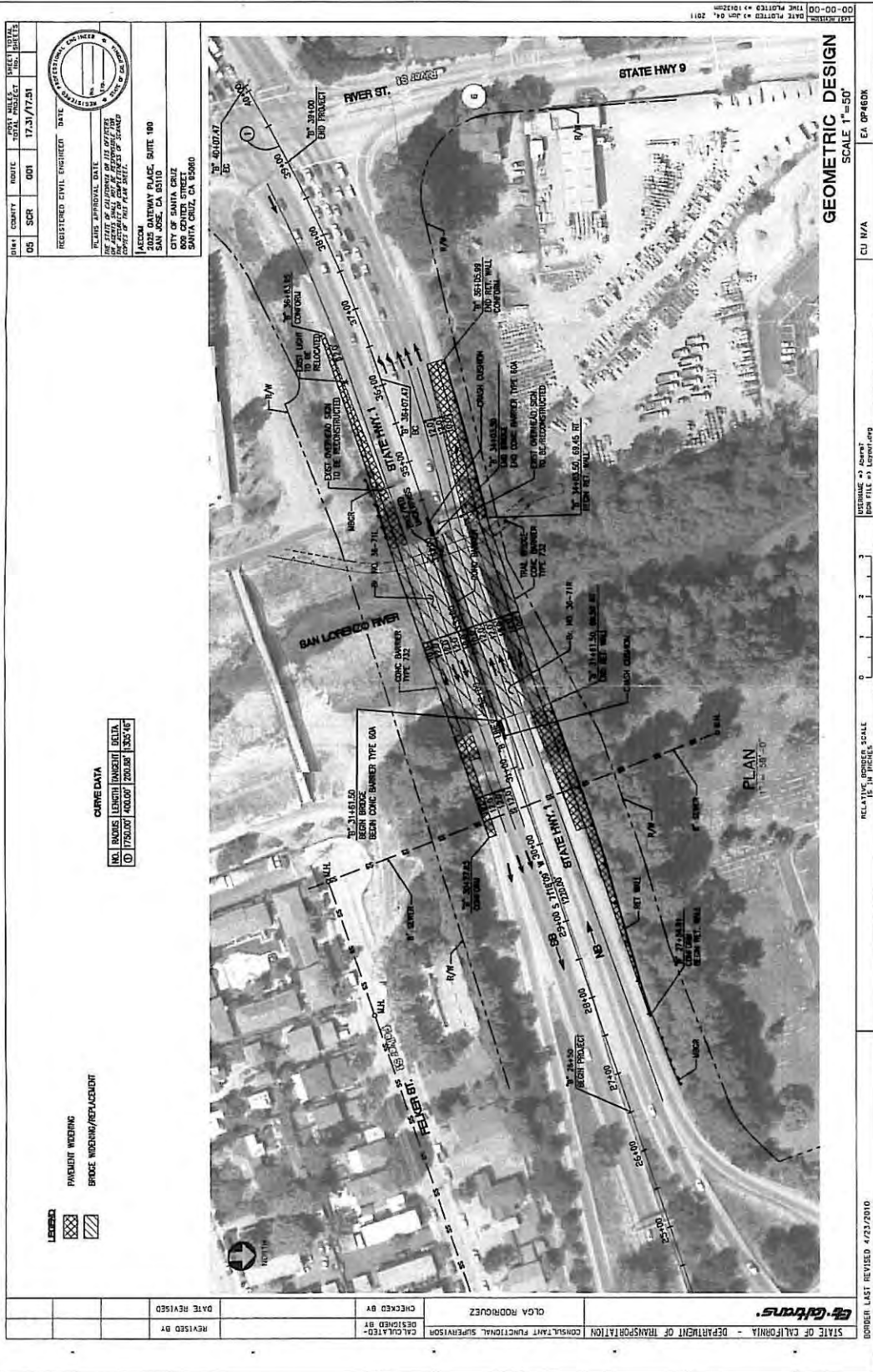
Project Benefits

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

interchange.

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

Regional Significance	Used by/serves more than 75% of county multiple times/year Average number of travelers/day (all modes): 124,000 projected. ADT: ~74,000 VPD in 2010 & ~ 103,000 VPD projects in 2030
Safety (Hazard elimination)	There have been several fatal or injury collisions. Other safety hazard: Improved highway worker safety. Average of 4.79 collisions vs. actual of 7.63 collisions per million miles traveled
Mobility (congestion relief, support alternative modes)	Project to reduce PM peak congestion by 39%, reduce commute times, peak and non-peak period travel times, and improve access to transit operation and to transit facilities.
Accessibility (Opportunity and ease of reaching desired destinations.)	Increase travel options, access to transit, serve major activity and job center.
Reliability	Address travel time variability, non-recurring congestion and improve transit times
Productivity (throughput, reduce SOV, etc)	Increase throughput; Total daily vehicle trips: Projected Rte 1 ~103,000 ADT Total peak period trips: Projected ~ 6,500 AM & ~ 7,600 PM
System Preservation	Reduces back log of bridge maintenance
Air Quality/ Global Warming/Environment	Project will reduce smog forming pollutants; reduce Greenhouse Gas (GHG), fossil fuel and energy use. Storm water quality improvement to be installed. Other: Potential to reduce obstructions to fish passage.
Return on Investment/ Lifecycle Cost	Extending the lifecycle of existing transportation facilities: Minimum 50 years. Projected volumes are to 2030. Includes improved seismic resistance, reduced flooding and improved fish habitat.
Deliverability/ Risks to Project Cost, Funding or Schedule	Are there barriers to delivering this project? State Permits and Approval
Project funding	Project not fully funded – City will be working to secure construction funds from various sources
Economic Benefits (jobs created, etc)	Estimated # of Jobs Created or Saved by project: 450 construction jobs Use by visitors: Yes Other economic benefits: Improved access to industrial Westside and Harvey West areas, UCSC and Downtown. Reduces flooding potential.
Enhancement Projects- use Cons Corps	N/A



PROJECT FACT SHEET State Route 1/9 Intersection Improvements

1. Implementing Agency: **City of Santa Cruz**
2. Amount of STIP Funding Requested: **\$1,000,000**
3. This is County priority number 1 of 4 projects.
4. Project Description/Scope: **The proposed project includes the following improvements at the State Route 1/9 intersection. The intersection improvements require a small amount of road widening on Highway 1 (west of Highway 9) and on both sides of Highway 9 (River Street). The project design plan is attached to the application. The scope includes the following components:**
 - **Add a second left-turn lane on Highway 1 southbound to Highway 9 northbound.**
 - **Add a second northbound through lane and shoulder on northbound Highway 9, from Highway 1 to Fern Street, to receive vehicular and bicycle traffic from both the new left turn lane on Highway 1 and the 2 lanes and bike lane from northbound River Street.**
 - **Add a right-turn lane and shoulder on northbound Highway 9, between Fern Street and Encinal Street, to accommodate traffic turning into the Tannery Arts Center.**
 - **Add a through-left turn lane on northbound River Street.**
 - **Replace channelizers on Highway 9 at the intersection of Coral Street.**
 - **Provide sufficient lane width along the northbound through/left turn lane on Highway 9 from Fern Street to Encinal Street.**
 - **Add a new sidewalk along the east side of Highway 9 from Fern Street north to Encinal Street.**
 - **Add a new through/left turn lane on southbound Highway 9.**
 - **Include Traffic Signal interconnect to adjacent signals.**
5. Project Cost by Mode:

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

6. Project Location/Limits: **The project is located at the State Route 1/9 intersection, with limits at PM 17.5/17.7 on Highway 1 and PM 0.0/0.2 on Highway 9.**
7. Project Length in miles (if applicable): **Approximately 0.5 miles**
8. Construction Schedule: **Spring-Winter 2014**
9. Total Cost Estimate:

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

*What is included in other? Construction Management and Administration

Project Benefits

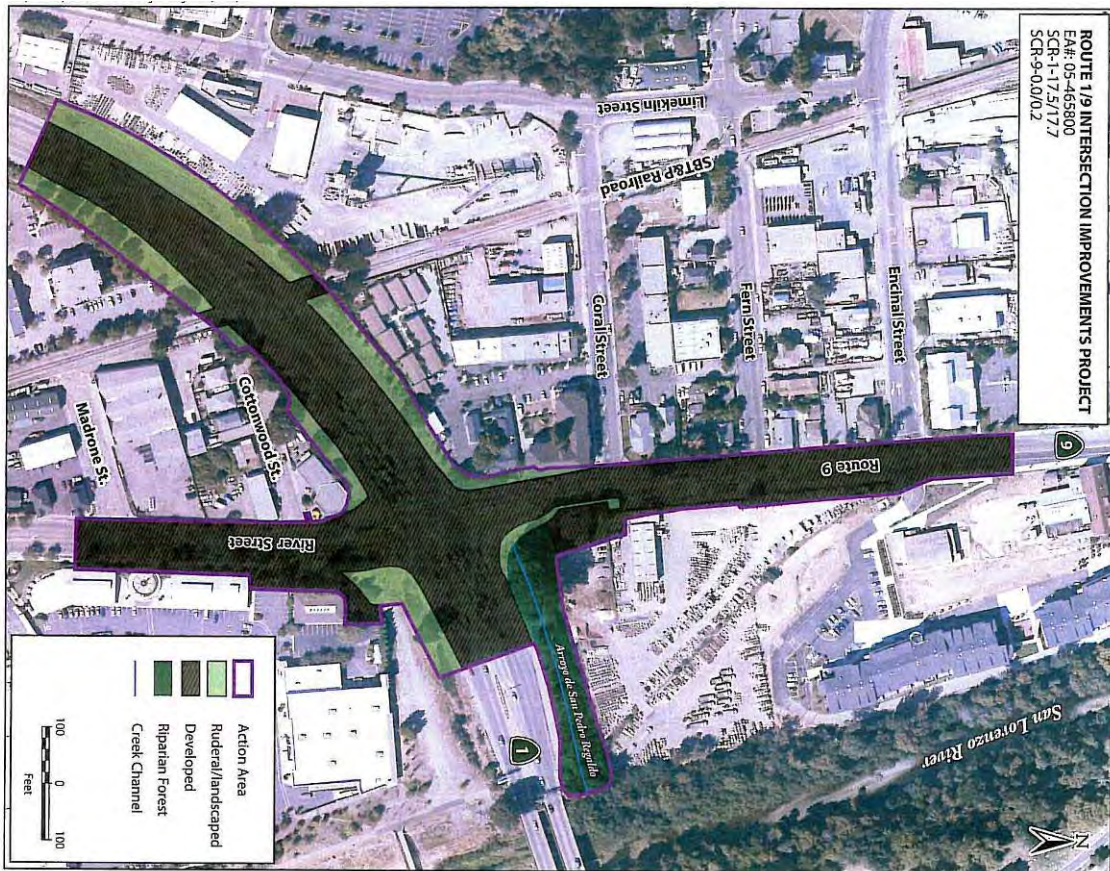
The intersection has been a significant concern to the community, City and County, for many years. It is a significant bottle neck to accessing many areas of Santa Cruz, including the University, Harvey West and Downtown. The Project Study Report was originally completed by

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

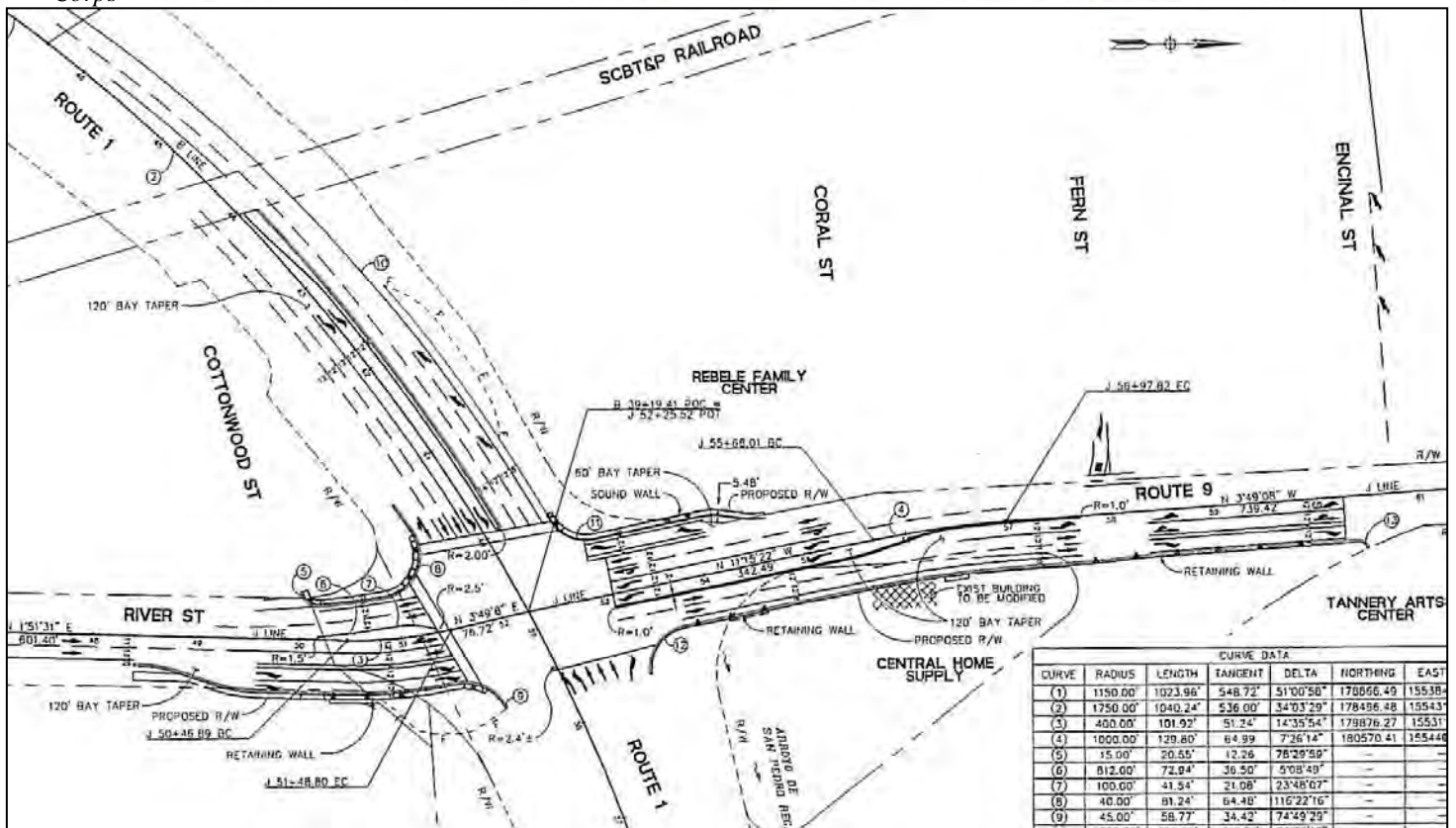
The project will not resolve all congestion issues at the intersection, but it has been determined through the current development process that the project will improve access for all users by the addition of lanes, reduce delays, improve safety and reduce GHC.

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

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



Corps



PROJECT FACT SHEET

Vine Hill Elementary School Sidewalk and Bike Lanes Project

1. Implementing Agency: **City of Scotts Valley**
2. Amount of STIP Funding Requested: **\$450,000**
3. This is priority number 1 of 1 projects. *(If requesting funds for more than one project)*
4. Project Description/Scope: **The improvements consist of construction of new sidewalk (Portland Cement Concrete (PCC)) for pedestrians, pavement widening for bike lanes (about 6'), ADA-Accessible Ramps and other incidental items including PCC Curb/Gutter, four foot-high gravity retaining wall in some areas.**
5. Project Cost by Mode:

Bicycle	Pedestrian	TOTAL
20%	80%	100%

6. Project Location/Limits: **North side of Vine Hill School Road and both sides of Tabor Drive, along the Vine Hill Elementary School's frontage property. Vine Hill Elementary School is located on the northwest corner of the Vine Hill School Road and Tabor Drive intersection in the City of Scotts Valley. Vine Hill School Road also provides accesses to the City's primary recreational facility, Siltanen Park. Siltanen Park is a high sports participation facility containing three baseball fields, soccer fields, swimming pool, children's playground, and a group picnic area. During sporting seasons and sporting events, traffic congestion increases significantly. The picnic area also attracts a significant amount of traffic with 225 participants per day. There is sidewalk on the south side and bike lanes on both sides of Vine Hill School Road. There is sidewalk in some areas of Tabor Drive outside of the proposed project limits. Completion of this project would result in widening Tabor Drive from about 26' to 32' for bike lanes and provides sidewalk on both sides of Tabor Drive linking with the existing sidewalk.**
7. Project Length: **Adds approximately 1,800 linear feet of pedestrian and 1,000 linear feet of bike lane facilities.**
8. Construction Schedule: **Spring 2013**

9. **Cost Estimate:**

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

*What is included in other? Construction Support

Project Benefits

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

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

- three baseball fields, soccer field, swimming pool, children's playground and group picnic area)
- Students and staff attending Scotts Valley High School
- Pedestrians who push baby strollers along the roadway
- Senior citizens who push personal shopping carts along this road and wait for transit service
- Physically challenged individuals who travel the road via motorized wheelchairs and scooters
- Employees who work in the commercial and business areas located at the southern boundary of this project and walk during their lunch hour
- Scotts Valley Police Department bicycle patrol officers who bicycle on Hacienda Drive to patrol schools and parks and parking lots

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

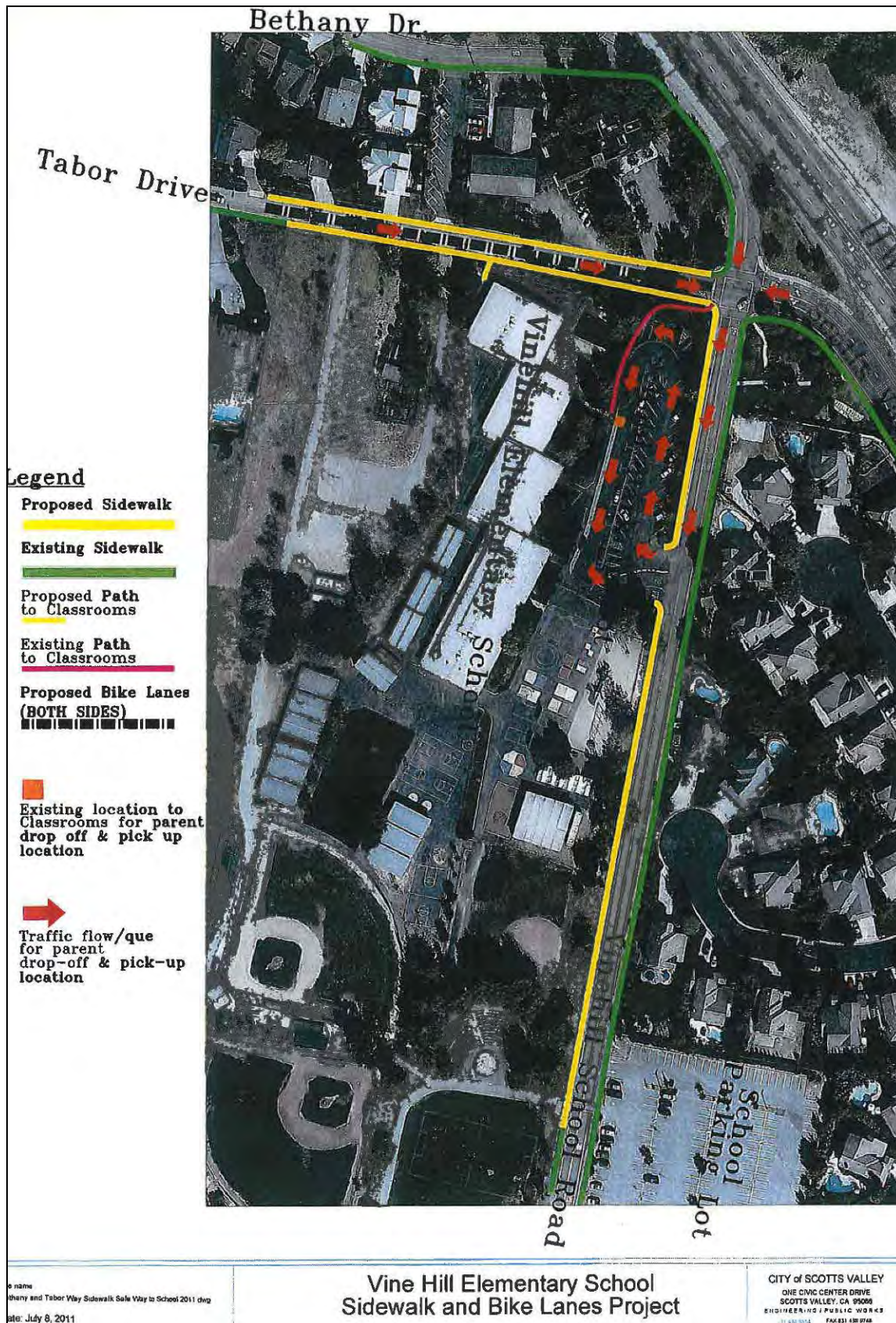
General Information/ Regional Significance	<p>The roadways encompassing the project carry about 5,400 vehicles per day. Avg number of people directly served/day; number of users of facility/day: 570 Students and 225 peoples Population served/benefiting from project: Students and Siltanen Park users</p>
Safety (Hazard elimination)	<p>Constructing sidewalks along the school's frontage property on Vine Hill Rd and adding bicycle lanes on Tabor and sidewalks on west side along school property will improve safety. Currently, the bicyclists and pedestrians are forced to share the roadway with vehicular traffic resulting in a potentially dangerous situation of possible collisions between pedestrians, bicyclists and motorists. Reducing this potential danger is of utmost importance. Implementation of this project and the elimination of the conflict between cars, pedestrians, and bicyclists. One of the primary safety hazards around the school is parents or caretakers dropping off and picking up their children. Since motorists and pedestrians use the same roadway, the danger becomes escalated. Scotts Valley School District officials have informed the City that the residents have frequently expressed their concern for children's safety when dropping off along the school property on Vine Hill School Road and Tabor Way, due to the lack of designation between bicycles, pedestrians, and vehicles.</p> <p>The absence of a sidewalk and adequate bicycle lanes on these roads in Scotts Valley exposes pedestrians, bicyclists, and transit service patrons to potential danger from the following sources:</p> <ul style="list-style-type: none"> - hazard from potholes, bumps, cracks, rocks, mud, debris, protruding shrubbery, and visual traffic impairments - can cause conflicts and collisions among pedestrians, bicyclists and vehicles. - deters people from walking, bicycling, and using the bus service, consequently encouraging them to use vehicles, thus increasing traffic congestion, delays and pollution. <p>While no documented fatal or injury accidents to date, reducing fatal and injury collision is of utmost importance to the City of Scotts Valley; this project will reduce potential conflicts.</p> <p>Implementation of the proposed improvements will result in a significant increase in safety of those utilizing the roadway by:</p> <ul style="list-style-type: none"> - providing pedestrians (particularly school children) with a safe place to walk - providing bicyclists with a safe place to ride - providing transit riders with a safe place to walk to bus stops to board and disembark from the bus

	<ul style="list-style-type: none"> - providing pedestrians, bicyclists, and motorists with clearly designated travel areas to reduce conflict. <p>The proposed project would solve the existing problems by providing:</p> <ul style="list-style-type: none"> - an incentive, as opposed to fear, for using alternative transportation. - a reduction of motorized transportation. - a viable alternative to using vehicles. - an incentive, as opposed to fear, for using alternative transportation. - a reduction of motorized transportation. - a reduction of vehicular/pedestrian/bicyclist conflicts - better control of pedestrians, bicyclists and vehicles. - link for pedestrians between neighborhoods - enhanced traffic flow by increasing capacity and decreasing delay - improved speed control of vehicles turning through an intersection - a safe location for traffic control devices.
Mobility	<p>Project expected to reduce vehicle delay, reduce congestion, reduce commute times, and reduce peak and non-peak period traffic by increasing pedestrian (1,800 Linear feet) and bicycle facilities (0.38 miles). Will provide the maximum feasible separation of the following basic modes of transportation: cars, buses, motorcycles, pedestrians, and bicycles. The project is expected to reduce existing pedestrian and vehicular conflict and thus provide a more efficient transportation system and access, i.e. improving roadway capacity, traffic flow and progression. Also, the proposed improvements in overall safety would result in a significant decrease in motorized transportation delay times (including vehicle hours of delay, peak period delay times as well as non-peak period travel times), as well as decrease in commute times, traffic congestion and energy consumption. The proposed project is expected to increase pedestrian and bicycle traffic significantly by providing the missing link to surrounding sidewalk and bike lane facilities on Vine Hill School Road and Tabor Drive, Glenwood Drive, and Scotts Valley Drive, thus increasing its usage significantly based on the following criteria:</p> <ol style="list-style-type: none"> increased capacity and safety as well as decreased delay enhanced traffic flow decreased conflicts resulting from physical separation of vehicular as well as non-motorized traffic and pedestrians a more positive indication to drivers of proper use of travel lanes a protected area for the location of traffic control devices better speed control of vehicles turning through intersections better control of pedestrians and vehicles in the vicinity of the school
Accessibility (Opportunity and ease of reaching desired destinations.)	<p>Will project increase travel options and opportunities? Yes. The main purpose of this project is to provide bike and pedestrian access to schools, thereby eliminating gaps in the existing bike and pedestrian transportation system. Specific groups who would benefit from the safety features of sidewalks and bike lanes include:</p> <ul style="list-style-type: none"> - all users of Vine Hill School Road would benefit from indication of proper use of travel lanes - all users of Tabor Drive would benefit from indication of proper use of travel lanes - all bicyclists on Vine Hill School Road - school children at Scotts Valley Middle School and Scotts Valley High School students who travel to and from school - employees who work in the commercial and business areas located at the southern boundary of this project - Scotts Valley Police Department bicycle patrol officers who bicycle on Vine Hill School Road and Tabor Drive to patrol schools, parks and parking lots.

	<ul style="list-style-type: none"> - Transit riders: provides safe place to walk to bus stops to board and disembark from the bus stop located 1) near the entrance to Vine Hill Elementary School at the corner of Vine Hill School Road/Tabor Drive & Scotts Valley Drive intersection (See Figure 10), and 2) near the main entrance to Siltanen Park and just east of Vine Hill Elementary School on Vine Hill School Road - Serve major activity or job centers: roadways used to access Scotts Valley High School, as well as commercial and employment centers, corporate buildings, urgent care medical clinics, shopping centers, small businesses, schools, and Siltanen Park (City's primary recreation facility).
Reliability	<p>Does the project ensure on time trips and service? No</p> <p>Address travel time variability (non-recurring congestion): No</p> <p>Improve Transit times: No.</p>
Productivity (throughput)	<p>Does the project increase throughput? Yes, more people will be able to travel by foot.</p> <p>Reduce daily vehicle trips: Yes, will reduce vehicle trips.</p> <p>Reduce peak period vehicle trips: Yes, by shifting to walk and bike.</p> <p>Reduce single occupancy vehicles: Yes, by shifting to walk and bike.</p> <p>Increase Transit ridership: Provides accessible sidewalk to transit stop</p>
System Preservation	Not a system preservation project
Air Quality/ Global Warming/Environment	Medium: Will reduce emissions by increasing bike/ped trips and reducing motor vehicle trips/vehicle miles traveled; will improve efficiency of access, traffic safety, flow and progression to commercial employment centers, recreational facilities, and schools from surrounding residential areas.
Return on Investment/ Lifecycle Cost	Adding sidewalk reduces roadway's wear and tear.
Deliverability/ Risks to Project Cost, Funding or Schedule	Dependent on CTC funding approval. If less than \$450K is approved, the City would need to secure additional funds from other sources and/or scale back the project's scope of work.
Project funding	<p>Is the project fully funded? Yes</p> <p>Are local funds available? Yes</p>
Economic Benefits	Estimated # of Jobs Created or Saved by project : 20
Enhancement Projects-agree to use Cons Corps*	Yes

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

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



PROJECT FACT SHEET

Airport Boulevard Improvements

1. Implementing Agency: **City of Watsonville**
2. Amount of STIP Funding Requested: **\$1,500,000**
3. This is County priority number 1 of 1 projects.
4. Project Description/Scope: **Project includes installation of road improvements on Airport Boulevard from east of Freedom Boulevard to the County line. Specific improvements would include road widening to accommodate extension of bicycle lanes and portion of travel lane, installation of bus pull out, installation of new sidewalk, improved pedestrian crossing, and ADA compliant curb ramps. (See Exhibit E for project location aerial and existing condition photos.)**

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

5. Project Cost by Mode:

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

6. Project Location/Limits: **Airport Boulevard from east of Freedom Boulevard to City Limits**
7. Project Length in miles (if applicable): **0.2 miles**
8. Construction Schedule: **Summer 2013-Spring 2014**
9. Total Cost Estimate:

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

Project Benefits

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

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

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



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

PROJECT FACT SHEET
Alba Rd PM 3.48 Storm Damage Repair Project

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

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

3. This is County priority number 6 of 7 projects.

4. Project Description/Scope:

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

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

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

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

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

9. Total Cost Estimate:

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

*What is included in other? Construction Inspection and Overhead

Project Benefits

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

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

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PROJECT FACT SHEET
Glenwood Drive PM 2.02 Storm Damage Repair Project

1. Implementing Agency: **County of Santa Cruz**
2. Amount of STIP Funding Requested: **\$600,000**
3. This is County priority number 4 of 7 projects.
4. Project Description/Scope: **The Glenwood Drive site at Post Mile 2.02 consists of an area approximately 100 feet in length where the outboard roadway has been distressed or destroyed by a slipout. The slipout has required the County to restrict traffic through the site to a single lane and therefore the safety of the motoring public is at a greater risk because of the narrow traffic lanes at this location. An earth retaining system is now needed to restore the roadway and shoulder width to its predisaster condition. The scope of work shall consist of the following: geotechnical investigation, prepare engineered plans, construct soldier pile retaining wall with tiebacks, structure excavation and backfill, new asphalt concrete pavement and dike, metal beam guard rail, erosion control and revegetation.**
5. Project Cost by Mode: **Road- Auto Serving 100%**
6. Project Location/Limits: Glenwood Drive at post mile 2.02
7. Project Length in miles (if applicable): .02 miles
8. Construction Schedule: **Summer-Fall 2014**
9. Cost Estimate

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

*What is included in other? Construction Inspection and Overhead

Project Benefits

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

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

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

1. Implementing Agency: **County of Santa Cruz**
2. Amount of STIP Funding Requested: **\$329,000**
3. This is County priority number 7 of 7 projects.
4. Project Description/Scope: **The Green Valley Rd site at post mile 0.69 consists of an area approximately 20 feet in length where the roadway and shoulder has been distressed or destroyed by undermining of the road and around the 8 foot culvert. The erosion required the County to place temporary steel plates over the slumped roadway to allow vehicle access. A new culvert and headwalls is now needed to restore the roadway and shoulder to its predisaster condition. The scope of work shall consist of the following: geotechnical investigation, prepare engineered plans, remove and reinstall 8 foot culvert, reinforced concrete headwall, new asphalt concrete pavement and dike, metal beam guard rail, erosion control and revegetation.**
5. Project Cost by Mode: **Road- Auto Serving 100%**
6. Project Location/Limits: **Green Valley Rd at Post Mile 0.69**
7. Project Length in miles (if applicable): **.01 miles**
8. Construction Schedule: **Summer-Fall 2014**
9. Total Cost Estimate:

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

*What is included in other? Construction Inspection and Overhead

Project Benefits

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

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

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



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PROJECT FACT SHEET
Nelson Rd PM 2.0 Storm Damage Repair Project

1. Implementing Agency: **County of Santa Cruz**
2. Amount of STIP Funding Requested: **\$1,500,000**
3. This is County priority number 1 of 7 projects.
4. Project Description/Scope: **The Nelson Rd site at PM 2.0 consists of an area approximately 350 feet in length where the roadway has been blocked by a massive debris flow. The debris flow has closed the road to through traffic and has blocked access to over 30 residents. A permanent bypass road is now needed to restore access to over 30 residents and fire, life and safety responders. The scope of work shall consist of the following: geotechnical investigation, prepare engineered plans, bridge/culvert, excavation and backfill, new asphalt concrete pavement, and erosion control and revegetation.**
5. Project Cost by Mode: **Road- Auto Serving 100%**
6. Project Location/Limits: **Nelson Road at post mile 2.0**
7. Project Length in miles (if applicable): **0.1 miles**
8. Construction Schedule: **Spring-Fall 2015**

9. Cost Estimate

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

*What is included in other? Construction Inspection and Overhead

Project Benefits

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

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

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



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

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

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

3. This is County priority number 3 of 7 projects.

4. Project Description/Scope:

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

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

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

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

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

9. Total Cost Estimate:

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

*What is included in other? Construction Inspection and Overhead

Project Benefits

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

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

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



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

1. Implementing Agency: **County of Santa Cruz**
2. Amount of STIP Funding Requested: **\$1,000,000**
3. This is County priority number 2 of 7 projects.
4. Project Description/Scope:
The Redwood Lodge Road site at Post Mile 1.65 consists of an area approximately 80 feet in length where the entire road width has dropped down about 4 feet and the outboard embankment has slipped out. The road slump and slipout has required the County to close the road to through traffic and therefore the response times have increased for fire, life and safety responders because they will have to use alternate routes. An earth retaining system is now needed to restore the roadway and shoulder width to its predisaster condition. The scope of work shall consist of the following: geotechnical investigation, prepare engineered plans, construct soldier pile retaining wall with tiebacks, structure excavation and backfill, drainage facilities, new asphalt concrete pavement and dike, metal beam guard rail, erosion control and revegetation.
5. Project Cost by Mode: **Road- Auto Serving 100%**
6. Project Location/Limits: **Redwood Lodge Rd PM 1.65**
7. Project Length in miles (if applicable): **.01 miles**
8. Construction Schedule: **Spring-Fall 2015**
9. Total Cost Estimate:

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

*What is included in other? Construction Inspection and Overhead

Project Benefits

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

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

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

1. Implementing Agency: County of Santa Cruz
2. Amount of STIP Funding Requested: \$ 550,000
3. This is County priority number 5 of 7 projects.
4. Project Description/Scope:
 The Vienna Drive site at Mesa Drive consists of an area approximately 60 feet in length where the outboard roadway has been distressed or destroyed by a slipout and the existing sidewalk has been undermined. The slipout has required the County to close the sidewalk and therefore the pedestrians are forced to walk along the shoulder of the road. An earth retaining system is now needed to restore the roadway and shoulder width to its predisaster condition. The scope of work shall consist of the following: geotechnical investigation, prepare engineered plans, construct soldier pile retaining wall with tiebacks, structure excavation and backfill, new asphalt concrete pavement and dike, metal beam guard rail, erosion control and revegetation.

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

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

6. Project Location/Limits: Vienna Drive at Mesa Drive (Aptos area)
7. Project Length in miles (if applicable): .01 miles
8. Construction Schedule: Summer-Fall 2014
9. Total Cost Estimate:

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

*What is included in other? Construction Inspection and Overhead

Project Benefits

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

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

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TO: RTC Advisory Committees

FROM: Rachel Moriconi, Senior Transportation Planner

REGARDING: Draft 2012 State and Federal Legislative Programs

RECOMMENDATIONS

Staff recommends that the Bicycle Committee, Elderly/Disabled Transportation Advisory Committee, and Interagency Technical Advisory Committee (ITAC):

1. Provide input on the RTC's State and Federal Legislative Programs for 2012 (Attachments 1 & 2, respectively), including identification of any new legislative issues the Regional Transportation Commission (RTC) should pursue or monitor in 2012.
-

BACKGROUND

Each year the Regional Transportation Commission (RTC) adopts legislative programs to guide its support and opposition of state and federal legislative or administrative actions. Working with its Sacramento and Washington, D.C. legislative assistants and transportation entities statewide, the RTC develops and implements the RTC legislative program, notifying state representatives of the RTC's positions on key issues, and monitoring bills and other federal and state actions that could impact transportation in Santa Cruz County.

DISCUSSION

Staff is in the process of developing the RTC's 2012 State and Federal Legislative Programs. The Preliminary Draft 2012 State and Federal Legislative Programs for the RTC are attached (Attachments 1 & 2, respectively). **Staff recommends that RTC's advisory committee members provide input on the RTC's legislative program at this meeting and identify any additional issues the RTC should monitor or pursue in 2012.**

As transportation revenues continue to fall far below the needs of the multi-modal transportation system, the RTC will continue to focus on preserving funds dedicated to transportation and generating new, more stable revenue sources.

Staff is meeting with the Commission's advisory committees, local entities, and transportation agencies statewide over the next few weeks and will incorporate any additional changes into the draft Legislative Program to be presented to the RTC in December, with adoption of the final Legislative Programs scheduled for the January 2012 RTC board meeting.

SUMMARY

This report provides the initial Draft 2012 State and Federal Legislative Programs for review and comment. The RTC is scheduled to approve the documents in January 2012.

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



**Santa Cruz County
Regional Transportation Commission
2012 State Legislative Program**

FOCUS AREAS FOR 2012:

1. **Funding Priority Projects:** Seek and preserve funding for priority transportation projects and programs in Santa Cruz County, including:
 - Projects on Highway 1
 - Santa Cruz Branch Rail Line
 - Santa Cruz Metropolitan Transit District projects
 - Local Street and Roadway Preservation
 - Bicycle and Pedestrian facilities
2. **Expand revenue-raising opportunities** and innovative financing options beyond the traditional gas tax.
 - **Sponsor legislation to expand the authority of the RTC and local jurisdictions to increase taxes** and fees for transportation projects, including increased gas taxes, new vehicle registration fees, and increases Service Authorities for Freeway Emergencies (SAFE) vehicle registration fees by \$1 in order to support motorist aid programs.
 - **Support legislation that lowers the voter threshold** for local transportation funding measures, such as local transportation sales tax ballot measures, from the 2/3 supermajority to a simple majority, 55% or 60% majority vote.
3. **Address Air Quality/Climate Change:**
 - Support legislation to provide funding to reduce green house gas emissions, including funds needed to implement SB375 and AB32.
4. **Protect and Augment Transportation Funding:** Pursue policy and/or legislative changes to restore, preserve and augment funding for all modes of transportation:
 - Support legislation and other efforts to provide stable funding for transit, local streets and roads, and State Transportation Improvement Program (STIP) projects
 - Advocate for prompt release of Proposition 1B bonds to projects in Santa Cruz County, including transit projects.
 - Ensure STIP funds are programmed and allocated to regions based on SB 45 formulas and the region's priorities, which may include projects on local streets and road. Ensure the State Budget allows flexibility to fund transit projects in the STIP.
 - Increase funding for state Safe Routes to Schools, Bicycle Transportation Account and other bicycle and pedestrian programs.
 - Support increased funding for local streets and roads, as highlighted in the statewide Local Streets and Roads Needs Assessment.
 - Oppose proposals which would restrict or redirect state and federal transportation funds to "megaregions"
5. **Support efforts to streamline Project Initiation Documents (PIDs).** Oppose efforts to transfer the State costs of PID development and oversight to local entities.

General Legislative Platform

1. Preserve Existing Transportation Funding and Formulas.

Preserve and protect against deferral, borrowing or taking of state funding designated for the transportation system. Retain and enhance California's funding formulas based on the increased costs to maintain and address deficiencies to the existing transportation system.

Specifically:

- a)** Support legislation and other efforts to ensure stable funding for transit, local streets and roads, and State Transportation Improvement Program (STIP) projects. Could include increased per gallon excise tax or state sales tax on gasoline dedicated to transportation. *(Focus area for 2012)*
- b)** Support early and timely sale of bonds for transportation, including allocation of Proposition 1B for projects in Santa Cruz County. Support extension of legislative deadlines previously established for bond programs to coincide with the state's bonding ability. *(Focus area for 2012)*
- c)** Oppose proposals to shift transportation funds to non-transportation purposes and the State General Fund.
 - Protect existing highway and transit funds, including Highway Users Tax Revenue (gas tax), sales taxes for transportation, Public Transportation Account (PTA) and "spillover" revenues, against suspension, transfer or expenditure for non-transportation uses.
 - Support legislation that expedites repayment of transportation funds previously diverted to the State General Fund.
- d)** Support State Budget Reform that will bring fiscal discipline and predictability to the state budget.
- e)** Ensure that transportation planning funds are available to agencies throughout the year and are not withheld due to delays in enacting the state budget.
- f)** Support the continuation of state transportation funding programs dedicated to projects such as transit, Safe Routes to Schools, Bicycle Transportation Account, paratransit and Freeway Service Patrol.
- g)** STIP Modernization
 - Ensure State Transportation Improvement Program (STIP) funds are equitably programmed and allocated to regions, based on SB 45 (1998) formulas and regions' priorities, which may include local road rehabilitation and transit projects.
 - Ensure the State Budget and STIP Fund Estimate allow flexibility to fund all modes of projects in the STIP; increase flexibility for funding STIP projects.
 - Ensure that transit projects remain eligible for regional STIP funds, even if the STIP does not include Public Transit Account funds.
- h)** Oppose proposals which would restrict or redirect state and federal transportation funds to "megaregions"
- i)** Support legislation that would trigger an increase in the state excise tax on gasoline, to replace the federal gas tax, in the event that the federal tax expires or is reduced.

2. Support New Transportation Funding. Support countywide and statewide efforts to raise needed funds to maintain and enhance the transportation system, including:

- a)** Increase and index state gas and fuel taxes and other sources of transportation revenues so that transportation revenues keep pace with inflation/increased cost. Dedicate revenues to transportation projects and programs.

- b) Support efforts to address and expand revenue-raising opportunities and innovative financing options beyond the traditional gas tax, especially in recognition of the fact that vehicle miles traveled increasingly exceed fuel consumption. *(Focus area for 2012)*
- c) Support the development of a steady stream of new transportation funds dedicated to local road rehabilitation and maintenance, especially for roadways utilized by bicyclists.
- d) Support legislative efforts to expand the authority of the RTC and local jurisdictions to increase taxes and fees for transportation projects, including gas taxes and fees, vehicle registration fees, congestion pricing, and fees relating to the reduction of greenhouse gas emissions. *(Focus area for 2012)*
 - Seek amendment to SB 83 (2009) to ensure all regional transportation agencies, not just Congestion Management Agencies (CMA), are authorized to seek voter approval to increase vehicle registration fees by up to \$10 to fund transportation programs and projects. *(Focus area for 2012)*
 - Support legislation that would allow the County of Santa Cruz to pursue a sales tax measure for transportation improvements in the unincorporated areas.
- e) Work with local elected officials, local agencies and interest groups to address continuing gaps in funding for local transportation projects and pursue new local funding sources.
- f) Support legislation that lowers the voter threshold for local transportation funding measures, including local transportation sales tax ballot measures from the 2/3 supermajority to a simple majority, 55% or 60% majority vote.
- g) Work to ensure that state transportation programs provide the maximum amount of revenues for the Santa Cruz County region. If special state funding programs are developed, support funding of projects in Santa Cruz County.
- h) Advocate that any new state revenues created for transportation be locally controlled and include safeguards to prevent diversion to the State General Fund.



3. Support Efforts that Improve Government Efficiency and Expedite Project Delivery.

- a) Support organizational reform efforts that streamline and otherwise improve transportation funding, programming or project delivery processes and eliminate unnecessarily and/or duplicative requirements.
- b) Support greater flexibility in contracting methods.
- c) Support initiatives that increase opportunities to trade federal funds for state funds, as currently exists for Santa Cruz County's share of Regional Surface Transportation Program (RSTP) funds.
- d) Grant preaward spending authority for transit projects, especially those funded by STIP.
- e) Support efforts to streamline Project Initiation Documents (PIDs) for projects on the State Route System in order to lower the overall cost of PID development. Oppose efforts to transfer the State costs of PID development and oversight to local entities that take the lead on highway projects. *(Focus area for 2012)*
- f) Oppose unfunded mandates on local and regional government.

4. Air Quality/Climate Change *(Focus area for 2012)*

- a) Support efforts to reduce the number of vehicle miles traveled and encourage smart-growth practices, which also preserve the authority and flexibility of local agencies. Ensure that the region's needs are incorporated in emerging climate change and sustainability programs, legislation, and regulations, including meeting the goals of AB 32 – the California Global Warming Solutions Act of 2006, and SB 375.
- b) Ensure adequate funding is made available to fulfill the requirements of AB 32 and SB 375, including funds for transit, bicycle, pedestrian, and other projects that reduce greenhouse gas emissions and resources to prepare plans in compliance with SB 375.

5. Specifics

a) Transit:

- Support efforts to restore, protect, and enhance funding for public transit, especially in light of AB32 goals to reduce greenhouse gases (GHG).
- Support introduction and passage of legislation designed to preserve and enact additional sources of transit operating and capital assistance, including legislation aimed at reducing greenhouse gas emissions.
- Support funding programs that promote transit-oriented development and transit villages. Ensure that state-supported housing projects near transit facilities provide safe and convenient access for disabled persons to transit and are available to all regions.
- Support measures to allow the use of gas taxes for transit capital purposes, including purchase of rolling stock.
- Support development of the Coast Daylight Train and Transportation Agency for Monterey County's CalTrain extension projects.
- Increase flexibility to use state transit funds on both operations and capital expenses.

b) Transportation for Seniors and People with Disabilities

- Support transportation programs that are beneficial to communities with limited means.
- Increase funding levels for elderly and disabled transportation, including operating and capital funds for ADA paratransit service and vehicles.
- Support continuation of a competitive process, rather than formula distribution, of FTA5310 funds.
- Support funding transportation to dialysis and other medically necessary appointments; support Medicaid funding for transit and paratransit and oppose reductions in Medi-Cal funding for transportation.
- Support funding to ensure universal access, including access for paratransit vehicles within new developments, fully accessible transit stops and safe travel paths (accessible pedestrian facilities, including audible pedestrian signals), especially between senior and/or disabled living areas, medical facilities, educational facilities, employment locations, and bus stops.



c) Bicycling & Walking

- Support legislative initiatives and modifications to the California Vehicle Code that would improve conditions for bicyclists and pedestrians, including safety and access.
 - Support legislation and local ordinances prohibiting parking in designated bicycle lanes, to allow law enforcement to ticket vehicles parked in bicycle lanes even if specific "no parking" signage is absent.

- Support measures that would require bicycle and pedestrian facilities as a part of newly constructed roads and streets.
- Support increased funding for bicycle and pedestrian projects and programs, including education and awareness programs, the Bicycle Transportation Account, Safe Routes to Schools, Complete Streets programs, audible pedestrian signals, and programs that educate enforcement personnel regarding best practices.
- Support the inclusion and expansion of bicycle education programs (e.g. helmet laws, how to ride safely, etc.) in public and private schools, including high schools.
- Support Incentive Programs for bicycle and pedestrian commuters. Support efforts to extend the transportation fringe benefits in the state tax code to bicycle and pedestrian commuters.



d) Transportation Demand Management/Carpooling:

- Oppose measures to remove existing or restrict future High Occupancy Vehicle lanes.
- Support legislation to provide incentives for both employers and employees, to encourage use of alternatives to driving alone, such as state tax incentives.
- Support efforts to secure new funding for regional rideshare programs.
- Support programs that would provide incentives for students to use transit and support revision of state laws that restrict Community Colleges' ability to implement transportation fees for transit.

e) SAFE Callbox and Freeway Service Patrol

- Support proposals to increase state funding of Freeway Service Patrol programs.
- Support increased flexibility for compatible expenditures of SAFE funds.
- Support continuation of the \$1 SAFE vehicle registration fee and seek authorization to increase the fees by \$1.00 to fund Freeway Service Patrol and other motorist aid programs. *(Focus area for 2012)*

f) Safety

- Support legislative initiatives to improve safety for motorists, bicyclists and pedestrians.
 - Authorize local jurisdictions to reduce speed limits, based on what that jurisdiction determines is most appropriate for their facility.

6. Coordinate with Local, Regional and State Agencies and Organizations on legislative principles of mutual interest.

Please contact us at 831-460-3200 with any questions about the RTC Legislative Program.

PRELIMINARY DRAFT

Santa Cruz County



Regional Transportation Commission

2012 Federal Legislative Program

1. Next Federal Transportation Act: *(Focus Area for 2012)*

The Santa Cruz County Regional Transportation Commission (RTC) will work with our congressional representatives, local entities, regional agencies, the State of California and federal agencies to advance RTC's policy priorities in development of the next Federal Transportation Act. Priorities include:

- a) Increase funding levels for all modes, as needed to bring transportation infrastructure up to a good state of repair and meet growing transportation needs in Santa Cruz County. Provide sufficient funds to allow agencies in Santa Cruz County to replace crumbling infrastructure, minimize traffic congestion, reduce greenhouse gas emissions, improve safety, and expand travel options available to citizens and visitors. Give top priority to preservation and maintenance of the existing system of roads, highways, bridges, sidewalks, and transit.
- b) Support development of a formula funding program targeting greenhouse gas emissions and air quality. Could include changes to the Congestion Mitigation and Air Quality (CMAQ) Improvement Program that expand eligibility of access to the funds in order to allow Santa Cruz County to receive funds to reduce emissions from vehicles in Santa Cruz County.
- c) Ensure equitable distribution of funds to California and Santa Cruz County, which may include direct subventions to counties and Metropolitan Planning Organizations. Oppose proposals which restrict, redirect or otherwise disproportionately direct funds to large metropolitan areas or "megaregions" or National and Interstate Highways. Ensure that proposals for innovative financing, including infrastructure banks, do not result in diversion of funds from or negatively impacts to small regions.
- d) Support extension of the Small Transit Intensive Cities Program (STIC).
- e) Make the existing federal gas tax permanent and support development of new funding mechanisms for transportation to ensure the financial integrity of the Highway Trust Fund and Mass Transportation Account. Given that current per-gallon gasoline fees are insufficient to address transportation infrastructure needs, this may include increasing and indexing gas taxes and fees and collecting fees based on vehicle miles traveled.
- f) Streamline project delivery. Support regulations to streamline federal project delivery requirements and integrate planning, project development, review, permitting, and environmental processes to reduce project costs and delays.
- g) Provide procurement preference for building and paving materials that have a lower emissions footprint than conventional materials but demonstrate comparable performance.

- h) Preserve federal funding programs most commonly utilized in Santa Cruz County, such as the Transportation Enhancement Program (TE) for bicycle and pedestrian projects, FTA Section 5307, 5311, 5310, STIC, JARC, and New Freedom (NF) transit programs, Regional Surface Transportation Program (RSTP), Highway Safety program (HSIP), local bridge program (HBP), Safe Routes to Schools (SRTS), and federal Planning (PL); or provide replacement programs that will continue to provide essential funding to Santa Cruz County projects at current levels. Oppose proposals that would reduce funding to these programs.
- i) Include funding programs for rail line maintenance and rail goods movement that could be used to address needs on the Santa Cruz Branch Rail Line.

2. Maximize Funding for Local Area Projects. Support increased revenues for transportation projects in the Santa Cruz County region. Oppose any efforts to reduce transportation funding to California or the region. Work with congressional representatives to obtain additional funding for Santa Cruz County highways, rail corridor, transit operations and capital projects, paratransit service, local streets and roads, transportation demand management, and pedestrian and bicycle facilities and programs.

- a) Seek federal funds for high priority projects in Santa Cruz County through the next federal transportation authorization, annual appropriations, stimulus, or other special funding bills or programs. Priority projects include (not shown in priority order):
 - Projects on Highway 1
 - Infrastructure improvements to the Santa Cruz Branch Rail Line
 - Local road repair and sidewalk projects
 - Intelligent Transportation System (ITS)/511 program
 - Santa Cruz Metropolitan Transit District's priority transit projects
 - Monterey Bay Sanctuary Scenic Trail (MBSST)
 - Watsonville/Pajaro Rail Station
 - ~~Projects otherwise delayed due to state funding shortfalls~~
- b) Promote inclusion of funding for transportation infrastructure and transit operations in any new national funding programs, including climate change, cap and trade, economic stimulus/jobs bills, or infrastructure investment legislation. Ensure that those funds are available to deliver state, regional, and local projects. Ensure flexibility to use the funds to accelerate delivery of existing projects.
- c) Support timely annual allocations at the maximum levels allowed for programs authorized by the federal transportation act in order to meet growing transportation needs for local streets and roads, improving transit, relieving traffic congestion, encouraging alternative modes of transportation, and meeting increased paratransit demands. Allow for flexibility to use Federal Transit Administration urban and non-urban funds for both capital and operations.
- d) Oppose unfunded mandates on local and regional governments, in order to reduce project costs and maximize funding for infrastructure projects.
- e) ~~Oppose proposals that would combine Santa Cruz, Watsonville, and Salinas into one urbanized area, given that they are not one continuous urban area, but rather separated by large rural areas. Furthermore, this reclassification could otherwise significantly reduce funding available for transit in the region.~~

3. Air Quality and Climate Change:

- a) Support federal action on climate change and energy policy and ensure that any legislation to reduce greenhouse gas emissions be structured in such a way as to assist the region and the state in achieving greenhouse gas reduction and mobility goals, not dilute state efforts. Ensure that any new environmental requirements are accompanied by additional funding necessary to implement those requirements.
- b) Support research and development of renewable energy sources that reduce the amount of emissions from the combustion of fossil fuels and support the development of more fuel efficient vehicles.
- c) Support a multi-pronged approach to addressing global warming, including carbon taxes or cap-and-trade systems and direct revenues to transportation projects that reduce reliance on automobiles, including but not limited to public transit, bicycle and pedestrian facilities.



4. Support Improved Elderly and Disabled Transportation.

- a) Support increased funding for transportation services for seniors and people with disabilities, including those required by the Americans with Disabilities Act (ADA) and services beyond those required by ADA.
- b) Support federal rule changes to reimburse non-emergency medical transportation through Medicare as a less costly alternative to ambulances and provide funding for medical dialysis transportation.
- c) Require that all interstate transportation providers comply with Americans with Disabilities Act (ADA) provisions, including wheelchair accessibility requirements.

5. Support Simplification and Expansion of Incentive Programs for Bicycle, Pedestrian, Carpool, and Transit Commuters.

In an effort to reduce congestion, pollution, and wear and tear on roads, expand grant programs to decrease single-occupancy vehicle trips. Expand and simplify transportation fringe benefits in the tax code (Commuter Choice Tax Benefit): permanently increase pre-tax transit benefits to at least the level allowed for parking expenses and make it easier for commuters to access the benefits.

6. Freight and Passenger Rail

- a) Support funding and incentives that could be used for freight and passenger railroad maintenance, capacity expansion and safety improvement projects on the Santa Cruz Branch Rail Line.
- b) Support full funding for the combined Federal and State funding program for rail capital projects in which federal funds are used for 80% of the project's cost and state funds for the remaining 20%, as provided for highway capital projects.



- c) Support the ongoing extension of Section 45G Railroad Track Maintenance Credit that provides 50 percent tax credit to short line railroads conducting qualified railroad track maintenance.
- d) Support measures that will facilitate the shared use of tracks by passenger and freight rail.

7. Support Legislative and Administrative Proposals to Streamline the Process for Federally Funded Projects. Support regulations to streamline federal project delivery requirements (including cooperative agreements, pre-award audits, disadvantaged business enterprise regulations and duplicative federal environmental review laws) while maintaining the substance of environmental laws, either through regulatory or statutory changes. Support provisions that better integrate state and federal environmental laws.

*Please contact us at 831-460-3200 with any questions
about the RTC Legislative Program.*

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