



## **2020 Santa Cruz County Regional Transportation Improvement Program: *State Transportation Improvement Program Proposal***



*Submitted to the*  
**California Transportation Commission  
for the 2020 State Transportation  
Improvement Program (STIP)**

***12/5/2019***



## SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

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December 13, 2019

Susan Bransen, Executive Director  
California Transportation Commission  
1120 N Street, Mail Station 52  
Sacramento, CA 95814  
*Attn: Teresa Favila, Assoc. Deputy Director*

RE: 2020 Regional Transportation Improvement Program (RTIP) for Santa Cruz County

Dear Director Bransen:

The Santa Cruz County Regional Transportation Commission (RTC) hereby submits the *2020 Santa Cruz County Regional Transportation Improvement Program (RTIP)* for consideration by California Transportation Commission (CTC). The RTC adopted the 2020 RTIP at its December 5, 2019 meeting, where it selected projects to receive the region's targeted share of STIP following a public hearing. The RTC requests that the CTC program the region's 2020 STIP Target to the following projects:

- Planning, programming, and monitoring (PPM): \$169,000
- Highway 1, 41st Avenue to Soquel Avenue Auxiliary Lanes, Bus on Shoulder and Chanticleer Bike/Ped Bridge: \$4,914,000

Projects included in the 2020 RTIP, including projects carried forward from the 2018 STIP, reflect the RTC's priorities, which are representative of the broad multimodal transportation needs in Santa Cruz County and focus on the heavily congested travel corridor between the cities of Santa Cruz and Watsonville. The Highway 1 Auxiliary Lanes/Bus on Shoulders/Chanticleer Bike/Pedestrian Bridge project is part of the region's three-pronged Unified Corridor Plan, to improve access, safety, and operations for transit, bicyclists and pedestrian, goods movement, emergency services, residents and visitors.

RTC and projects sponsors also request modifications to some projects previously programmed for STIP funds in order to reflect updated project information and to concentrate STIP funds on fewer projects. The RTC requests that the CTC incorporate these new and amended projects into the 2020 State Transportation Improvement Program (STIP), as summarized in Appendix F-Section 17.

Thank you for your consideration of our proposal for the 2020 STIP. If you have any questions regarding our proposal, please contact Rachel Moriconi of my staff at 831-460-3203.

Sincerely,

Guy Preston  
Executive Director

cc: Doris Alkebulan, Caltrans Headquarters STIP Coordinator (2 copies)  
Linda Wilkins, Caltrans District 5

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**SANTA CRUZ COUNTY**  
**2020 Regional Transportation Improvement Program (RTIP)**  
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## **A. Overview and Schedule**

### **Section 1. Executive Summary**

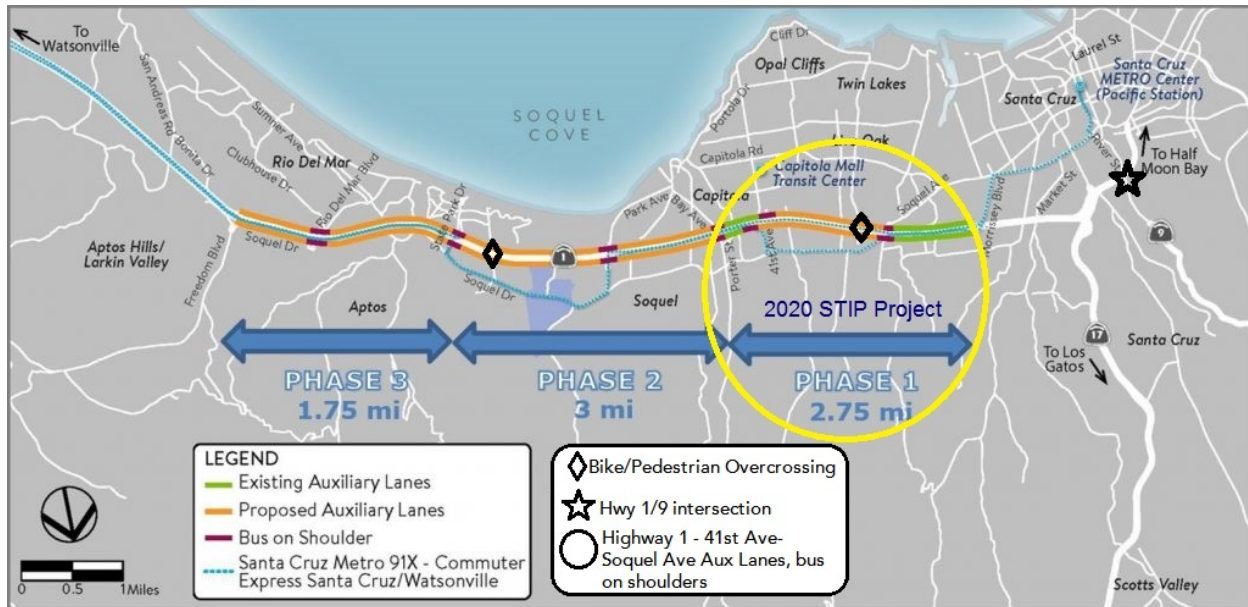
The Santa Cruz County Regional Transportation Commission (RTC), as the state-designated Regional Transportation Planning Agency (RTPA) for Santa Cruz County, is responsible for selecting projects to receive certain state and federal transportation revenues, including State Transportation Improvement Program (STIP) funds. The Santa Cruz County Regional Transportation Commission (RTC) programs funds to specific projects and monitors those projects through its *Regional Transportation Improvement Program (RTIP)*.

This RTIP document serves as the RTC's proposal to the California Transportation Commission (CTC) for the *2020 State Transportation Improvement Program (STIP)*. The CTC's STIP is a planning document for funding five-years of roadway, intercity rail and transit improvements throughout California. State law requires the CTC and regions to update these programming documents biennially, with each new STIP adding two new years to prior programming commitments. STIP funds are primarily generated from the state excise tax on gasoline, which the state makes available for regional agency priorities in accordance with formulas and regulations established under Senate Bill 45 (SB 45-1997) and subsequent laws. SB 1, signed into law on April 28, 2017, provided stability to the STIP by resetting the price-based excise tax to a traditional excise tax of 17.3 cents per gallon with the provision to adjust the tax annually for inflation beginning in 2019-20.

Projects in Santa Cruz County that the RTC has proposed to be programmed for STIP funds reflect the region's integrated, multimodal system that considers the wide range of access and mobility needs, with a focus on improving travel between the City of Santa Cruz and City of Watsonville, one of the most congested corridors on the central coast. The RTC proposes to use its formula target of 2020 STIP funds on construction of the **Highway 1 41<sup>st</sup> Ave to Soquel Ave Auxiliary Lanes, Bus on Shoulders, and bicycle/pedestrian overcrossing at Chanticleer Ave. project** (41<sup>st</sup>-Soquel Aux Lanes). The RTC is not requesting an advance of future funding shares. The 41<sup>st</sup> -Soquel Aux Lanes project, which is part of the RTC's *Unified Corridor Plan* and voter-approved Measure D sales tax Expenditure Plan, adds approximately 2 miles of Auxiliary Lanes and will allow buses to operate on shoulders and auxiliary lanes on Highway 1 between interchanges at Morrissey Boulevard in Santa Cruz and Bay/Porter in Capitola/Soquel. This is Phase 1 of bus on shoulders plans in Santa Cruz County and will be the first bus on shoulders operating in California. **STIP and other SB1 grants are essential in accelerating delivery of this project.**

In addition to increasing STIP funds for this Highway 1 project and planning, programming, and monitoring (PPM), the RTC's proposal for the 2020 STIP carries forward three other projects along the Santa Cruz to Watsonville travel corridor:

- Highway 1/Mar Vista bicycle/pedestrian overcrossing connecting Aptos and Seacliff Village (schedule updates for 2020 STIP) – *lead agency and fund year updates*
- Highway 1/9 intersection modifications in Santa Cruz – *matching fund updates*
- Freedom Boulevard reconstruction and improvements in Watsonville – *no changes*



Highway 1 Bus on Shoulders and Auxiliary Lanes Projects and other STIP projects.  
Phase 1 proposed for RTC's 2020 STIP target

The RTC selects projects through an open public process and unanimously approved programming the 2020 STIP funds to the 41<sup>st</sup>-Soquel Aux Lanes project following a well-attended public hearing on December 5, 2019. We appreciate the CTC's support in including all of these projects in the 2020 State Transportation Improvement Program (STIP).

## Section 2. General Information

**Regional Agency:** Santa Cruz County Regional Transportation Commission (SCCRTC)

**Agency website links:** <http://www.sccrtc.org>

**RTIP document link:** [www.sccrtc.org/rtip](http://www.sccrtc.org/rtip)

**RTP link:** <http://www.sccrtc.org/rtp.html>

**AMBAG MTP/SCS link:**

<https://ambag.org/programs-services/planning/metro-transport-plan/2040-MTP-SCS>

### RTC Executive Director Contact Information

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### RTIP Manager Contact Information

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### **Section 3. Background of Regional Transportation Improvement Program (RTIP)**

#### **a. What is the Regional Transportation Improvement Program?**

The Regional Transportation Improvement Program (RTIP) is a list of highway, local road, transit, and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission (CTC) in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the CTC by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the *Santa Cruz County Regional Transportation Plan* (RTP), a state-mandated master transportation plan which guides a region's transportation investments over a 20 to 25 year period. The RTP is based on all reasonably anticipated funding, including federal, state, and local sources. Updated every 4 to 5 years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

#### **b. RTC's Historical and Current Approach to developing the RTIP**

The process for developing the RTIP and STIP typically begins in the spring of odd numbered years when the CTC determines the financial assumptions to use in developing the STIP Fund Estimate. Based on those assumptions, the California Department of Transportation (Caltrans) estimates the amount of certain state and federal revenues anticipated for transportation statewide over the next five years. The CTC releases the draft STIP Fund Estimate, as well as Guidelines for the development of the STIP, during the summer of odd years for public review and comment. The final fund estimate and guidelines are adopted by the CTC in late summer/early fall.

After projected state and federal transportation funds are split amongst Caltrans maintenance, administration, and operations; the State Highway Operation and Protection Program (SHOPP); various state transit programs; and Local Assistance programs, the balance is made available for the STIP. Seventy-five percent of the STIP funds are classified as "regional share" monies and programmed by regional agencies, such as the RTC. Caltrans identifies projects of statewide and interregional significance to receive the remaining twenty-five percent of STIP funds through the *Interregional Transportation Improvement Program* (ITIP), which includes interregional state highway and rail projects. The RTC develops its RTIP based on formula shares of funds projected for Santa Cruz County. The RTC then develops the RTIP project list through a collaborative process with Caltrans, its committees, member agencies, and transportation planning partners. Any project proposed in the RTIP must be included in or be consistent with the *Regional Transportation Plan* (most recently updated in June 2018).

Santa Cruz County's list of projects proposed for STIP funds and supporting documentation

is then submitted to the CTC. After considering proposals submitted by Regional Transportation Planning Agencies (RTPA) statewide, the CTC makes the final determination on which projects are included in the STIP, in which year they are programmed, and when to release (allocate) funds to individual projects. In years when STIP funding requests exceed projected funds, the CTC may decide not to accommodate all of a region's proposed projects and instead redirect funds to other counties.

The CTC adopts the STIP in the spring of even numbered years. The CTC's adopted STIP may include only projects that have been nominated by a regional agency in its regional transportation improvement program (RTIP) or by Caltrans in its interregional transportation improvement program (ITIP). If the CTC approved projects include federal funds or are for projects which could affect air quality conformity, those projects are then incorporated into the *Metropolitan Transportation Improvement Program (MTIP)*, the federally-mandated programming document prepared by the Association of Monterey Bay Area Governments (AMBAG).

#### **Section 4. Completion of Prior STIP Projects**

The following STIP-funded projects included in the *2018 Regional Transportation Improvement Program (RTIP)* have been completed or will have started construction before the start of FY20/21. These projects will not be carried forward into the 2020 STIP.

<b>Project Name/Location</b>	<b>Description</b>	<b>Summary of Improvements/ Benefits</b>
Water Street pavement rehabilitation: N. Branciforte Ave-Ocean St, city of Santa Cruz (PPNO 2732)	Pavement rehabilitation, including bike & ped treatments at intersections	System Preservation - 0.5 miles
River Street pavement rehabilitation: Water St-Potrero St, city of Santa Cruz (PPNO 2824)	Pavement rehabilitation, including new access ramps, sidewalk repairs, and restriping	System Preservation - 0.4 miles
SR17 to Soquel Corridor, chip seal: Vine Hill Rd, Mt. View Rd, N. Rodeo Gulch Rd, Laurel Rd, County of SC (PPNO 2821)	Pavement rehabilitation: Digouts, Chip Seal, and restriping	System Preservation - 5.7 miles
Zayante Corridor chip seal, Felton/Zayante (PPNO 2822)	Pavement rehabilitation: Digouts, Chip Seal, and restriping	System Preservation - 9.1 miles
Scotts Valley Area chip seal, Felton (PPNO 2823)	Pavement rehabilitation: Asphalt Digout, Surface Seal, and restriping	System Preservation - 2.7 miles
SC Metro Bus refurbishments, countywide (PPNO 2827)	Refurbish 4 buses in state of good repair, extend useful life 6-8 years	System Preservation - 4 buses
SC Metro ITS (PPNO 2828), countywide 100 vehicles	Automatic vehicle locator (AVL), annunciating system, on-bus video surveillance, auto passenger counters, advanced traveler info system	Improve transit operations, data collection, and traveler information
SC Metro Vehicle Replacements, countywide (PPNO 2829)	2 new fixed-route battery-electric buses to replace 1998 diesel buses	System Preservation - 2 replacement buses
Monterey Bay Sanctuary Scenic Trail Network (MBSST) - Segment 7: Santa Cruz Branch Rail Line - Natural Bridges to Bay/California, Santa Cruz	Construct bicycle/pedestrian trail adjacent to the rail line	New bike/walk trail: 1.3 miles

## **Section 5. RTIP Outreach and Participation**

### **a. RTIP Development and Approval Schedule**

Action	Date
CTC Meetings on draft Guidelines and Fund Estimate	Spring 2019
Interagency Technical Advisory Committee (ITAC) discusses proposed process for 2020 RTIP	April 18, 2019
RTC discusses priority projects and programming process	June 6, 2019
CTC adopts Fund Estimate and Guidelines	August 14, 2019
RTC Approves Process for Programming Funds	September 5, 2019
Caltrans identifies State Highway Needs	September 15, 2019
RTC's Bicycle Committee, Elderly and Disabled Transportation Advisory Committee (E&D TAC), and ITAC review proposed projects and recommendations	November 2019
<b>Public Hearing, RTC adopts 2020 RTIP</b>	<b>December 5, 2019</b>
Regions submit RTIP and LPP proposals to CTC	December 15, 2019
Caltrans submits ITIP to CTC	December 15, 2019
CTC STIP Hearing, North	January 30, 2020
CTC STIP Hearing, South	February 6, 2020
CTC publishes staff recommendations	February 28, 2020
CTC Adopts 2020 STIP	March 25-26, 2020

### **b. Public Participation/Project Selection Process**

The 2020 RTIP was developed in consultation with stakeholders and partner agencies, including Caltrans, the County of Santa Cruz, the cities of Capitola, Santa Cruz, Scotts Valley and Watsonville, the Santa Cruz Metropolitan Transit District (SCMTD), the University of California at Santa Cruz (UCSC), and local non-profits that provide community transportation services or implement local transportation programs. The 2020 RTIP carries over projects from the 2018 RTIP and includes proposals for the region's targeted share of 2020 STIP funds, including programming of lapsed and unprogrammed balances from the 2018 STIP.

The RTC held several public meetings to discuss the process for programming STIP and other RTC-discretionary funds and decided to focus STIP funds to priority auxiliary lane/bus-on-shoulders projects on Highway 1. Following evaluation of project benefits, review of projects by RTC advisory committees (Bicycle Committee, Elderly and Disabled Transportation Advisory Committee (E&D TAC), and Interagency Technical Advisory Committee (ITAC)), consideration of comment letters and emails submitted by stakeholder groups and members of the public, as well as a well-attended public hearing, the RTC approved projects to receive STIP and Regional Surface Transportation Program Exchange (RSTPX) funds at its televised December 5, 2019 meeting. As part of adoption of the RTIP, the RTC also approved amendments to some projects carried over from the 2018 STIP.

As set forth in the California Transportation Commission (CTC) STIP Guidelines, the RTIP is based on the *Regional Transportation Plan* that has been developed and updated pursuant to Government Code Section 65080, and a region-wide assessment of transportation needs and deficiencies. **The 2020 RTIP is reflective of the Santa Cruz County Regional Transportation Plan (RTP), which calls for a balanced multimodal transportation system.**



### **c. Consultation with Caltrans District 5**

Consistent with the STIP Guidelines, Caltrans may nominate or recommend State highway improvement projects for inclusion in the RTIP. Caltrans can also identify any additional State highway improvement needs within the region that could reasonably be programmed within the three years beyond the end of the current STIP period. RTC staff met with Caltrans District 5 several times in 2019 to discuss possible STIP candidates. Caltrans District 5 concurred that the **Highway 1 41<sup>st</sup> Avenue-Soquel Avenue Auxiliary Lanes, Bus on Shoulders, Chanticleer Bicycle/Pedestrian Bridge project (PPNO 73A) is the highest priority for STIP funds in Santa Cruz County.** Environmental review of the 41<sup>st</sup> Avenue-Soquel Ave auxiliary lane is part of tiered environmental document for the Highway 1 Corridor, primarily funded with Regional Surface Transportation Program (RSTP) funds. Since the region's STIP share is insufficient to fully fund the construction phase of this project, local voters approved Measure D, a new sales tax, to leverage state funds for these projects. The 2020 RTIP programs an additional \$4.9 million in STIP to the project. The RTC is working in partnership with Caltrans to prepare an application for Senate Bill 1 Solutions for Congested Corridors and/or Local Partnership Program (LPP) grants for this priority project in 2020.

The RTIP also carries forward STIP funds for the **Highway 1/9 Intersection** (PPNO 4658). Caltrans has been providing oversight to the City of Santa Cruz, which is the lead agency for that project.

The RTIP also carries forward the **Highway 1 - Mar Vista bicycle/pedestrian overcrossing** (PPNO 1968). The lead agency is changing from RTC to the County of Santa Cruz, with Caltrans oversight.

## **B. 2020 STIP Regional Funding Request**

### **Section 6. 2020 STIP Regional Share and Request for Programming**

#### **a. 2020 Regional Fund Share per 2020 STIP Fund Estimate**

The 2020 STIP Fund Estimate identifies Santa Cruz County's programming target for the 5 years of the 2020 STIP (FY20/21-FY24/25) as **\$5,083,000**. This funding is made up of:

- 2020 STIP Base Formula Share (FY20/21-23/24): \$1,057,000
- Formula Distribution FY24/25: \$2,317,000
- Unprogrammed Balance: \$759,000 previously programmed for Highway 1 41<sup>st</sup>-Soquel Aux Lanes right-of-way being reprogrammed to construction
- Lapses from FY18/19: \$950,000

#### **b. Summary of Requested Programming**

The 2020 RTIP increases the amount of STIP funds programmed to two projects carried over from the 2018 STIP, amends the lead agency and programming years for one project, and carries over two projects. *See Section 14 for detailed proposal.*

### Proposal for 2020 STIP Target

Project Sponsor	STIP PPNO	Project	Proposal	Proposed New STIP Funds
SCCRTC/ Caltrans	073A	SR1 41st Ave-Soquel Ave Auxiliary Lanes and Chanticleer Bike/Ped Bridge	Add funds for Construction (in addition to previously programmed funds)	\$4,914,000
SCCRTC	921	Planning, Programming & Monitoring (PPM)	Add \$169k FY23/24-24/25	\$169,000
<b>Total Proposed for 2020 STIP Target</b>				<b>\$5,083,000</b>

### Projects carried over from 2018 STIP *(Strike through/underline = change from 2018 STIP)*

Project Sponsor	STIP PPNO	Project	Proposal	Proposed RIP
<del>SCCRTC</del> <u>County of Santa Cruz</u>	1968	SR1 Mar Vista Bike/Ped Overcrossing	Change lead agency, shift all funds out one year	\$6,779,000
Santa Cruz	4658	SR 1/9 Intersection Improvements	No change to STIP funds	\$2,853,000
Watsonville	2825	Freedom Blvd Reconstruction	No change	\$1,550,000

### **Section 7. Overview of Other Funding for Delivery of Regional STIP Projects**

In addition to regional shares of STIP funds, sometimes also referred to as Regional Improvement Program (RIP), projects proposed for STIP funds include a combination of local, state and federal funds.

If the CTC is unable to program STIP funds in the year requested for the Highway 1 41<sup>st</sup> Ave-Soquel Ave or other projects, the RTC may request an AB3090 amendment or may need to delay project implementation. Another option project sponsors may utilize to expedite delivery will be to utilize the SB184 notice to begin reimbursable expenses in advance of the STIP allocation.

*Figures shown in \$000 (\$thousands)*

Proposed 2020 Regional STIP	STIP funds	Local	Other	Total Cost
SR1 41st Ave-Soquel Ave Auxiliary Lanes, Bus on Shoulders and Chanticleer Bike/Ped Bridge	<b>10,155</b>	5,750	1640 (HIP) Proposed future SB1 (Measure to cover balance)	<b>37,051</b>
Planning, Programming & Monitoring (PPM)	<b>578</b>		Pre FY20 funds	<b>578</b>
SR1 Mar Vista Bike/Ped Overcrossing	<b>6,779</b>	2,000	752 (RSTPX)	<b>7,880</b>
SR 1/9 Intersection Improvements	<b>\$2,853</b>	6,805	2,188 (RSTPX)	<b>\$11,846</b>
Freedom Blvd Reconstruction (Alta Vista Ave to Davis Rd)	<b>1,550</b>	625		<b>2,175</b>

### **Section 8. Interregional Transportation Improvement Program (ITIP) Funding**

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's

economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

***No ITIP funding is proposed for projects in Santa Cruz County in the 2020 STIP.***

### **Section 9. Projects Planned Within the Corridor**

Caltrans and regional transportation agencies prepare corridor plans to identify multi-modal transportation projects that will meet state, regional, and local goals and benefit corridors around the state. In consideration of the RTC's Unified Corridor Investment Study (UCS), 2040 Santa Cruz County Regional Transportation Plan (RTP), 2040 Monterey Bay Area Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), the Highway 1 Corridor Investment Plan, Caltrans's Proposition 1B Corridor System Management Plan for the Highway 1-Highway 183 corridor, the Measure D Transportation Improvement Plan, the Caltrans Transportation Plan (CTP), and other state, regional, and local plans, the RTC has prepared a program of multimodal projects to utilize a combination of formula, discretionary and competitive state, federal, regional, and local funds.

Building upon these other planning efforts, the RTC's Unified Corridor Investment Study (UCS) found that the most effective way to tackle transportation challenges along the region's most heavily congested travel corridor between the cities of Santa Cruz and Watsonville is a combination of multi-modal improvements along three (3) parallel routes:

- Highway 1
- Soquel Avenue/Drive- Freedom Boulevard
- Santa Cruz Branch Rail Line/Coastal Rail Trail

The 2020 RTIP reflects priorities that were identified through these major planning efforts. The following is a description of other projects planned or underway within the unified Highway 1/Rail/Soquel-Freedom Boulevard corridor:

- Highway 1: The Santa Cruz County Regional Transportation Commission (RTC), in cooperation with the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA), has analyzed a range of investments to improve access, safety, and traffic flow on State Route 1 in Santa Cruz County. In addition to the Highway 1 41<sup>st</sup> Ave-Soquel Dr Auxiliary Lanes, Bus on Shoulders and Chanticleer Ave Bicycle/Pedestrian Overcrossing, the next phases of auxiliary lanes and bus shoulders will extend south between Bay/Porter in Capitola/Soquel and Freedom Boulevard in Aptos.
- Monterey Bay Sanctuary Scenic Trail Network (MBSST): The MBSST includes a 50-mile bicycle and pedestrian trail project in Santa Cruz County, which will link to existing and planned trails in Monterey County. The spine of the trail network is the 32-mile Coastal Rail Trail from Davenport to Watsonville, being built as funding becomes available within the RTC-owned rail right-of-way. The remaining miles of trail include connecting paths, sidewalks, bike lanes, other roadway improvements or unpaved coastal spur trails. The CTC has been
- Transit in the Rail Corridor: The RTC purchased the 32-mile Santa Cruz Branch Rail Line from Union Pacific in 2012 to expand transportation options in Santa Cruz

County. In addition to the Rail Trail (above), the UCS priority projects included high-capacity public transit and freight rail in the corridor. In order to answer community and CTC questions about transit options in the rail corridor, the RTC is currently conducting a performance-based Alternative Analysis based on a triple bottom line sustainability framework (balancing environmental, economic, and equitable factors) will be employed to compare transit alternatives and define a viable project that will deliver the greatest benefit to Santa Cruz County.

Since STIP and other state and federal funding is insufficient to fund all of the region's priority projects, Santa Cruz County voters approved the Measure D sales tax in 2016 to be used to leverage other grants needed to advance priority projects.

### **C. Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP**

#### **Section 10. Regional Level Performance Evaluation**

Performance measures are included in the 2020 RTIP as required in the 2020 STIP Guidelines. The 2020 RTIP furthers the goals of the 2040 Santa Cruz County Regional Transportation Plan (RTP) and the Association of Monterey Bay Area Governments' (AMBAG) 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). The following table reflects the regional level performance of measures included in the 2040 RTP and 2040 MTP/SCS. The RTIP will facilitate implementation of the SCS. Notably the SCS proposes increased housing and other development in STIP project areas.

Consistent with the RTP and state and federal guidance, criteria the RTC considers when programming funds includes:

1. Number of people served by project
2. Safety and health benefits
3. Preservation of existing infrastructure
4. Reduce vehicle miles traveled, air pollution, greenhouse gas emissions and/or fuel consumption
5. Improve access for all modes, especially to and within key destinations
6. Change in travel times and travel time reliability and efficiency of the transportation system, including transit
7. Change in passenger, freight and goods movement efficiency
8. Change in disparities in safety and access for people who are transportation disadvantaged due to age, income, disability or minority status
9. Inclusion of projects in the *Regional Transportation Plan* (RTP) "constrained" project list, which implements the SB375-mandated Sustainable Communities Strategy (SCS)
10. Consistency with the Monterey Bay Area Complete Streets Guidebook
11. Public engagement - in identification of the project as a priority and planned during project implementation
12. Funding, including if all other funding is secured and amount of match
13. Deliverability of the project or if there are possible barriers to project schedules.

#### **A. Regional Level Performance Indicators and Measures**

The following table summarizes regional-level performance measures from the Santa Cruz County RTP and Monterey Bay MTP/SCS, where data was available. NA reflects areas where data is unavailable.

**Table B1: Evaluation – Regional Level Performance Indicators and Measures**

Goal	Indicator/Measure	Current System Performance (Baseline)	Projected System Performance (Year)
Congestion Reduction	Vehicle Miles Traveled (VMT) per capita/workday (SB 375 VMT – passenger vehicles and light duty trucks and 50% of out of county travel)	15.3 miles/capita/workday (2005)	13.40 (2035) Reduction: -17.1%
	VMT per capita/workday – Full fleet, within county borders	21.7 miles/capita/workday (2005)	18.3 miles/person/day (2020) Reduction: -15%
	Percent of congested VMT (at or below 35 mph)	NA	NA
	Commute mode share (travel to work or school)	Drive Alone: 69.9% Carpool: 9.4% Transit: 2.9% Bike: 3.8% Walk: 3.9% Other: 2.9% Work @ home: 7.3% (2011-2015 ACS)	NA. 2040 target is reduce Drive Alone to 55%
Infrastructure Condition	Percent of distressed state highway lane-miles	D5: Class 1-4%; Class 2-8%; Class 3 – 14% (2015 SOP report)	See TAMP
	Pavement Condition Index (local streets and roads)	50 (2017)	70 (2040, if \$44M/year invested); 43 (if only \$23M/year invested)
	Percent of highway bridges by deck area classified in poor condition	38%	TBD
	Percent of transit assets that have surpassed the FTA useful life period	62.2% Fixed Route Buses (SCMTD 2017) 72.2% Non-revenue Vehicles 31.0% Paratransit Vans (SCMTD 2015)	TBD
System Reliability	Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival)	NA	NA
	Accessibility and on-time performance for rail and transit	NA	Improved with ITS and replacement vehicle projects
Safety	Fatalities per capita	0.00007369	Reduce
	Injuries per capita	0.00439939	Reduce
Economic Vitality	Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	AMBAG region: 39%	40% (2040)
	Farebox recovery ratio	23.28% (FY16)	NA
	Mean commute travel time (to work or school)	26 minutes (2011-2015 ACS)	NA (Partly dependent on land use decisions)
Environmental Sustainability	Change in acres of agricultural land	N/A	N/C
	CO <sub>2</sub> emissions reduction per capita – lbs/day/capita – based on SB 375 VMT metric	15.02 (2005)	13.05 (2035) Reduction: -17.9%
Transit	Total operating cost per revenue mile	\$12.09 Bus, \$12.39 Demand Response, \$5.50 Commuter Bus, \$7.09 Demand Response - Taxi	TBD

Goal	Indicator/Measure	Current System Performance (Baseline)	Projected System Performance (Year)
Land Use	Land Use Efficiency (total developed land/population and rate of urbanization over time. Also, farmland conversion)	32,972 acres (51.519 sq mi developed for 262,340 population = 0.0001963 sq mi per person)	TBD
Access	Percent of population that can bike or walk within 30-minutes to key destinations	Bike- 73.9% Walk – 32.7%	Bike – 74.3% Walk – 33.8%

### **Section 11. Regional and Statewide Benefits of RTIP**

All projects programmed in the Santa Cruz County 2020 RTIP are consistent with the goals and objectives of the Santa Cruz County Regional Transportation Plan (RTP), the MTP/SCS, Senate Bill 1, SB375, and state plans. The RTC considered project benefits in advancing regional and state goals when selecting projects for the STIP. The projected impact of 2020 RTIP projects is summarized in Table B3 below.

### **D. Performance and Effectiveness of RTIP**

### **Section 12. Evaluation of Cost Effectiveness of RTIP**

Per the STIP Guidelines regions shall, if appropriate and to the extent necessary data and tools are available, use the performance measures in the Table below to evaluate cost-effectiveness of projects proposed in the STIP on a regional level.

**Table B2: Cost-Effectiveness Indicators and Measures**

Goal	Indicator/Measure	Current Level of Performance (Baseline)	Projected Performance Improvement
Congestion Reduction	Vehicle Miles Traveled (VMT) per capita/workday	15.3 (2005)	Decrease
	Reduce Percent of congested VMT (at or below 35 mph)	NA	Reduce
	Change in commute mode share (travel to work or school)	Drive Alone: 69.9% Carpool: 9.4% Transit: 2.9% Bike: 3.8% Walk: 3.9% Other: 2.9% Work @ home: 7.3% (2011-2015 ACS)	Reduce SOV through bike/ped projects and improved transit service with Bus on Shoulders
Infrastructure Condition	Reduce percent of distressed state highway lane-miles	NA	Reduced with new auxiliary lanes and Hwy 1/9 interchange
	Improve Pavement Condition Index (local streets and roads)	50 (2017)	Improved PCI on some local roadway
	Reduce percent of highway bridge deck area in poor condition	NA	No change (NC)
	Reduce percent of transit assets that have surpassed the FTA useful life period	62.2% Fixed Route Buses (SCMTD 2017) 72.2% Non-revenue Vehicles 31.0% Paratransit Vans (SCMTD 2015)	Replacement and refurbished buses funded in 2018 STIP
System Reliability	Reduce Highway Buffer Index (the time cushion added to the average commute travel times to ensure on-time arrival).	NA	NA
	Improve accessibility and on-time performance for rail and transit	NA	Bus on shoulders will improve transit travel times



Goal	Indicator/Measure	Current Level of Performance (Baseline)	Projected Performance Improvement
Safety	Fatalities per capita	0.0074%	Reduce
	Injuries per capita	0.44%	Reduce
Economic Vitality	Increase percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	NA	NA
	Reduce mean commute travel time (to work or school)	26 minutes (2011-2015 ACS)	Decrease with improved system reliability and facilities
	Increase farebox recovery ratio	23.28% (FY16)	Improve. Increase ridership with bus on shoulders
Environmental Sustainability	Change in acres of agricultural land	NA	NC
	CO <sub>2</sub> emissions reduction per capita	15.02 (2005)	Reduce. Shift more trips to walk, bike, and transit. Reduce idling

Per Section 19C and Appendix B of the STIP Guidelines regions may, if appropriate and to the extent necessary data and tools are available, use the benefits or performance improvements in the table below to evaluate the proposed changes to the built environment. The 2020 RTIP includes the following:

**Table B3: Evaluation – Summary of Changes and Benefits of 2020 RTIP projects Proposed for STIP Funds**

Project Type Or Mode	Changes to Built Environment	Indicator/Measure	Benefits or Performance Improvement at Project Completion
State Highway	New lane-miles	New auxiliary lanes	Safety, improved traffic flow
	New or upgrade bicycle lane/sidewalk miles	Approx. 0.5 mile in bicycle/pedestrian overcrossings and b/p facilities on Highway 9	Improve safety, access, travel choices, reduce travel time, reduce VMT
	Operational improvements	Intersection improvements	Improve LOS through 1/9 intersection
Transit or Intercity Rail	Additional transit efficiencies	Bus on shoulders operations	Improve access and reliability, improve safety, reduce travel times
Local Streets and Roads	New lane-miles	.25 miles	New turn lanes
	Lane-miles rehabilitated	2 miles	System preservation
	New or upgrade bicycle and pedestrian facilities	2 new crossings over highway	Safety and access
	Operational improvements	2 local intersections	Safety

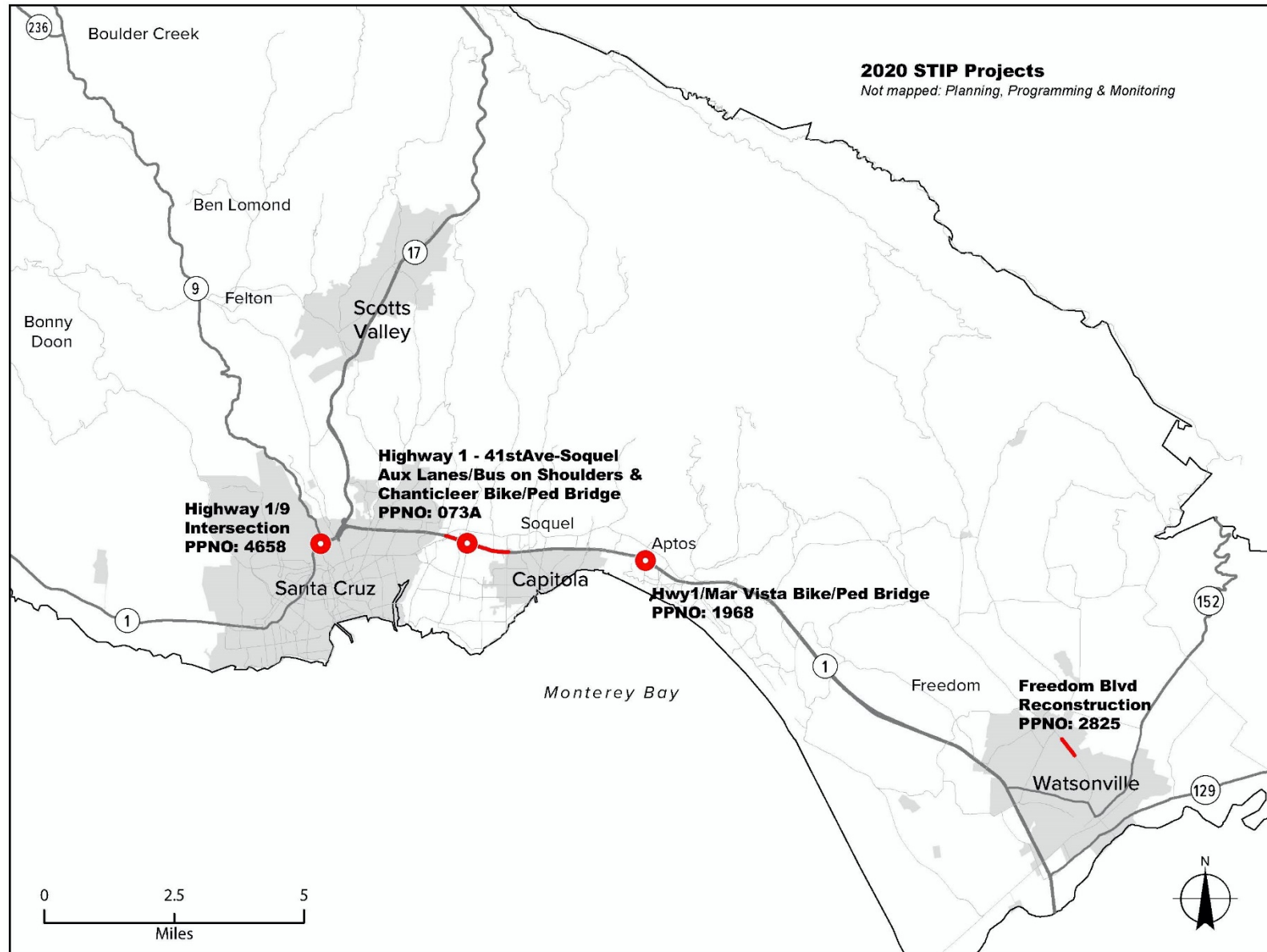
### **Section 13. Project Specific Evaluation**

No project-level analysis is required for projects proposed for STIP funds this cycle. However the following provides a summary of benefits of STIP-funded projects in Santa Cruz County.

<b>STIP PPNO</b>	<b>Project</b>	<b>Summary of Project Benefits</b>
73A	Hwy 1 41st Ave- Soquel Ave Auxiliary Lanes, Bus on Shoulders, and Chanticleer Bike/Ped Bridge	Approx. 1 lane mile of aux lanes in each direction; new bike/ped connection; interchange modifications to allow bus on shoulders to operate between Morrissey Blvd and Bay/Porter. Improve traffic flow, safety, travel times and reliability for buses and autos, pedestrian/bike access across highway. Heavily traveled - over 100,000 vehicles per day. Daily congestion extends over 5 hours per day and results in by-pass traffic on local arterials.
921	Planning, Programming & Monitoring (PPM)	Secure and maintain state and federal transportation funds for projects in Santa Cruz County. Keep projects on schedule, meet state and federal planning, programming, monitoring mandates.
1968	Highway 1 Mar Vista Bike/Ped Overcrossing	Reduce trip distance (2-3 miles), improve safety, access, and reduce VMT. Bike/ped access across highway, access to elementary school. Reduce vehicle trips, especially morning peak. Provide access to businesses, Mar Vista Elementary School, Cabrillo Community College, residential neighborhoods, State Parks and tourist destinations. Reduce traffic on State Park Dr and Soquel Dr with the vehicular trips replaced by ped & bike trips. Fill gaps in the bicycle and pedestrian network.
4658	State Routes 1/9 Intersection Improvements	Operational Improvements; bike/ped safety. Regionally significant intersection. Improve access and safety, reduce congestion and bottleneck, energy use, and emissions. Heavily traveled, provides access for UCSC, Santa Cruz west side, Harvey West Area, and Downtown.
2825	Freedom Blvd Reconstruction	System preservation (PCI 58) on major arterial (ADT 24,000), ADA upgrades, sharrows/signage to improve bike safety, crossing feature to improve pedestrian safety.

## E. Detailed Project Information

### Section 14. Overview of Projects Programmed with STIP funding – See PPRs for Additional Information



## **F. Appendices**

### **Section 15. Project Programming Request Forms (PPR)**

**All projects proposed for the 2020 STIP are carried over from the 2020 STIP.**

<b>Project Sponsor</b>	<b>STIP PPNO</b>	<b>Project</b>
SCCRTC/ Caltrans	73A	Hwy 1 41st Ave-Soquel Ave Auxiliary Lanes and Chanticleer Bike/Ped Bridge
SCCRTC	921	Planning, Programming & Monitoring (PPM)
County of Santa Cruz ( <i>Caltrans oversight</i> )	1968	Highway 1 Mar Vista Bike/Ped Overcrossing
Santa Cruz ( <i>Caltrans oversight</i> )	4658	State Routes 1/9 Intersection Improvements
Watsonville	2732	Freedom Boulevard Rehabilitation

## PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	10/04/19
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.	
05	0C732	0512000228	0073A	RTC24fSC		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SCR	1	13.4	14.96	Santa Cruz County Regional Transportation Commission		
				MPO	Element	
				AMBAG	CO	
Project Manager/Contact		Phone		E-mail Address		
Luis Duazo		(805)542-4678		<a href="mailto:luis.duazo@dot.ca.gov">luis.duazo@dot.ca.gov</a>		
<b>Project Title</b>						
Highway 1, 41st Avenue to Soquel Avenue Auxiliary Lanes, Bus on Shoulder and Chanticleer Bike/Ped Bridge						
<b>Location (Project Limits), Description ( Scope of Work)</b>						
Near the city of Santa Cruz and Capitola, from 41st Avenue to Soquel Avenue. Construct auxiliary lanes, bus-on-shoulder, and bicycle/pedestrian overcrossing near Chanticleer Avenue.						
<b>Component</b>						
PA&ED		Santa Cruz County Regional Transportation Commission				
PS&E		Santa Cruz County Regional Transportation Commission				
Right of Way		Santa Cruz County Regional Transportation Commission				
Construction		Caltrans				
<b>Legislative Districts</b>						
Assembly:	27	Senate:	11	Congressional:	17	
<b>Project Benefits</b>						
Improve traffic flow, increase safety, improve travel times and reliability and improve pedestrian/bike access across highway. Heavily traveled - over 100,000 vehicles per day. Daily congestion results in by-pass traffic on local arteries. Improves transit travel time and reliability by implementing bus-on-shoulder improvements.						
<b>Purpose and Need</b>						
Reduce congestion, improve safety. Reduce delay and collisions, improve pedestrian/bike access across highway. Project Benefits: Improve traffic flow, increase safety, improve travel times and reliability and improve pedestrian/bike access across highway. Heavily traveled - over 100,000 vehicles per day. Daily congestion results in by-pass traffic on local arteries. Outputs/Outcomes: SHRC Auxiliary Lane miles constructed- 1 mile; SHRC Pedestrian/bicycle facilities miles constructed:100 feet						
Category		Outputs/Outcomes			Unit	Total
State Highway Road Construction		Auxiliary lane mile(s) constructed			Miles	1
State Highway Road Construction		Pedestrian/Bicycle facilities mile(s) constructed			Miles	0.02
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis	Y/N
Inc. Sustainable Communities Strategy Goals		Yes			Reduces Greenhouse Gas Emissions Yes	
<b>Project Milestone</b>					Existing	Proposed
Project Study Report Approved					2007	
Begin Environmental (PA&ED) Phase					08/01/2011	08/01/11
Circulate Draft Environmental Document					11/15/2015	11/15/15
Draft Project Report					11/15/2015	11/15/15
End Environmental Phase (PA&ED Milestone)					12/31/2018	12/31/18
Begin Design (PS&E) Phase					02/01/2019	02/01/19
End Design Phase (Ready to List for Advertisement Milestone)					02/01/2021	10/01/20
Begin Right of Way Phase					02/01/2019	02/01/19
End Right of Way Phase (Right of Way Certification Milestone)					02/01/2021	10/01/20
Begin Construction Phase (Contract Award Milestone)					05/31/2021	02/01/21
End Construction Phase (Construction Contract Acceptance Milestone)					01/15/2022	12/01/22
Begin Closeout Phase					02/01/2022	12/15/22
End Closeout Phase (Closeout Report)					07/15/2023	05/15/23

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## PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 10/04/19

### Additional Information

LCO - RTC lead for environmental review, design, & ROW. RTC Project Manager: Sarah Christensen; 831-460-3204. Rachel Moriconi=programming staff.

Luis Duazo is the CTs PM ((805)542-4678; luis.duazo@dot.ca.gov). Caltrans is the lead for construction.

### ADA Notice

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**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 10/04/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
05	SCR, ,	1, ,	0C732	0512000228	0073A	
<b>Project Title:</b> Highway 1, 41st Avenue to Soquel Avenue Auxiliary Lanes, Bus on Shoulder and Chanticleer Bike/Ped Bridge						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									Santa Cruz County Regional
PS&E	2,570							2,570	Santa Cruz County Regional
R/W SUP (CT)									Santa Cruz County Regional
CON SUP (CT)			3,000					3,000	Caltrans
R/W	750							750	Santa Cruz County Regional
CON			25,000					25,000	Caltrans
TOTAL	3,320		28,000					31,320	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	3,620							3,620	
R/W SUP (CT)									
CON SUP (CT)			4,871					4,871	
R/W	750							750	
CON			27,810					27,810	
TOTAL	4,370		32,681					37,051	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Santa Cruz County Regional Trans
PS&E	2,570							2,570	\$2570 PSE voted 01/30/19
R/W SUP (CT)									\$750 RW voted 01/30/19
CON SUP (CT)									
R/W	750							750	
CON			1,921					1,921	
TOTAL	3,320		1,921					5,241	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									12/19-RTC added \$4914k (\$759K previously programmed to ROW + \$950k lapsed shares + \$3,205k of 2020 target)
PS&E	2,570							2,570	
R/W SUP (CT)									
CON SUP (CT)									
R/W	750							750	
CON			6,835					6,835	
TOTAL	3,320		6,835					10,155	

Fund No. 2:	Future Need - Future Funds (NO-FUND)								Program Code
	Existing Funding (\$1,000s)								FUTURE
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)			3,000					3,000	
R/W									
CON			11,300					11,300	
TOTAL			14,300					14,300	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									CON proposed for cycle 2 SB1 grants (SCCP/LPP-c). RTC will backfill with other funds if not grants not secured.
PS&E									
R/W SUP (CT)									
CON SUP (CT)			4,171					4,171	
R/W									
CON			15,335					15,335	
TOTAL			19,506					19,506	

Fund No. 3:	Unfunded/require Co-op amendment (HIP)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									New Highway Infrastructure Program (HIP) funds have been programmed by RTC 12/7/19 (\$1,639,608 from FFY18 & 19 shares), will be added to CTs co-op for construction.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,640					1,640	
TOTAL			1,640					1,640	

Fund No. 4:	Local Sales Tax								Program Code
Existing Funding (\$1,000s)									20.XX.400.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Santa Cruz County Regional Trans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			11,779					11,779	
TOTAL			11,779					11,779	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Updated Measure D-programming approved 6/19 and in RTC Strategic Implementation Plan (SIP). RTC to increase if other grants not secured. \$700k CON Sup=RTC staff time
PS&E	1,050							1,050	
R/W SUP (CT)									
CON SUP (CT)			700					700	
R/W									
CON			4,000					4,000	
TOTAL	1,050		4,700					5,750	

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised Mar, 1 2018 v7.08)

**Complete this page for amendments only****Date:** 10/04/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
05	SCR	1	0C732	0512000228	0073A	

**SECTION 1 - All Projects****Project Background**

Carryover from 2018 STIP. Project first programmed in 2012 STIP. 1/19 CTC approved an allocation of \$2,570k RIP PS&E and \$750k R/W FY 18/19; RTC requesting to have balance of \$759k in ROW funds previously programmed in 2018 STIP reprogrammed to CON in 2020 STIP, as well as new STIP shares/targets and \$950k of funds that lapsed in 2018 STIP.

**Programming Change Requested**

Modify description to add bus-on-shoulders and update funding information. Add \$4,914,00 STIP (\$759,000 STIP previously programmed to ROW +\$950k shares lapsed in 2019+ new county share targets) for construction. As discussed in 2018, RTC plans to seek SCCP and LPP-competitive grants to fund balance of construction, but is committed to backfill with other funds if grants not secured in 2020.

**Reason for Proposed Change**

Updated cost estimates from 95% design and updated funding plan for project.

**If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded**

No delay anticipated. Caltrans and RTC working to accelerate completion of design and initiate construction in early 2021.

**Other Significant Information**

RTC has programmed its HIP shares (\$1,639,608) for construction, but Caltrans recommends funds be shown as unfunded need until construction co-op with Caltrans is executed - thus funds are shown as unfunded need.

**SECTION 2 - For SB1 Projects Only**

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

NA

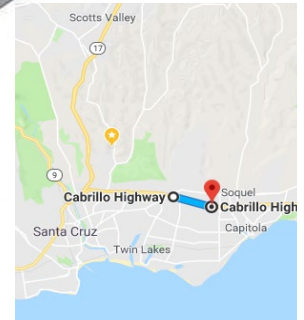
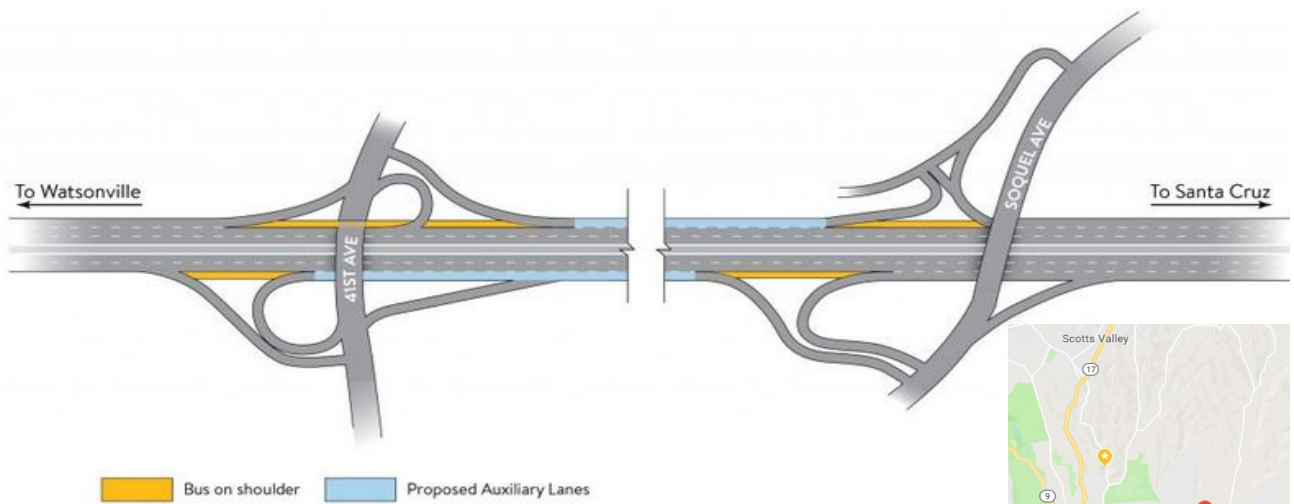
**SECTION 3 - All Projects****Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.\*

Name (Print or Type)	Signature	Title	Date
Rachel Moriconi		Sr. Transportation Planner	12/5/2019

**Attachments**

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map



**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	10/04/19
<b>District</b>	<b>EA</b>	<b>Project ID</b>	<b>PPNO</b>	<b>MPO ID</b>	<b>Alt Proj. ID / prg.</b>	
05		0518000235	0921	RTC04SC		
<b>County</b>	<b>Route/Corridor</b>	<b>PM Bk</b>	<b>PM Ahd</b>	<b>Project Sponsor/Lead Agency</b>		
SCR				Santa Cruz County Regional Transportation Commission		
				<b>MPO</b>	<b>Element</b>	
				AMBAG	LA	
<b>Project Manager/Contact</b>		<b>Phone</b>		<b>E-mail Address</b>		
Rachel Moriconi		(831)460-3200		<a href="mailto:rmoriconi@scrtc.org">rmoriconi@scrtc.org</a>		
<b>Project Title</b>						
Planning, Programming and Monitoring						
<b>Location (Project Limits), Description ( Scope of Work)</b>						
Planning, Programming and Monitoring.						
<b>Component</b>						
<b>Implementing Agency</b>						
<b>PA&amp;ED</b>						
<b>PS&amp;E</b>						
<b>Right of Way</b>						
<b>Construction</b>						
Santa Cruz County Regional Transportation Commission						
<b>Legislative Districts</b>						
<b>Assembly:</b>	27,28	<b>Senate:</b>	11,15	<b>Congressional:</b>	14,17	
<b>Project Benefits</b>						
Program state and federal funds. Regional Transportation Plan and other planning efforts. Coordination with Caltrans and projects sponsors. Keep projects on schedule, ensure that state and federal requirements are met for projects, improve efficiencies, monitor projects, implement SB1, AB32, SB375, etc.						
<b>Purpose and Need</b>						
Work associated with planning regional projects, programming transportation funds, and monitoring the implementation of programmed projects. Keep projects on schedule, address state and federal mandates.						
<b>Category</b>		<b>Outputs/Outcomes</b>			<b>Unit</b>	<b>Total</b>
ADA Improvements N		Bike/Ped Improvements N			Reversible Lane analysis	N
Inc. Sustainable Communities Strategy Goals		N			Reduces Greenhouse Gas Emissions N	
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>
Project Study Report Approved					na	
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document						
<b>Document Type</b>						
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						
Begin Design (PS&E) Phase						
End Design Phase (Ready to List for Advertisement Milestone)						
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)						
Begin Construction Phase (Contract Award Milestone)						Ongoing
End Construction Phase (Construction Contract Acceptance Milestone)						Ongoing
Begin Closeout Phase						
End Closeout Phase (Closeout Report)						

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**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 10/04/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
05	SCR, ,	, ,		0518000235	0921	
<b>Project Title:</b> Planning, Programming and Monitoring						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									Santa Cruz County Regional
R/W									
CON	3,054	137	136	136				3,463	Santa Cruz County Regional
TOTAL	3,054	137	136	136				3,463	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	3,054	137	136	136	53	116		3,632	
TOTAL	3,054	137	136	136	53	116		3,632	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
	Existing Funding (\$1,000s)								20.30.600.670
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Santa Cruz County Regional Trans
PS&E									\$76 CON voted 07/16/98
R/W SUP (CT)									\$76 CON voted 11/09/99
CON SUP (CT)									\$76 CON voted 06/15/00
R/W									\$76 CON voted 05/05/01
CON	3,054	137	136	136				3,463	\$76 CON voted 06/28/02
									\$76 CON voted 02/26/04
TOTAL	3,054	137	136	136				3,463	\$76 CON voted 03/03/05
Proposed Funding (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									Add \$169k in 2020 STIP
PS&E									(\$116K=FY24/25 limit;
R/W SUP (CT)									\$462k=FY20/21-23/24 limit)
CON SUP (CT)									
R/W									
CON	3,054	137	136	136	53	116		3,632	
TOTAL	3,054	137	136	136	53	116		3,632	



**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised Mar, 1 2018 v7.08)

**Complete this page for amendments only**

Date: 10/04/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
05	SCR			0518000235	0921	

**SECTION 1 - All Projects****Project Background**

Ongoing planning, programming, and monitoring (PPM) activities.

**Programming Change Requested**

Add \$169k over last 2 years of 2020 STIP, consistent with county share period limits.

**Reason for Proposed Change**

Continued activities to meet state and fed requirements.

**If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded**

NA

**Other Significant Information****SECTION 2 - For SB1 Projects Only**

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

**SECTION 3 - All Projects****Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.\*

Name (Print or Type)	Signature	Title	Date
Rachel Moriconi		Sr. Transportation Planner	12/5/2019

**Attachments**

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

## PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	10/04/19
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.	
05	0C731	0517000011	1968	RTC30SC		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SCR	1	10.9	10.9	Update= County of Santa Cruz		
				MPO	Element	
				AMBAG	CO	
Project Manager/Contact		Phone		E-mail Address		
Matt Machado		831-454-2368		<a href="mailto:matt.machado@santacruzcounty.us">matt.machado@santacruzcounty.us</a>		
<b>Project Title</b>						
Mar Vista Bike/Pedestrian Overcrossing						
<b>Location (Project Limits), Description ( Scope of Work)</b>						
In Aptos, Mar Vista Drive at SR1. Construct a new bicycle and pedestrian accessible structure over Highway 1 and McGregor Drive (frontage road) and connecting bicycle and pedestrian facilities on Mar Vista Drive						
<b>Component</b>						
PA&ED		County of Santa Cruz				
PS&E		County of Santa Cruz				
Right of Way		County of Santa Cruz				
Construction		County of Santa Cruz				
<b>Legislative Districts</b>						
Assembly:	29	Senate:	17	Congressional:	20	
<b>Project Benefits</b>						
Bike/ped access across highway, access to elementary school, community college, and between Seacliff Village and Aptos. Reduce vehicle trips, especially morning peak at State Park Drive/Hwy 1 interchange.						
<b>Purpose and Need</b>						
Link to Mar Vista Elementary School, Cabrillo College and the residential neighborhoods. Traffic on State Park Drive and Soquel Drive would be reduced, with the vehicular trips replaced by pedestrian/ bicycle trips. Furthermore, this connection would provide access to the beach area for residents located north of Highway 1, and provide an alternative mode of travel for those residents on the south of Highway 1 accessing the retail areas on Soquel Drive north of Highway 1. Currently the same trip is 2-3 miles in distance on the arterial						
<b>Category</b>		<b>Outputs/Outcomes</b>			<b>Unit</b>	<b>Total</b>
Local streets and roads		Bicycle lane mile(s)			Miles	1
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis	No
Inc. Sustainable Communities Strategy Goals		Yes			Reduces Greenhouse Gas Emissions	Yes
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>
Project Study Report Approved					2007	
Begin Environmental (PA&ED) Phase					02/14/2017	
Circulate Draft Environmental Document					02/28/2019	12/30/20
Draft Project Report					02/28/2019	12/30/20
End Environmental Phase (PA&ED Milestone)					08/28/2019	06/30/21
Begin Design (PS&E) Phase					07/24/2019	05/30/21
End Design Phase (Ready to List for Advertisement Milestone)					02/23/2021	05/30/22
Begin Right of Way Phase					07/24/2019	05/30/21
End Right of Way Phase (Right of Way Certification Milestone)					02/23/2021	05/30/22
Begin Construction Phase (Contract Award Milestone)					04/15/2021	07/31/22
End Construction Phase (Construction Contract Acceptance Milestone)					11/30/2021	12/30/22
Begin Closeout Phase					12/30/2021	01/30/23
End Closeout Phase (Closeout Report)					06/28/2022	07/30/23

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## PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 10/04/19

### Additional Information

RTC liaison is Sarah Christensen -831-460-3204. Caltrans Project Manager is Luis Duazo 805-542-4678. Project is the result of extensive public outreach.

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**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 10/04/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
05	SCR, ,	1, ,	0C731	0517000011	1968	
<b>Project Title:</b> Mar Vista Bike/Pedestrian Overcrossing						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	752							752	County of Santa Cruz
PS&E		750						750	County of Santa Cruz
R/W SUP (CT)									County of Santa Cruz
CON SUP (CT)									County of Santa Cruz
R/W		1,100						1,100	County of Santa Cruz
CON		2,000	4,929					6,929	County of Santa Cruz
TOTAL	752	3,850	4,929					9,531	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	1,101							1,101	
PS&E			750					750	
R/W SUP (CT)									
CON SUP (CT)									
R/W			1,100					1,100	
CON				4,929				4,929	
TOTAL	1,101		1,850	4,929				7,880	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
	Existing Funding (\$1,000s)								20.30.600.620
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Santa Cruz County Regional Trans
PS&E		750						750	
R/W SUP (CT)									
CON SUP (CT)									
R/W		1,100						1,100	
CON			4,929					4,929	
TOTAL		1,850	4,929					6,779	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Funds shifted to match current schedule.
PS&E			750					750	
R/W SUP (CT)									
CON SUP (CT)									
R/W			1,100					1,100	
CON				4,929				4,929	
TOTAL			1,850	4,929				6,779	

Fund No. 2:	RSTPX - STP State Exchange (STPL-exchange)								Program Code
	Existing Funding (\$1,000s)								20.30.010.810
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	752							752	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	752							752	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	752							752	These are STATE-only funds (state exchange). RTC amended RTIP 9/5/19 to update lead. \$527k to County of Santa Cruz; balance to RTC for PA/ED and oversight.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	752							752	

Fund No. 3:	Local Funds - Measure D - 2016 Transportation Improvement Plan (MEASURD)								Program Code
Existing Funding (\$1,000s)									20.XX.400.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		2,000						2,000	
TOTAL		2,000						2,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	349							349	RTC amended Measure D 5-year plan 6/5/19 to reflect current funding plan. \$300k for RTC work on project. Extra to be considered in future if other grants not secured.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	349							349	

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised Mar, 1 2018 v7.08)

**Complete this page for amendments only**

Date: 10/04/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
05	SCR	1	0C731	0517000011	1968	

**SECTION 1 - All Projects****Project Background**

Project first programmed in 2006 STIP (5/07). FHWA required project to be put on hold until completion of program-level Tier 1 - Highway 1 Corridor environmental document certified. Tier 1 Hwy 1 environmental analysis finalized Jan. 2018 and RTC initiated work on environmental document.

**Programming Change Requested**

Change lead agency to County of Santa Cruz (previously RTC); shift STIP funds out one year; update non-STIP funding information. Lead agency and RTC-discretionary fund updates approved by SCCRTC 6/19 and 9/19. Shifting funds to match updated scheduled approved by RTC on 12/5/19.

**Reason for Proposed Change**

Given bridge footings, ramps and bicycle and walking approaches to bridge are on county roads, and Catrans's desire for the County to be responsible for maintenance, the County of Santa Cruz has agreed to serve as lead agency for implementation of project, with RTC support.

**If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded**

1)FHWA requirement to delay environmental review until completion of Tier 1 environmental document, then decision to change lead agency has impacted schedule. 2) Costs to be updated when design at 15% 3) County will seek grants, Measure D: Highway and other funds to cover balance of cost increases.

**Other Significant Information****SECTION 2 - For SB1 Projects Only**

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

**SECTION 3 - All Projects****Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.\*

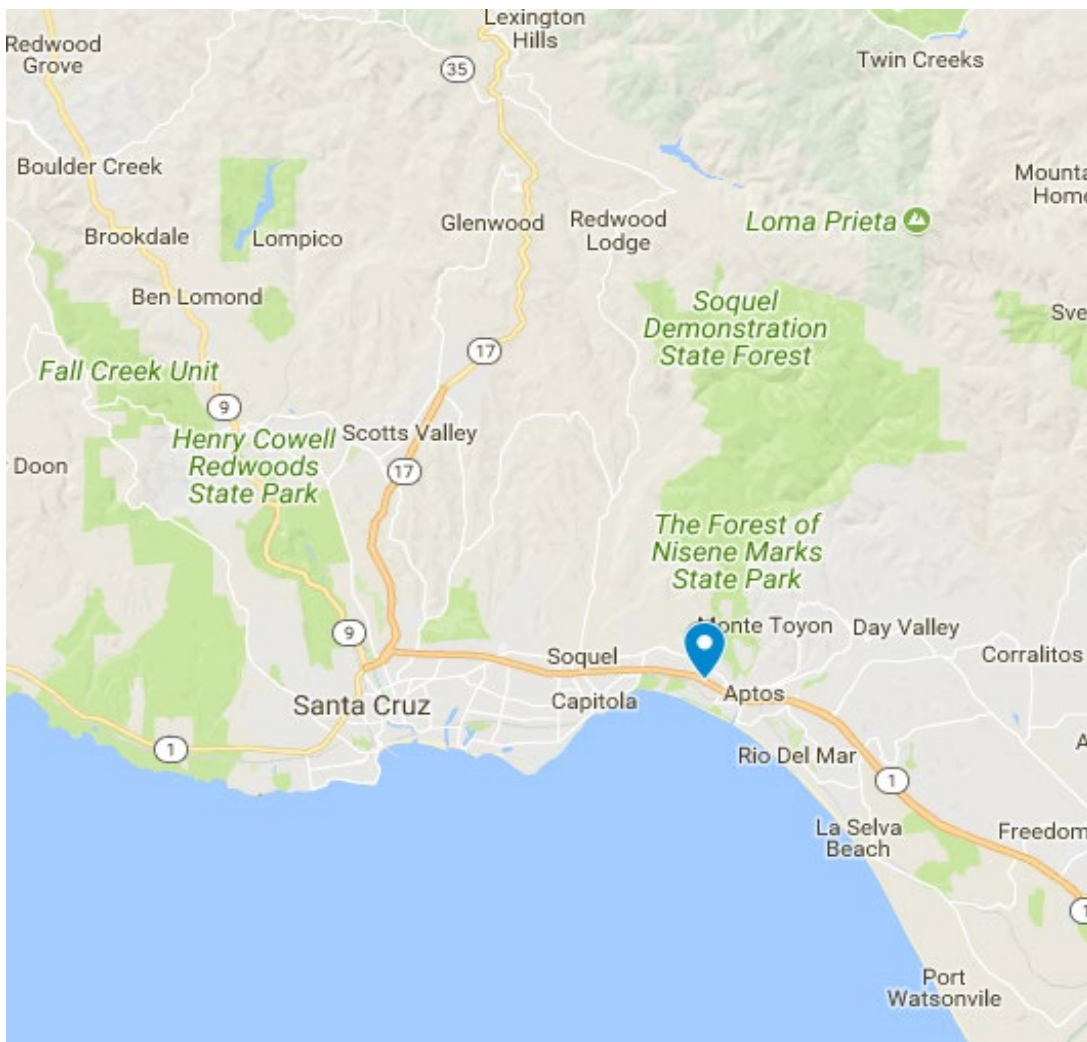
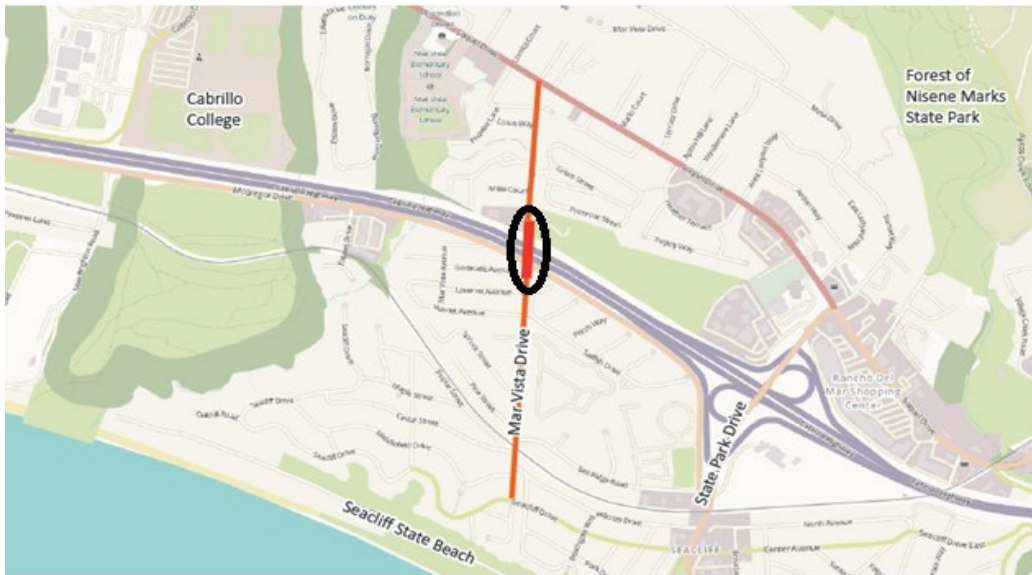
Name (Print or Type)	Signature	Title	Date
Matt Machado		Public Works Director	11/21/2019

**Attachments**

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map



## Project: Mar Vista Bicycle and Pedestrian Overcrossing



## PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	10/04/19
District	EA	Project ID	PPNO	MPO ID	Alt Proj. ID / prg.	
05	46580	0500020105	4658	SC025SC		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SCR	1	17.5	17.7	Santa Cruz, City of		
SCR	9	0	0.2	MPO	Element	
				AMBAG	CO	
Project Manager/Contact		Phone		E-mail Address		
Luis Duazo		(805)542-4678		<a href="mailto:luis.duazo@dot.ca.gov">luis.duazo@dot.ca.gov</a>		
<b>Project Title</b>						
Route 1/9 Intersection Improvements						
<b>Location (Project Limits), Description ( Scope of Work)</b>						
In the city of Santa Cruz, at the junction of Route 1 and Route 9. Construct turn lanes and bike lanes.						
<b>Component</b>						
PA&ED		Santa Cruz, City of				
PS&E		Santa Cruz, City of				
Right of Way		Santa Cruz, City of				
Construction		Santa Cruz, City of				
<b>Legislative Districts</b>						
Assembly:	27	Senate:	11	Congressional:	17	
<b>Project Benefits</b>						
Regionally significant intersection. Improve access and safety, reduce congestion and bottleneck, energy use and emissions. Heavily traveled, provides access for the university, Santa Cruz west side, Harvey West Area Downtown. □						
<b>Purpose and Need</b>						
Intersection is a significant bottleneck to accessing UC Santa Cruz, industrial areas, and downtown. Access currently deficient for all users and there have been several collisions - auto, bike, and pedestrian. Intersection improvements are the only financially feasible and reasonable solution available. Outputs/Outcomes See below						
Project Benefits: Regionally significant intersection. Improve access and safety, reduce congestion and bottleneck, energy use and						
Category		Outputs/Outcomes			Unit	Total
State Highway Road Construction		Operational improvement(s)			Each	1
State Highway Road Construction		Pedestrian/Bicycle facilities mile(s) constructed			Miles	0
State Highway Road Construction		Intersections modified			each	1
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis	No
Inc. Sustainable Communities Strategy Goals		Yes			Reduces Greenhouse Gas Emissions Yes	
<b>Project Milestone</b>					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase					06/01/2006	
Circulate Draft Environmental Document					06/01/2014	
Draft Project Report					06/01/2014	
End Environmental Phase (PA&ED Milestone)					07/01/2015	
Begin Design (PS&E) Phase					07/01/2015	
End Design Phase (Ready to List for Advertisement Milestone)					12/01/2018	06/01/20
Begin Right of Way Phase					07/01/2015	
End Right of Way Phase (Right of Way Certification Milestone)					12/01/2018	03/01/20
Begin Construction Phase (Contract Award Milestone)					04/01/2019	09/01/20
End Construction Phase (Construction Contract Acceptance Milestone)					06/01/2020	09/01/21
Begin Closeout Phase					08/01/2020	12/01/21
End Closeout Phase (Closeout Report)					12/01/2020	04/01/22

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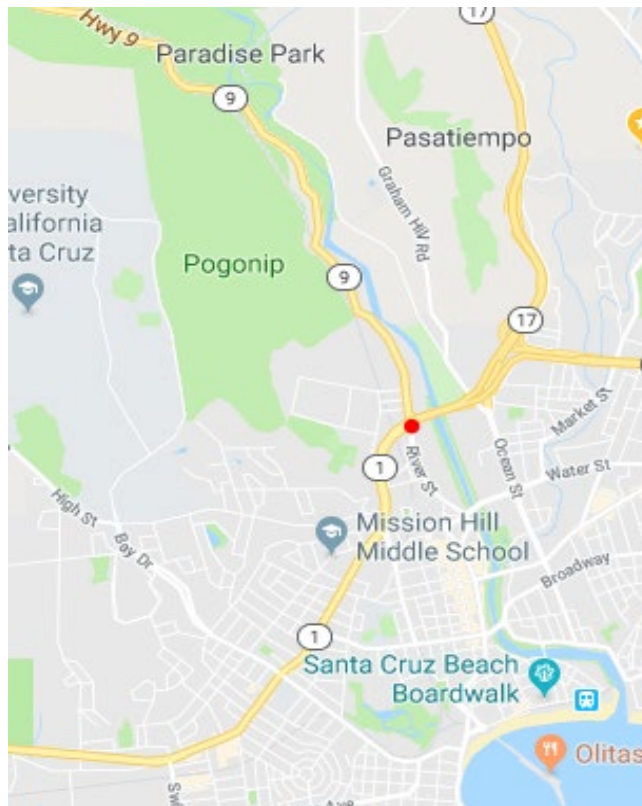
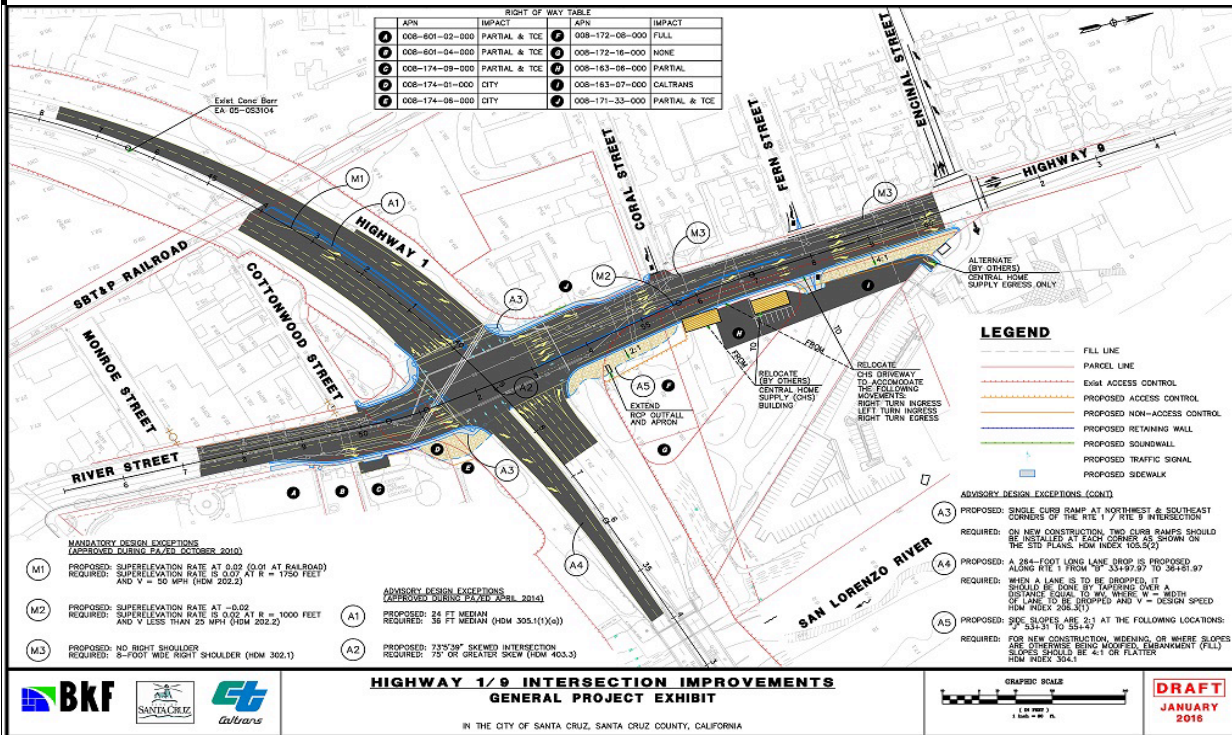
**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised July 2017)

Date: 12/15/17

**Additional Information**

Local project lead is City of Santa Cruz DPW - Chris Schneider 831-420-5422;  
 cschneider@cityofsantacruz.com

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**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 10/04/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
05	SCR, SCR,	1, 9,	46580	0500020105	4658	
<b>Project Title:</b> Route 1/9 Intersection Improvements						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	600							600	Santa Cruz, City of
PS&E	850							850	Santa Cruz, City of
R/W SUP (CT)									Santa Cruz, City of
CON SUP (CT)									Santa Cruz, City of
R/W	2,700							2,700	Santa Cruz, City of
CON	5,508							5,508	Santa Cruz, City of
TOTAL	9,658							9,658	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	600							600	
PS&E	850							850	
R/W SUP (CT)									
CON SUP (CT)									
R/W	2,700							2,700	
CON	2,853	4,843						7,696	
TOTAL	7,003	4,843						11,846	

<b>Fund No. 1:</b>	<b>RIP - State Cash (ST-CASH)</b>								<b>Program Code</b>
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Santa Cruz County Regional Trans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	2,853							2,853	
TOTAL	2,853							2,853	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	2,853							2,853	
TOTAL	2,853							2,853	

<b>Fund No. 2:</b>	<b>Local Funds - Local Transportation Funds (LTF)</b>								<b>Program Code</b>
	Existing Funding (\$1,000s)								20.10.400.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	600							600	Santa Cruz, City of
PS&E	850							850	
R/W SUP (CT)									
CON SUP (CT)									
R/W	2,700							2,700	
CON	2,655							2,655	
TOTAL	6,805							6,805	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	600							600	
PS&E	850							850	
R/W SUP (CT)									
CON SUP (CT)									
R/W	2,700							2,700	
CON		2,655						2,655	
TOTAL	4,150	2,655						6,805	

Fund No. 3:	RSTPX								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									NEW RSTPX approved by RTC 12/5/19
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		2,188						2,188	
TOTAL		2,188						2,188	

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised Mar, 1 2018 v7.08)

**Complete this page for amendments only**

Date: 10/04/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
05	SCR SCR	1 9	46580	0500020105	4658	

**SECTION 1 - All Projects****Project Background**

First programmed in STIP in 2012. CON allocation extension to Feb. 2021 approved by CTC for FY18/19 funds. Previously delayed due to ongoing ROW negotiations.

**Programming Change Requested**

Add \$2,188,000 in RSTPX funds. While typically not allowed, please also consider moving previously programmed CON STIP funds to FY20/21 to match other funds and current schedule (CTC previously approved allocation extension to Feb. 21).

**Reason for Proposed Change**

Updated construction cost estimates.

**If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded**

Cost increase not due to delay, but will be covered by regional RSTPX funds.

**Other Significant Information**

The city is on track to meet approved CTC allocation extension deadline.

**SECTION 2 - For SB1 Projects Only**

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

**SECTION 3 - All Projects****Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.\*

Name (Print or Type)	Signature	Title	Date
Christophe J Schneider	Electronic	Assistant Director/City Engineer	10/15/2019

**Attachments**

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

## PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	10/04/19
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID / prg.
05				2825		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
SCR				Watsonville, City of		
				MPO	Element	
				AMBAG	LA	
Project Manager/Contact		Phone		E-mail Address		
Murray Fontes		(831)768-3117		<a href="mailto:murray.fontes@cityofwatsonville.org">murray.fontes@cityofwatsonville.org</a>		
<b>Project Title</b>						
Freedom Blvd Reconstruction from Alta Vista Ave to Davis Ave						
<b>Location (Project Limits), Description ( Scope of Work)</b>						
Project limits are Freedom Blvd from Alta Vista Ave to Davis Ave. Scope of work is remove and replace non-ADA compliant driveways and curb ramps, install high visibility crosswalks, provide sharrows and bicycle signage, upgrade existing bus stop shelter, install new traffic signal at Sydney Ave with pedestrian signal heads, pedestrian actuated traffic signals, audible countdown, pedestrian-level lighting and illumination at crosswalks and reconstruct roadway.						
<b>Component</b>		<b>Implementing Agency</b>				
PA&ED		Watsonville, City of				
PS&E		Watsonville, City of				
Right of Way		Watsonville, City of				
Construction		Watsonville, City of				
<b>Legislative Districts</b>						
Assembly:	29,30	Senate:	17	Congressional:	20	
<b>Project Benefits</b>						
System preservation and fills gaps in bicycle and sidewalk network. Watsonville is a disadvantaged community. Freedom Blvd is a primary arterial corridor with an ADT of 24,000. Reconstruction of the roadway will extend the service life of the pavement <input type="checkbox"/> and benefit automobiles, bicycles and transit. Replacement of non-compliant curb ramps and addition of pedestrian facilities will enhance pedestrian safety. Replacement of an older bus shelter will provide benefit the transit system. Addition of sharrows and						
<b>Purpose and Need</b>						
Purpose and Need: <input type="checkbox"/>						
Improves multimodal modes of transportation by upgrading pedestrian and transit facilities, providing improved pedestrian crossing <input type="checkbox"/> facilities at new signal location and providing sharrow bicycle markings and bicycle signage where none currently. <input type="checkbox"/>						
<b>Category</b>		<b>Outputs/Outcomes</b>			<b>Unit</b>	<b>Total</b>
Local streets and roads		Local road operational improvement(s)			Each	1
Local streets and roads		Pedestrian/Bicycle facilities miles constructed			Each	5
Local streets and roads		Local road lane-mile(s) rehabilitated			Miles	0.4
Local streets and roads		Intersections modified			Each	1
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis	No
Inc. Sustainable Communities Strategy Goals		Yes			Reduces Greenhouse Gas Emissions	Yes
<b>Project Milestone</b>					<b>Existing</b>	<b>Proposed</b>
Project Study Report Approved					10/23/17	
Begin Environmental (PA&ED) Phase					07/01/2020	07/01/20
Circulate Draft Environmental Document					02/01/2021	02/01/21
Draft Project Report						
End Environmental Phase (PA&ED Milestone)					08/01/2021	08/01/21
Begin Design (PS&E) Phase					07/01/2020	07/01/20
End Design Phase (Ready to List for Advertisement Milestone)					08/01/2021	08/01/21
Begin Right of Way Phase					05/01/2021	05/01/21
End Right of Way Phase (Right of Way Certification Milestone)					08/01/2021	08/01/21
Begin Construction Phase (Contract Award Milestone)					12/01/2021	11/01/21
End Construction Phase (Construction Contract Acceptance Milestone)					10/01/2022	10/01/22
Begin Closeout Phase					10/01/2022	10/01/22
End Closeout Phase (Closeout Report)					04/01/2023	04/01/23

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## PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 10/04/19

### Additional Information

PROJECT BENEFITS (continued) - Reconstruction of the roadway will extend the service life of the pavement and benefit automobiles, bicycles and transit. Replacement of non-compliant curb ramps and addition of pedestrian facilities will enhance pedestrian safety. Replacement of an older bus shelter will provide benefit the transit system. Addition of sharrows and signage will improve the safety of bicyclists. Installation of a traffic signal at the intersection of Freedom Blvd and Sydney Avenue will improve safety for all modes of transportation. SUSTAINABLE COMMUNITY STRATEGY GOALS include: #1 - "Improve people's access to jobs, schools, health care and other regular needs in ways that improve health, reduce pollution and retain money in the local economy" by improving transit, bicycle and pedestrian facilities; #2 - "Reduce transportation related fatalities and injuries for all transportation modes" by installing traffic signal at intersection with Sydney Ave.

Project scaled from PSR-E to match funding amount approved by RTC.

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## Map



**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 10/04/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
05	SCR, ,	, ,			2825	
<b>Project Title:</b> Freedom Blvd Reconstruction from Alta Vista Ave to Davis Ave						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)		25						25	Watsonville, City of
PS&E		100						100	Watsonville, City of
R/W SUP (CT)									Watsonville, City of
CON SUP (CT)									Watsonville, City of
R/W									Watsonville, City of
CON			2,050					2,050	Watsonville, City of
TOTAL		125	2,050					2,175	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)		25						25	
PS&E		100						100	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			2,050					2,050	
TOTAL		125	2,050					2,175	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.30.600.620
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Santa Cruz County Regional Trans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,550					1,550	
TOTAL			1,550					1,550	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,550					1,550	
TOTAL			1,550					1,550	

Fund No. 2:	Local Funds - Local Transportation Funds (LTF)								Program Code
Existing Funding (\$1,000s)									20.XX.400.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)		25						25	Watsonville, City of
PS&E		100						100	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			500					500	
TOTAL		125	500					625	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		25						25	
PS&E		100						100	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			500					500	
TOTAL		125	500					625	

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (Revised Mar, 1 2018 v7.08)

**Complete this page for amendments only**

Date: 10/04/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
05	SCR				2825	

**SECTION 1 - All Projects****Project Background****Programming Change Requested**

No changes

**Reason for Proposed Change**

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

**Other Significant Information****SECTION 2 - For SB1 Projects Only**

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

**SECTION 3 - All Projects****Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.\*

Name (Print or Type)	Signature	Title	Date
Murray Fontes	electronic	Principal Engineer	11/12/2019

**Attachments**

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

## **Section 16. Board Resolution – Approving the 2020 RTIP**

### **RESOLUTION NO. 81-19**

Adopted by the Santa Cruz County Regional Transportation Commission  
on the date of December 5, 2019  
on the motion of Commissioner Alternate Schifffrin  
duly seconded by Commissioner Bertrand

A RESOLUTION ADOPTING THE 2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM  
FOR  
SANTA CRUZ COUNTY TO PROGRAM REGIONAL SHARES OF  
STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP),  
REGIONAL SURFACE TRANSPORTATION PROGRAM EXCHANGE (RSTPX), SENATE BILL 1 LOCAL  
PARTNERSHIP PROGRAM (LPP) AND HIGHWAY INFRASTRUCTURE PROGRAM (HIP) FUNDS  
AND AMEND PROJECT LISTINGS FOR PREVIOUSLY PROGRAMMED PROJECTS

WHEREAS, the Santa Cruz County Regional Transportation Commission (RTC) is responsible for selecting projects to receive the region's formula shares of certain state and federal funds, including:

- Approximately \$5.1 million State Transportation Improvement Program target through FY2024/25;
- \$302,000 in FY19/20 Senate Bill 1- Local Partnership Program formula (LPP-f);
- Approximately \$1.6 million in Highway Infrastructure Program (HIP) funds; and
- Approximately \$10.6 million in Regional Surface Transportation Program Exchange (RSTPX) anticipated through FY20/21;

WHEREAS, the RTC must prepare and adopt a *Regional Transportation Improvement Program (RTIP)* for submittal to the California Transportation Commission in order for projects to be considered for the *2020 State Transportation Improvement Program (STIP)*;

WHEREAS, the RTC prepared the *2020 Regional Transportation Improvement Program* consistent with the process established by the RTC at its September 5, 2019, the *Santa Cruz County Regional Transportation Plan (RTP)*, the Association of Monterey Bay Area Governments' (AMBAG) *Metropolitan Transportation Plan/Sustainable Communities Strategies (MTP/SCS)*, state law (including SB 45), California Transportation Commission and Caltrans guidelines, and in consultation and cooperation with local project sponsors and the California Department of Transportation (Caltrans) District 5;

WHEREAS, the RTC is responsible for assuring that the regional shares of funds are programmed and expended according to California Transportation Commission and Caltrans guidelines;

WHEREAS, the projects proposed for STIP funding are not anticipated to be impacted by implementation of the federal Safer Affordable Fuel Efficient Vehicles Rule Part One – One National Program, which became effective on November 26, 2019; and

WHEREAS, the RTC has considered benefits of projects proposed for regional shares of state and federal funding and evaluated projects in consultation with the RTC's advisory committees, and in consideration of public comments;

THEREFORE, BE IT RESOLVED BY THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION:

1. Santa Cruz County's regional target of 2020 State Transportation Improvement Program funds (STIP), and anticipated formula shares of Regional Surface Transportation Program Exchange/Surface Transportation Block Grant Program (RSTPX/STBG), Highway Infrastructure Program (HIP) and Measure D funds are hereby programmed to projects, as shown in Exhibit A (Attachment 2), with STIP funding availability contingent upon concurrence and allocation by the California Transportation Commission (CTC).
2. Amendments to previously programmed projects are hereby approved to reflect the most current project funding and schedule information, as shown in Exhibit B (Attachment 3);
3. The *2020 Regional Transportation Improvement Program for Santa Cruz County* is hereby adopted to reflect programmed funds and project amendments;
4. The RTC's FY19/20 Budget is hereby amended to reflect these programming actions.
5. The California Transportation Commission and the Association of Monterey Bay Area Governments are hereby requested to incorporate projects and amendments into the *2020 State Transportation Improvement Program*, the Senate Bill 1 Local Partnership Program, the *Metropolitan Transportation Improvement Program (MTIP)*, as applicable.
6. Project sponsors are required to comply with all conditions and requirements set forth by applicable state and/or federal statutes, regulations and guidelines.
7. RTC staff is hereby authorized to work with projects sponsors to submit and execute documents required by the California Transportation Commission (CTC) and/or Caltrans, which may be necessary to obligate or otherwise secure funds programmed by the RTC.
8. Project sponsors shall obtain RTC concurrence in allocation, extension, amendment or other requests for proposed STIP funds prior to submittal of such requests to Caltrans or the CTC. Concurrences will generally be handled administratively by RTC staff, though major project scope, funding, or other changes shall be subject to RTC board action. RTC staff is authorized to shift STIP funds between approved auxiliary lane projects if required by the CTC due to funding capacity constraints.
9. As projects are designed, projects with bicycle, pedestrian, and/or transit components shall undergo review by the RTC's Bicycle Committee and/or Elderly and Disabled Transportation Advisory Committee (E&D TAC) and project sponsors shall incorporate complete streets components where feasible and/or appropriate. For local streets and roads which do not have bicycle lanes, project sponsors should consider installing sharrows and 3-feet to pass signage as part of roadway preservation and other projects.

AYES: COMMISSIONERS **Bertrand, Brown, Lind, Leopold, Coffman-Gomez, Caput,  
Schiffrin, Johnson, Mulhearn, Bottorff, Gonzalez**

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

ABSENT: COMMISSIONERS



Ed Bottorff, Chair



Guy Preston, Secretary

Exhibit A: Projects Proposed for New Funding

Exhibit B: Amendments to Previously Programmed Projects

*Distribution: CTC, Caltrans, AMBAG, Project Sponsors, RTC Programming & Fiscal*

**Exhibit A**  
**Projects Recommended for Funding**  
**2020 Regional Transportation Improvement Program (RTIP)**  
*(Approved at the 12/5/19 RTC meeting)*

**RSTPX Funds** *(List reflects requests from project sponsors consistent with funding targets and intent set by the RTC 9/5/19. Requests for an additional \$350k in competitive RSTPX funds for non-city, non-county, non-METRO projects are still under review and will be considered at a future RTC meeting.)*

RTIP #	Implementing Agency	Project Name	Staff & Committee Recommended/ RTC approved RSTPX	Description	Summary of Benefits
New-MTD 26	Santa Cruz METRO	Santa Cruz METRO ParaCruz Van Replacement	<b>\$200,000</b>	Replace three older paratransit vehicles purchased in 2011 that have driven over 202,000 miles each well over the FTA's useful life thresholds.	System preservation, increase service reliability, reduce operating and maintenance costs.
New-CAP 19	City of Capitola	Citywide Pavement Management	<b>\$505,264</b>	Resurfacing roadways. Streets initially identified include 41st Ave, Clares St, Bay Ave, Capitola Rd and residential streets including but not limited to 42nd, 47th, 48th, Diamond, and Ruby Ct.	System preservation. Focus on streets with greatest need, some with PCI as low as 13-16 (failed).
→ SC 25	City of Santa Cruz	Hwy 1/9 Intersection Modifications	<b>\$2,000,000</b>	Intersection modifications including new turn lanes, bike lanes, shoulders, lighting, sidewalks and access ramps; e.g. 2nd left-turn lane Hwy 1 SB to Hwy 9 NB, 2nd Hwy 9 NB through lane and turn lanes, through-left turn lane NB River St	Regionally significant intersection (approx 85K/day). Improve access and safety; reduce congestion and bottleneck, energy use and emissions.
SC 51	City of Santa Cruz	River Street Pavement Rehabilitation (Water to Potrero Street)	<b>\$369,832</b>	Pavement rehabilitation. Includes new access ramps and sidewalk repairs, as needed, and restriping travel lanes, bike lanes, and crosswalks.	Preserve existing infrastructure and improve accessibility for all users
New-SV 31	Scotts Valley	Pavement Management	<b>\$405,264</b>	Resurfacing roads. Streets include but not limited to: Bean Creek Rd, Tabor Dr, Janis Way, BlueBonnet Lane, Kings Village Rd	System preservation, improve bicycle lanes

RTIP #	Implementing Agency	Project Name	Staff & Committee Recommended/ RTC approved RSTPX	Description	Summary of Benefits
New-SV 32	Scotts Valley	Sidewalk Masterplan	<b>\$100,000</b>	Installation or widening of sidewalks and ramps that are missing, damaged or do not meet current ADA requirements at various locations throughout the city. May include signage for safety.	Safety, increase accessibility and encourage walking
WAT 44	Watsonville	Bicycle Safety Improvements (Green Lanes)	<b>\$179,866</b>	Improve existing bicycle facilities by installing new striping, markings, and signage and new green bike lanes on Beach St, Bridge St, Green Valley Rd, Harkins Slough/Walker St	Improve visibility and reduce crashes; increase cycling
TRL 18a	Watsonville	Watsonville Rail Trail from Watsonville Slough Trailhead to Ohlone Parkway	<b>\$600,000</b>	Construction of pedestrian and bicycle path within the rail right-of-way	Increase biking and walking; improve safety and connectivity to City trail network
New-WAT 46	Watsonville	Road Maintenance (Various Locations)	<b>\$1,129,518</b>	Place three-layer coating system on road surfaces. Locations to be identified in CIP in spring 2020	Extend service life of roads
CO 83	County of Santa Cruz	Hwy 17 to Soquel Corridor Resurfacing	<b>\$1,348,352</b>	Roadway rehabilitation of Vine Hill Rd (Hwy 17 to B40), Mt. View Rd (B40-N. Rodeo Gulch), N. Rodeo Gulch Rd (spot locations), Laurel Rd (N. Rodeo-Soquel San Jose Rd)	System preservation. PCI ranges from 10-79 on roadways.
New-CO 88	County of Santa Cruz	Pioneer-Varni Road Resurfacing	<b>\$1,044,662</b>	Pavement resurfacing Pioneer Road and Varni Road from Corralitos Road to Green Valley Road	System preservation. Pioneer Road PCI=18-23; Varni Road PCI=19
CO 64c	County of Santa Cruz	Aptos Creek Road Traffic Signal, Soquel Drive Sidewalks and Bike Lanes	<b>\$400,000</b>	New traffic signal at Soquel Dr/Aptos Creek Rd, new railroad crossing over Aptos Creek Rd, sidewalk and bike lanes on Soquel Dr.	Fill gaps in sidewalk network, improve bicycle facilities, improve access in village and to parks.
TRL 5b	CFL/SCCRTC/County	Davenport Highway 1 Crosswalk	<b>\$125,000</b>	Part of MBSST-Segment 5, phase 2. Crosswalk at Highway 1/Ocean St.	Pedestrian access and safety. \$125k Measure D trail also recommended.



RTIP #	Implementing Agency	Project Name	Staff & Committee Recommended/ RTC approved RSTPX	Description	Summary of Benefits
CO 87	County of Santa Cruz	Empire Grade Resurfacing	<b>\$356,554</b>	Asphalt Digouts, Surface Sealing, and restriping of Empire Grade Rd from PM 9.37 to PM 10.67	System preservation. PCI currently 49-66
CO 84	County of Santa Cruz	Hwy 152/Holohan - College Intersection	<b>\$385,243</b>	Add left turn lane from Holohan to eastbound Hwy 152, extend existing lanes on Holohan Rd approach, add merge lane to Hwy 152 WB and pedestrian and bicycle improvements.	Safety, system performance and operational improvements, accessibility and mobility
CO 85	County of Santa Cruz	Scotts Valley Area Routes Resurfacing	<b>\$355,060</b>	Asphalt Digout, Surface Seal, and restriping of portions of Mt Hermon Rd, Lockewood Lane, Graham Hill Rd	System preservation. Mt Hermon Road PCI=41-62; Lockewood Lane PCI=24; Graham Hill Road PCI=38
CO 86	County of Santa Cruz	Zayante Corridor Resurfacing	<b>\$800,670</b>	Asphalt Digout, Chip Seal, and restriping of a portion of East Zayante and Upper East Zayante Roads	System preservation. Zayante Road PCI=0-62; Upper East Zayante Road PCI=31-45
<b>Total RSTPX</b>			<b>\$ 10,305,285</b>		

## New Regional Funds for Regional Projects

## Approved New Funds

RTIP #	Implementing Agency	Project Name	STIP**	HIP	Measure D	Description	Summary of Benefits
→ RTC 24f	SCCRTC/Caltrans	Hwy 1 41st Ave to Soquel Ave Auxiliary Lanes & Bus on Shoulders & Chanticleer Bike/Ped Bridge: Construction	\$4,914,000	\$1,639,608		Auxiliary lanes, modify shoulders for bus operations, and construct a bicycle/pedestrian overcrossing of Hwy 1 at Chanticleer Ave. <i>Includes \$759k STIP reprogrammed from ROW.</i>	Improve traffic flow and reduce delay for autos and buses, improve safety and improve bike/ped safety and access over highway.
→ RTC 04	SCCRTC	Planning, programming, and monitoring (PPM)	\$169,000			State and federally mandated planning (e.g. RTP), programming (TIP), assist project sponsors, monitor implementation and use of funds	Activities required to secure and maintain state and federal transportation funds for projects in Santa Cruz County.
TRL 5b	County/SCCRTC/CFL	MBSST North Coast - Davenport Crosswalk			\$125,000	Add \$125,000 Measure D-Trail funds for pedestrian crossing on Highway 1 in Davenport. \$125k county RSTPX also programmed.	Improve safety and access between coast and town

\*Table reflects NEW funds, they are in addition to funds the RTC previously programmed/approved.

**\*\*If CTC is not able to program STIP funds for construction of 41st Ave-Soquel Ave Aux Lane/Bus on Shoulder in first few years of STIP, the RTC will request that the CTC program funds to other auxiliary lane projects in later years.**

RTC will consider proposals for programming LPP-formula funds at a future meeting.

### Acronyms:

California Transportation Commission (CTC)

Federal Highway Central Federal Lands (CFL)

Highway Infrastructure Program (HIP)

Monterey Bay Sanctuary Scenic Trail Network (MBSST)

Regional Surface Transportation Program Exchange (RSTPX)

Regional Transportation Improvement Program (RTIP)

Right-of-way (ROW)

Santa Cruz County Regional Transportation Commission (SCCRTC/RTC)

State Transportation Improvement Program (STIP)

**Regional Transportation Improvement Program (RTIP)**  
**Amendments to Previously Approved Projects**  
**Proposed for the December 5, 2019 RTC meeting**

Action	Project #	Project	Proposed Amendment
Shift \$ between projects	SC 42	Soquel Ave at Frederick St. Intersection Modification	Project on hold. Shift \$188,000 previously programmed RSTPX funds to Hwy 1/9 Intersection project (SC 25).
Shift \$ between projects	SC 25	Highway 1/9 Intersection	Add \$188,000 RSTPX previously programmed to Soquel Ave/Frederick intersection project (SC 42) and add \$2M formula RSTPX funds.
Scope updates	CO 83	Highway 17 To Soquel Corridor Chip Seal Project	Add formula RSTPX funds and reduce scope to remove resurfacing Branciforte Dr and Soquel San Jose Road to fit available funding and updated cost estimates. Subject to CTC concurrence.
Schedule Update	RTC 30 county	Mar Vista Bicycle/Pedestrian Crossing	Update STIP funding year to reflect current schedule.
Scope updates	TRL 18	MBSST Segment 18	Modify location/limits of Segment 18 projects to reflect phased implementation and CTC approved scope change for ATP-funded portion. Phase 1= Ohlone Pkwy to Slough Trails (TRL 18a); Ph 2=Lee Rd-Ohlone Pkwy and Slough Trails to Walker St. (TRL 18b)

### Section 17. Detailed STIP Project Programming Summary Table

Changes from 2018 RTIP highlighted and noted in underline/strikeout.

Project Sponsor	STIP PPNO	Project	RTIP #	SOF	Total 2020 STIP (in \$000s)	Prior	20-21	21-22	22-23	23-24	24-25	E & P	PS&E	R/W	CON
SCCRTC	73A	Hwy 1 41st Ave-Soquel Ave Auxiliary Lanes, <u>Bus on Shoulders</u> , and Chanticleer Bike/Ped Bridge	RTC 24F	No	<b>6,835</b>	3,320 (alloc. 1/19)		<del>1924</del> <b>6835</b>				0	2,570	750	6,835
SCCRTC	921	Planning, Programming & Monitoring (PPM)	RTC 04	Yes	<b>578</b>	varies	137	136	136	<b>53</b>	<b>116</b>	0	0	0	578
Santa Cruz	4658	State Routes 1/9 Intersection Improvements	SC 25	Yes	<b>2,853</b>	2,853	Alloc. Ext 2/21					0	0	0	2,853
<del>SCCRTC</del> <u>County of Santa Cruz</u>	1968	RT 1 Mar Vista Bike/Ped Overcrossing	RTC 30	Yes	<b>6,779</b>		<del>1850</del>	<del>4929</del> <b>1850</b>	<b>4,929</b>			0	750	1,100	4,929
Watsonville	2825	Freedom Blvd Reconstruction (Alta Vista Ave to Davis Rd)	WAT 45	Yes	<b>1,550</b>			1,550							1,550
<b>Total STIP (FY20/21-24/25)</b>					<b>18,595</b>	<b>2,853</b>	<b>137</b>	<b>10,371</b>	<b>5,065</b>	<b>53</b>	<b>116</b>				