



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

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**AGENDA**  
**Thursday, August 20, 2020**  
**1:30 p.m.**

**Note Location this Month:**  
**TELECONFERENCE**  
**Web: <https://us02web.zoom.us/j/89337142632>**  
**Participants are encouraged to join the meeting online**  
**and use their computer microphone.**  
**Meeting ID: 893 3714 2632**  
**Passcode: 304539**  
***Alternately participants may dial-in: 669-900-9128***

This meeting is being held by teleconference in accordance with the Brown Act as currently in effect under the State Emergency Services Act, the Governor's Emergency Declaration related to COVID-19, and the [Governor's Executive Order N-29-20](#), which allow local board and committee members and the public to participate and conduct meetings by teleconference, videoconference, or both. Santa Cruz County Health Services Agency COVID resources are online at: [www.santacruzhealth.org/coronavirus](http://www.santacruzhealth.org/coronavirus)

The RTC is committed to facilitating coordination among agencies and encourages members and interested parties to join the online meeting by clicking the meeting link provided above. **Members of the public may not attend this meeting in person.** If you are unable to participate by web or phone or if you need additional assistance to participate, please contact 831-460-3200 at least 3 days in advance of the meeting. Comments and questions may be shared with the committee through teleconference audio in real time, or by prior written submission to [rmoriconi@sccrtc.org](mailto:rmoriconi@sccrtc.org).

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

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

4. Additions, deletions, or other changes to consent and regular agendas

## CONSENT AGENDA

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

5. Approve Minutes of the May 21, 2020 ITAC meeting (Page 4)
6. Receive Information Items:
  - a. Caltrans ITAC Announcements (Page 9)
  - b. Transportation Program Updates and Announcements (Page 10)
  - c. Highway 1 Updates, Staff Report (Page 12)

## REGULAR AGENDA

7. Status of transportation projects, programs, studies and planning documents
  - a. Verbal updates from ITAC members
  - b. Caltrans Project Updates and Announcements (Page 17)
8. Draft Project List for 2045 Transportation Plans (Page 22)
  - a. Staff Report: Amy Naranjo, RTC Transportation Planner
9. 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy and 2022 Regional Growth Forecast Update (Page 69)
  - a. Memorandum, Association of Monterey Bay Area Governments (AMBAG)
  - b. 2045 MTP/SCS Performance Measures
  - c. Draft Environmental Justice Definitions
10. Regional Conservation Investment Strategy (RCIS) Update (Page 75)
  - a. Staff Report, Grace Blakeslee, RTC Transportation Planner
11. Measure D Regional Projects/Programs 5-Year Plans (Page 85)
  - a. Staff Report, Rachel Moriconi, RTC Senior Transportation Planner
12. Next Meeting – The next ITAC meeting is scheduled for 1:30pm on September 17, 2020 in the SCCRTC Conference Room, 1523 Pacific Avenue, Santa Cruz, CA. ITAC meetings will be canceled if there are no action items to be brought before the committee.

Adjourn

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**HOW TO REACH US:** Santa Cruz County Regional Transportation Commission  
1523 Pacific Avenue, Santa Cruz, CA 95060; phone: (831) 460-3200 / fax (831) 460-3215  
email: [info@sccrtc.org](mailto:info@sccrtc.org) / website: [www.sccrtc.org](http://www.sccrtc.org)

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

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

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

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### **DRAFT MINUTES**

Thursday, May 21, 2020, 1:30 p.m.  
Teleconference

Due to precautions associated with COVID-19 (coronavirus), the meeting was held by teleconference, consistent with Governor Newsom's Executive Orders which allow legislative bodies to hold Brown Act meetings via teleconference.

### **ITAC MEMBERS PRESENT**

Gus Alfaro, Caltrans District 5 Planning  
Teresa Buika, University of California at Santa Cruz (UCSC)  
Piet Canin, Ecology Action  
Athena Cheung, Scotts Valley Public Works  
Murray Fontes, Watsonville Public Works and Community Development (Proxy)  
Claire Gallogly (Chair), Santa Cruz Planning  
Paul Hierling, Association of Monterey Bay Area Governments (AMBAG)  
Kailash Mozumder (Vice Chair), Capitola Public Works  
Anais Schenk, County Planning  
Chris Schneider, Santa Cruz Public Works  
Steve Wiesner, County Public Works

**RTC Staff Present:** Rachel Moriconi, Amy Naranjo

**Others Present:** Terry Corwin, Friends of Santa Cruz County Parks; Brett Garrett, Santa Cruz resident; John Olejnik, Caltrans District 5; Oxo Slayer, UCSC; Theresia Rogerson, County Health

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- 1. Call to Order:** Chair Gallogly called the meeting to order at 1:30 p.m.
- 2. Introductions:** Roll call introductions were made. All attendees participated by teleconference.
- 3. Oral Communications:** None.
- 4. Additions, deletions, or changes to consent and regular agendas:** None.

## CONSENT AGENDA

***The Committee unanimously approved a motion (Mozumder/Fontes) approving the consent agenda, with all members present voting "yes" by roll call vote.***

### **5. Approved Minutes of the March 19, 2020 ITAC meeting**

### **6. Received Information Items**

- a. Santa Cruz Branch Rail Line Railroad Worker Safety Training
- b. RTC Meeting Highlights
- c. Measure D Spring 2020 Project Updates

## REGULAR AGENDA

### **7. Status of ongoing transportation projects, programs, studies and planning documents**

ITAC members provided updates on Measure D-funded projects, RTC-funded projects, and other major projects and planning efforts.

County – Steve Wiesner reported that the County completed a Safe Routes to School Plan, which provides a roadmap for projects near 16 schools in unincorporated areas and Scotts Valley. He noted many roads will be under construction this year, including over 30 storm damage repair projects, Measure D resurfacing and paving projects funded by Regional Surface Transportation Program Exchange (RSTPX) and State Transportation Improvement Program (STIP).

Anais Schenk reported that the Planning Department continues work on General Plan, code, and ordinance updates. She suggested agencies contact AMBAG and utilize REAP and LEAP grants for planning work. The County is schedule to adopt SB743 thresholds in June.

Scotts Valley – Athena Cheung reported that construction has started on Glenwood Drive and a contract was awarded to resurface seventeen roads.

Capitola – Kailash Mozumder reported that the Brommer St. multimodal project is starting; Park Avenue sidewalk construction is finished; and one storm damage repair project is moving forward.

Watsonville – Murray Fontes reported that construction of Segment 18 of the Rail Trail is starting; the city is awarding a contract for the HSIP-funded Airport Blvd/Holm signal project; the Lincoln Street Active Transportation

Program (ATP) project is moving forward; and construction is planned for the locally-funded Ohlone/West Beach signal.

Santa Cruz – Chris Schneider reported that construction of phase 1 of Segment 7 of the Rail Trail is about 50% complete; design services for Segments 8 and 9 is going to bid; River St and Water St roadway rehabilitation projects have been completed; citywide rehabilitation and paving projects start in June; and the Ocean St/Water St intersection project is under construction.

Claire Gallogly reported that work started on a local roadway safety plan, required for future Highway Safety Improvement Program (HSIP) grants. She reported that Jump has merged with the Lime bike share program.

SCCRTC – Rachel Moriconi noted updates on RTC projects and programs included in the RTC Meeting Highlights on the consent agenda.

AMBAG – Paul Hierling reported that AMBAG is meeting with local agencies regarding the Regional Growth Forecast for housing, transportation, and jobs, with the draft scheduled to be available for public review this summer. Updates are being made to the Regional Travel Demand Model. He noted that LEAP grant proposals are due to the California Department of Housing and Community Development (HCD) on July 1, with REAP (Regional Early Action Plan) grants to be available as a pass-through from AMBAG. The draft [Highway 1 climate resiliency study](#) for the area around Elkhorn Slough was released for public review.

Caltrans – Gus Alfaro reviewed highway projects included in the packet, highlighting construction and crosswalk projects. He reported on special permits authorized for overweight trucks with medical, safety, sanitation, food, and other essential supplies and the Vulnerability Assessment for District 5, noting Caltrans will reach out to ITAC and other stakeholders for input on a forthcoming adaptation strategies document. He noted that Caltrans is working with California Highway Patrol (CHP) to reduce speeding on highways.

University of California at Santa Cruz (UCSC) – Teresa Buika reported that the RSTPX/ATP-funded bike path reconstruction project will start construction in mid-June. Urban bike riding classes are available online.

## **8. Transit Corridor Alternatives Analysis – Alternatives Screening Results and Short List of Alternatives**

Ginger Dykaar presented information on the Transit Corridor Alternatives Analysis (TCAA). She described the evaluation framework, stakeholder

outreach and screening analysis of a range of transit investment options utilizing all or part of the length of the Santa Cruz Branch Rail corridor. She reported on the short list of alternatives that the project team is recommending be considered for further analysis: Bus Rapid Transit (BRT), an autonomous road “train” on pavement with rubber tires, electric light rail, and electric commuter rail.

Brett Garrett, member of the public, requested Personal Rapid Transit (PRT) be forwarded to the next phase of analysis.

## **9. Transportation Funding Impacts due to COVID-19**

Rachel Moriconi provided an overview of state, federal, and local estimates of potential impacts of COVID-19 on transportation revenues, including preliminary Measure D and Transportation Development Act (TDA) revenue forecasts, California budget state sales tax and gas tax forecasts, and federal relief and stimulus proposals. She reported that the RTC plans to amend its budget in June to reflect updated Measure D and TDA forecasts. ITAC members reported that some of their agencies are moving forward with planned projects, while others are waiting to bid projects reliant on general fund revenues; some agencies anticipate furloughs due to revenue losses. Agencies were encouraged to get projects shelf-ready for construction as quickly as possible to help with economic recovery.

## **10. COVID Response and Recovery Strategies**

Members discussed modifications agencies were making in response to COVID-19 shelter-in-place orders. Several agencies noted changes to parking, including restricting parking in some areas, repurposing parking spaces for outdoor seating, adding signage to remind people to maintain physical space between one another, and temporary closures of offices to foot traffic. ITAC members discussed slow streets, parklets, and street closure concepts. Some public works departments noted challenges in implementing slow streets safely and effectively, especially given limited staff. Bike Santa Cruz County, Friends of County Parks, Ecology Action and County Health Services representatives requested that local jurisdictions look at changes that can be made to the transportation network to support walking and biking as part of COVID-19 response, resilience, and recovery strategies, especially in town centers.

## **11. Transportation Program Updates and Announcements**

Rachel Moriconi highlighted some upcoming state and federal grant opportunities which were listed in the agenda packet. She noted that deadlines for several programs had been extended.

## **12. Active Transportation Program (ATP) Cycle 5 Applications**

Chair Gallogly encouraged agencies to review the California Transportation Commission's (CTC) Active Transportation Program (ATP) grant updates. City of Santa Cruz, County of Santa Cruz, Watsonville, and Ecology Action staff reported they are preparing grant applications.

## **13. SB 743-Implementation Updates**

City and County members provided updates on SB 743 implementation. John Olejnik encouraged ITAC members to review and provide comments on Caltrans's [Draft Transportation Analysis Framework](#) (TAF) and [Draft Transportation Analysis under CEQA](#) (TAC). Agencies discussed mitigations for projects, modeling vehicle miles traveled (VMT) for land use and transportation projects, possibly establishing a regional mitigation bank, and VMT thresholds.

## **14. The next meeting scheduled for 1:30pm on June 18, 2020 was subsequently cancelled.**

**Adjournment:** The meeting adjourned at 3:27 pm.

*Minutes prepared by: Rachel Moriconi, RTC Planner*

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#### HELLO TAC MEMBERS,

Caltrans Transportation Planners Ingrid Mcroberts, Audrey Ogden, and Terri Persons will be joining next month's TAC meeting to provide an update to the Caltrans District 5 Active Transportation Plan (ATP). As we update the D5 ATP, please continue to share design concepts that impact the State Highway System and include location information such as route, county, postmile, types of improvements, and cost estimates. Providing this information is helpful for keeping Caltrans informed of current local planning efforts.

Lastly, I've added to this month's announcements a message from Debbie Schroth, the widow of a Caltrans employee. Her husband passed away recently from complications of COVID-19. Please take the time to hear what Mrs. Schroth has to say and share her powerful message with your community on how serious this virus is and the need for Californians to take steps to prevent its spread. Thank you!

Best, GA

#### CONTACT

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## AUGUST 20, 2020 TECHNICAL ADVISORY COMMITTEE ANNOUNCEMENTS

#### SB 743 Website Update:

The Caltrans SB 743 Implementation Team is pleased to share with all of you the recently updated SB 743 website:

<https://dot.ca.gov/programs/transportation-planning/office-of-smart-mobility-climate-change/sb-743>. Viewers will find implementation documents such as the Interim Guidance on Local Development-Intergovernmental Review (LD-IGR) Safety Analysis, VMT-Focused Transportation Impact Study Guide, and helpful webinars to better understand the guidance currently available. There is also a new SB 743 video. To see it click [here](#). More VMT resources are forthcoming from HQ. If you have specific Caltrans project questions, please contact our District SB 743 lead, John Olejnik.

#### Wrong Way Driver Pilot Program

Caltrans and the UC Davis Advanced Highway Maintenance and Construction Technology (AHMCT) Research Center released two reports highlighting ways to prevent rare but often deadly collisions involving wrong way drivers. One of the prevention measures included in the three-year pilot program—reflectors that alert drivers they are entering the roadway in the wrong direction—was so successful at deterring wrong way drivers that Caltrans has already installed the reflective markers on hundreds of miles of highways. More information can be found at:

<https://dot.ca.gov/programs/traffic-operations/wrong-way>

#### Legislative Analyst's Office new SLR report

The Legislative Analyst's Office published a new report, [What Threat Does Sea-Level Rise Pose to California?](#) This report describes available research on the multiple ways in which sea-level rise threatens the state. Its main purpose is to help the Legislature and the public deepen their knowledge on the risks posed by sea-level rise to in turn help inform response actions. This is a follow-up to their December 2019 report, [Preparing for Rising Seas: How the State Can Help Support Local Coastal Adaptation Efforts](#).

#### COVID-19- Message from Debbie Schroth

You can view the video here:

<https://m.youtube.com/watch?v=tldRhW9dL-s&feature=youtu.be>

## **Transportation Program Updates and Announcements**

- i. 2021 Metropolitan Transportation Improvement Program (MTIP)  
Association of Monterey Bay Area Governments (AMBAG) is in the process of preparing the 2021 MTIP. Projects with federal transportation funds or considered regionally significant need to be listed in the MTIP. **Inform Rachel Moriconi ([rmoriconi@scrtc.org](mailto:rmoriconi@scrtc.org)) by August 28, 2020** if you have federally-funded projects (other than HSIP and HBP) anticipated to obligate federal funds in 2021-2025 that needs to be listed in the FTIP.
- ii. Highway Bridge Program (HBP): At its August 12, 2020 meeting, the California Transportation Commission (CTC) received an update from Caltrans Local Assistance on proposed changes to the HBP. **Local agencies with HBP-eligible bridges are encouraged to review materials:**
  - Staff Report: <https://catc.ca.gov/-/media/ctc-media/documents/ctc-meetings/2020/2020-08/19-4-6-a11y.pdf>
  - Presentation: <https://catc.ca.gov/-/media/ctc-media/documents/ctc-meetings/2020/2020-08/pinks-and-presentations/tab-19-4-16-presentation.pdf>
- iii. California Transportation Commission (CTC) Programs:  
<https://catc.ca.gov/programs>
  - Active Transportation Program (ATP) **applications are due 9/15/20**, with CTC anticipated to approve projects in March 2021. Inform Rachel Moriconi at RTC if your agency will be seeking support letters from the RTC or one of its committees.
  - SB1 Local Streets and Roads Funds: 7/15/20 was the deadline to submit FY2020-21 Local Streets and Roads Road Maintenance and Rehabilitation Account (RMRA) project lists and resolutions. **FY19/20 Expenditure Reports are due 12/1/20**. While Maintenance of Effort (MOE) requirements are set in statute, CTC continues to meet with various stakeholder groups, including the League of Cities and CSAC to discuss MOE requirements.
- iv. Highway Safety Improvement Program (HSIP) Cycle 10:
  - Caltrans issued the call for projects earlier this month
  - Application **deadline extended to October 19, 2020**
  - Visit the Caltrans HSIP website for more info:  
<https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/calls-for-projects-hsip-ssarp>
  - Local Road Safety Plans – There is money available! If a public works department has not yet prepared the plan or needs more funding for their plan, submit the short application or talk to Caltrans.  
<https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/local-roadway-safety-plans>

- v. **Electric Vehicle Streamlining Law** – Agencies need to comply  
In early July 2020, the Governor’s Office of Business and Economic Development’s (GO-Biz’s) Zero Emission Vehicles (ZEV) Unit completed their efforts to map compliance to a 2015 law (Assembly Bill 1236) mandating all municipalities, including small rural jurisdictions, to streamline electric vehicle (EV) charging station permits in order to expedite the availability of EV charging stations. Thus far only 18% of all municipalities have taken action to comply. Entities are encouraged to check out RCRC’s memo on implementation: [https://www.rcrcnet.org/sites/default/files/useruploads/Documents/Barbed\\_Wire/August\\_07\\_2020/AB\\_1236\\_Memo.pdf](https://www.rcrcnet.org/sites/default/files/useruploads/Documents/Barbed_Wire/August_07_2020/AB_1236_Memo.pdf)
- vi. **Focus on Equity:** CalSTA, Caltrans, the California Transportation Commission (CTC) have been increasing their focus on address equity. A few resources Caltrans District 5 Director Gubbins recently shared include:
- “Divided Highways”, a PBS documentary with history of transportation projects and their effects on communities: <https://www.youtube.com/watch?v=PLr-8QPbiAY>
  - Segregated by Design: <https://www.segregatedbydesign.com/> video showing how public policy on housing, transportation, and other areas has affected minority and disadvantaged communities.
  - CalSTA Secretary David Kim’s statement on equity: <https://calsta.ca.gov/press-releases/2020-06-12-statement-on-racial-equity>
- vii. Caltrans District 5 is collecting **Complete Street photos** to include in the District Active Transportation Plan. Send photos of active transportation or complete street on the State Highway System or investments funded through Caltrans grants, or photos displaying any gaps or barriers in the active transportation network to: [Audrey.Ogden@dot.ca.gov](mailto:Audrey.Ogden@dot.ca.gov)
- viii. Caltrans has released its **California Freight Mobility Plan 2020**. Check out the news release: <https://dot.ca.gov/news-releases/news-release-2020-022>. The full plan is available at [California Freight Mobility Plan 2020: https://dot.ca.gov/programs/transportation-planning/freight-planning/ca-freight-advisory-committee/cfmp-2020](https://dot.ca.gov/programs/transportation-planning/freight-planning/ca-freight-advisory-committee/cfmp-2020)
- ix. **California Grants Portal:** The California State Library has launched a single website to find all state grant and loan opportunities offered on a first-come or competitive basis. Visit the Grants Portal at [www.grants.ca.gov](http://www.grants.ca.gov).
- x. **Other grants** for bike and pedestrian projects: The CTC has posted a list of additional programs that fund active transportation projects and elements, to serve as a resource for cities, counties and agencies looking to fund valuable active transportation projects in their communities. <https://catc.ca.gov/-/media/ctc-media/documents/programs/atp/2020/funding-programs-that-fund-active-transportation-a11y.pdf>

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**TO:** Interagency Technical Advisory Committee (ITAC)

**FROM:** Sarah Christensen, P.E.

**RE:** Highway 1 Corridor Investment Program Update

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## **RECOMMENDATIONS**

This item is for information only.

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## **BACKGROUND**

The RTC, in cooperation with Caltrans and the Federal Highway Administration (FHWA), prepared a combined Environmental Impact Report/Environmental Assessment (EIR/EA) for the Tier I programmatic-level long range vision for the Highway 1 corridor and the Tier II (project level) 41<sup>st</sup>/Soquel Auxiliary Lanes and Bike/Ped Overcrossing Project. The Final EIR/EA was certified in January 2019.

In 2018 the RTC advanced and implemented the final design for the Highway 1 41<sup>st</sup>/Soquel Auxiliary Lanes and Bike/Ped Overcrossing Project to achieve project readiness for funding opportunities. In 2019 RTC entered into Cooperative Agreement with Caltrans and awarded the consultant contract for the Project Approval & Environmental Document (PA&ED) phase of the Highway 1 Bay/Porter to State Park Auxiliary Lanes and Bus on Shoulder project. Earlier this year the RTC entered into a Cooperative Agreement with Caltrans and awarded a consultant contract for the PA&ED phase of the Highway 1 State Park to Freedom Blvd Auxiliary Lanes and Bus on Shoulder Project. Completion of the environmental documents will help to demonstrate project readiness for future state and federal funding applications.

In May of 2020 staff presented a package of projects included in the Watsonville-Santa Cruz Multimodal Corridor Program to the Commission, and requested Measure D matching funds be programmed for the Senate Bill 1 (SB1) Solutions to Congested Corridors Program (SCCP) and Local Partnership Program (LPP). The applications were submitted last month.

## **DISCUSSION**

Below is an update on the Highway 1 Corridor Investment Program of projects under development. The projects include auxiliary lanes to improve mainline operations on Highway 1, a Bus on Shoulder facility to improve transit travel time and reliability of METRO commuter routes, and new bicycle and pedestrian overcrossings to provide connectivity and access over Highway 1. See the Measure D 5-year Plans agenda item for fact sheets on the projects under development.

**Highway 1 41<sup>st</sup>/Soquel Auxiliary Lanes and Bus on Shoulder Project**

The final design and right of way phases are underway for the Highway 1 Auxiliary Lanes and Bus on Shoulder Project between the 41<sup>st</sup> Avenue and Soquel Avenue/Drive interchanges which includes construction of northbound and southbound auxiliary lanes, the first phase of the Bus on Shoulder facility which will total 2.75 miles between the Morrissey Boulevard interchange in Santa Cruz and Bay/Porter interchange in Capitola, and a new pedestrian and bicycle overcrossing at Chanticleer Avenue. The 100% Plans, Specifications, and Engineer's Estimate were submitted to Caltrans in July. The project is on schedule for Ready to List (RTL) in December of 2020, with Caltrans anticipated to be the implementing agency for construction.

The right of way needs for this project include partial acquisitions for the construction of the bicycle and pedestrian overcrossing at Chanticleer Avenue, which are being led by the County of Santa Cruz Real Property Division through an agreement with the RTC. As part of the development of the permit applications, the consultant team identified the need for mitigation in the form of replacement planting of trees. The RTC is working with the County of Santa Cruz Parks Division to determine an appropriate off-site mitigation location.

Measure D and State Transportation Improvement Program (STIP) funds are being used to fund the final design and right of way phases of this project. The current estimate for construction is \$36 Million (capital and support). Staff submitted the applications for Senate Bill 1 (SB1) programs to fully fund construction and construction support, including Solutions for Congested Corridors Program (SCCP) (\$15 million) and Local Partnership Program (LPP) (\$8.5 million) funds for construction of this project in Cycle 2. The matching funds for construction and construction support include STIP and federal Highway Infrastructure Program (HIP) funds.

**Highway 1 Bay-Porter/State Park Auxiliary Lanes**

The Project Approval and Environmental Document (PA&ED) phase of the Highway 1 Auxiliary Lanes Project between the Bay Avenue/Porter Street and State Park Drive interchanges is underway. This project proposes to construct northbound and southbound auxiliary lanes between the Bay Street/Porter Avenue and Park Avenue, and Park Avenue to State Park Drive interchanges on Highway 1, extend the bus on shoulder facility by 3 miles, construct drainage facilities, and construct retaining walls and soundwalls. The project also includes the replacement of the Capitola Avenue Overcrossing and a new Bicycle/Pedestrian Overcrossing (POC) at Mar Vista Drive in Aptos which was added to the project scope in May 2020. The preconstruction phases of this project are funded by Measure D, Regional Surface Transportation Program Exchange (RSTPX), and STIP.

The RTC awarded a consultant contract and entered into a Cooperative Agreement with Caltrans at the June 2019 RTC meeting, with the RTC as the implementing agency for the environmental phase of the project. Since that time, the consultant completed work on the traffic studies, geometric design of the proposed improvements, and completed environmental technical studies. Circulation of the draft environmental document is scheduled for October of 2020.

The Project Development Team (PDT), consisting of RTC, Caltrans, County of Santa Cruz, City of Capitola, and consultants are developing an on-line public outreach program scheduled in the fall of 2020. An informational meeting about the bicycle and pedestrian

overcrossing at Mar Vista Drive, and an environmental review meeting are being planned through online platforms to comply with social distancing requirements, while gaining valuable feedback from the public on the project. The PA&ED phase is scheduled to be completed in May of 2021.

Staff plans to advance the final design phase of this project concurrent with the environmental phase in order to expedite the schedule and have the project construction-ready sooner. A Cooperative Agreement for the PS&E and right of way phases with Caltrans and a consultant contract will be brought to the Commission for approval toward the end of 2020.

The total cost for the project is estimated to be approximately \$89M (capital and support). The PA&ED phase, including the consultant contract for the preliminary engineering and environmental analysis, is funded by STIP, RSTPX, and Measure D. The final design and right of way phases of this project is funded by STIP and Measure D. Staff included this project in the applications for Cycle 2 of SCCP (\$52.3 million) and LPP (\$14.9 million) submitted in July 2020. If successful, construction will be fully funded which is scheduled to begin in 2023.

### **Highway 1 State Park/Freedom Auxiliary Lanes**

The PA&ED phase of the Highway 1 Auxiliary Lanes and Bus on Shoulder Project between the State Park Drive and Freedom Boulevard interchanges is underway. The Project proposes to widen SR 1 to accommodate auxiliary lanes and the bus on shoulder facility in the northbound and southbound directions. The major improvements include widening of the Highway 1 bridge over Aptos Creek and Spreckels Drive, replacing the two railroad bridges over SR 1 with multimodal bridges that can accommodate a multiuse trail and future transit, and construction of Segment 12 of the Monterey Bay Sanctuary Scenic Trail Segment 12 from State Park Drive to Rio Del Mar Boulevard.

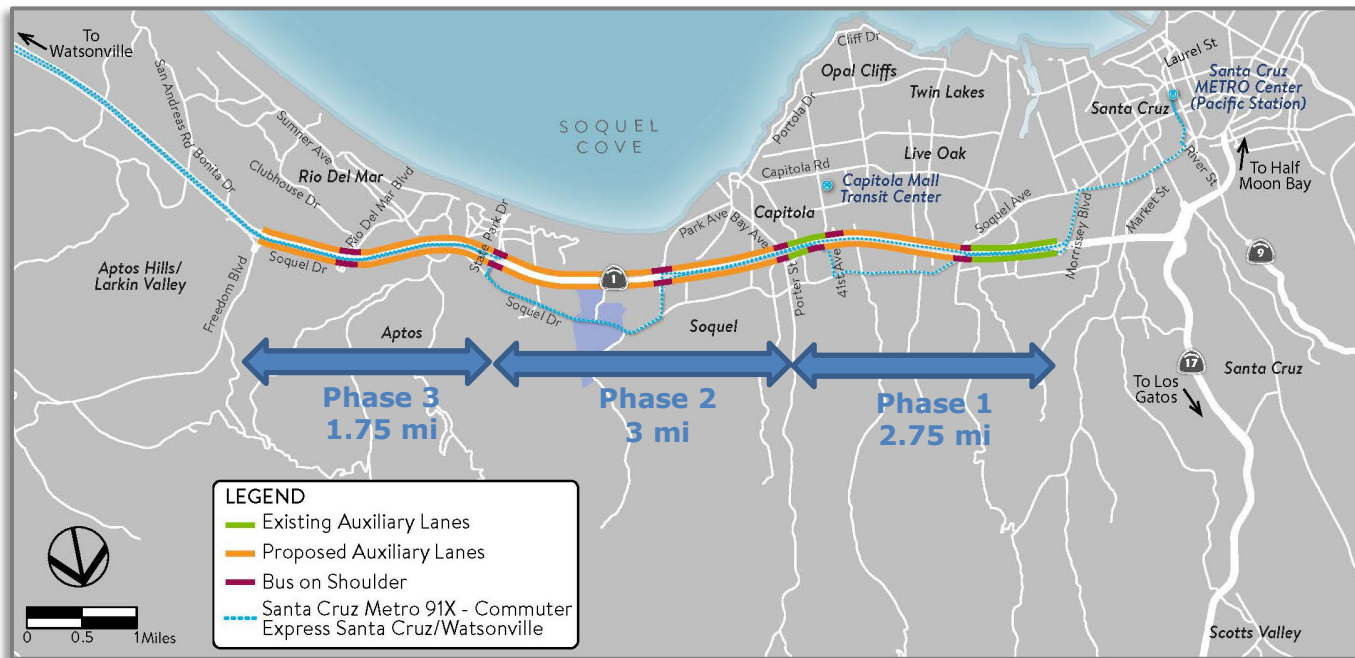
Currently the team is developing the mapping to be used for the preliminary geometry of the proposed improvements, environmental technical studies and biological surveys. Notice of Preparation (NOP) is scheduled for fall of 2020, with a scoping meeting planned through online platforms to comply with social distancing requirements. The PA&ED phase of this segment is scheduled to be completed in 2022. The PA&ED phase of this project is funded by Measure D and Local Partnership Program (LPP) formula funds. Staff plans to apply for cycle 3 of the SB 1 SCCP and LPP to fund construction of the project.

### **Highway 1 Bus on Shoulder**

The proposed Bus on Shoulder facility on Highway 1 has been integrated into the auxiliary lanes projects implemented in phases. The three segments of the Bus on Shoulder facility are under development:

- (1) Between the Morrissey Boulevard and Bay/Porter interchanges, in the final design phase included in the Highway 1 41<sup>st</sup>/Soquel Auxiliary Lanes Project (2.75 miles),
- (2) Between the Bay/Porter and State Park Drive interchanges, in the PA&ED phase included in the Highway 1 Bay-Porter/State Park Auxiliary Lanes Project (3 miles), and

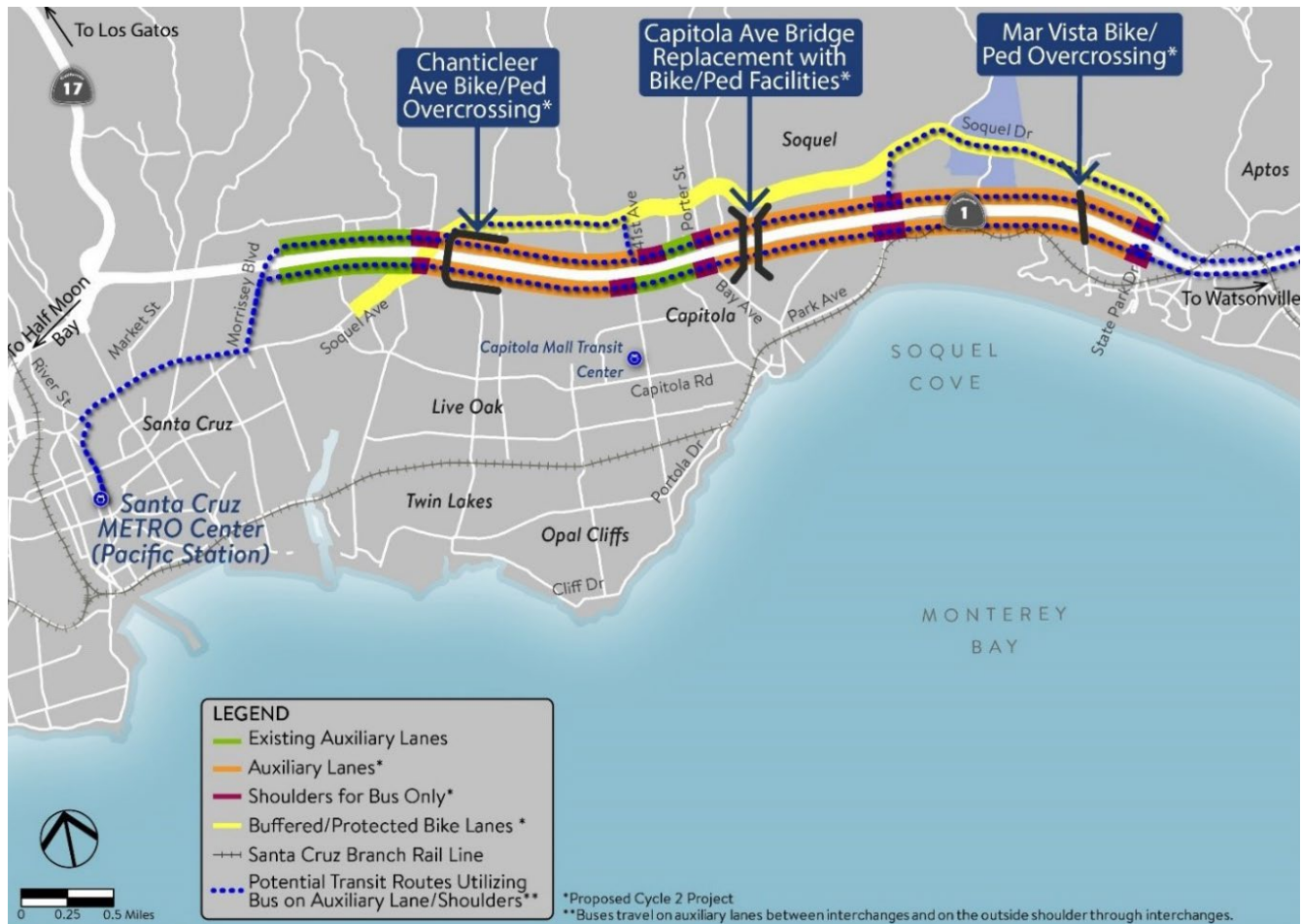
- (3) Between the State Park Drive and Freedom Blvd interchanges, in the PA&ED phase included in the Highway 1 State Park Dr/Freedom Blvd Auxiliary Lanes Project (1.75 miles)



### Watsonville-Santa Cruz Multimodal Corridor

Following the programming of Measure D matching funds in May of 2020 for the Senate Bill 1 (SB1) Solutions to Congested Corridors Program (SCCP) and Local Partnership Program (LPP), the cycle 2 applications were submitted in July of 2020. A total of \$107M was requested which would fully fund construction of 3 sets of northbound and southbound auxiliary lanes between Soquel Avenue/Drive and State Park Drive interchanges, 5.75 miles of Bus on Shoulder facility, two bicycle and pedestrian overcrossings (at Chanticleer Avenue and Mar Vista Drive), and 5 miles of multimodal improvements on Soquel Drive which include buffered and protected bike lanes, intersection improvements, and adaptive signals. The California Transportation Commission (CTC) staff are evaluating the applications received and plan to make a recommendation for award in November of 2020, with program adoption by the CTC in December of 2020. If successful, construction of the Highway 1 41<sup>st</sup>/Soquel Auxiliary Lanes and Bus on Shoulder project which includes the Chanticleer Bicycle and Pedestrian Overcrossing would begin construction in 2021, and the Highway 1 Bay/Porter to State Park Auxiliary Lanes and Bus on Shoulder project which includes the Bicycle and Pedestrian Overcrossing at Mar Vista Drive would begin construction in 2023.

Below is a map showing the projects included in the SB1 Cycle 2 funding applications:



## FISCAL IMPACT

This report is informational only and there are no new fiscal impacts. The various projects in the Highway 1 Corridor Investment Program are funded by a combination of funding sources, including STIP, Measure D, RSTPX, Local Partnership Program formula funds, Federal Highway Investment Program (HIP) and Metro funds. In general Measure D and RTC-discretionary funds will be used to leverage state and federal grants to fully fund the projects through construction. Fiscal impacts for future decisions will be included when staff recommends actions on those proposed projects.

## SUMMARY

This report provides an update on the Highway 1 Corridor Investment Program of projects, including the auxiliary lanes, bus on shoulder, and bicycle and pedestrian bridges under development.

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# PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE August 6, 2020 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

PROJECTS UNDER CONSTRUCTION									
	Project	Location Post Mile (PM)	Description	Constructi on Timeline	Construction Cost	Funding Source	Project Manager (Resident Engineer)	Contractor	Comments
1.	<b>Santa Cruz 1 CAPM and Bridge Rails (1C85U)</b>	In and near Santa Cruz from North Aptos up to Jct. Route 9 PM (10.2 to 17.5)	Pavement Rehabilitation, ADA Curb Ramps, Guardrail/Barrier rail/Bridge	June 2, 2019 - Fall 2020	\$22 million	SHOPP	Luis Duazo (GG)	Granite Construction Company Watsonville, CA	Work continues to finish mainline paving, upgrade guardrail and complete miscellaneous work such as electrical and curb ramps. Work on schedule to be completed by the fall.
2.	<b>Highway 17 Pasatiempo Shoulder Widening (1C670)</b>	South of Pasatiempo overcrossing (PM 0.2/0.5)	Shoulder widening and soil nail wall	Spring 2019- Summer 2020	\$5.7 million	SHOPP	Luis Duazo (BR)	Graniterock Company Watsonville, CA	Work continues to finish the aesthetic treatment of the wall, paving and signage. Work on schedule to be completed by late Summer.
3.	<b>Highway 17 North Route 17 CAPM (1F760)</b>	Scotts Valley from just north of the Granite Creek Road over- crossing to SCL (PM 6.0/12.5)	Maintenance pavement overlay	Summer 2020	\$19 million	SHOPP SB-1	Doug Hessing (JW)	Granite Construction Company, Watsonville, CA	Work substantially complete. Minor punch list work remains.
4.	<b>Pedestrian Signal Upgrades (1G160)</b>	Various Locations: Highways 1, 9, 17, 129, and 152	Install Accessible Pedestrian Signal (APS)	January 2020 – Summer 2020	\$ 1.8 million	SHOPP	Mike Lew (FA)	Crosstown Electrical & Data, Inc	Work substantially complete. Minor punch list work remains.



# PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE August 6, 2020 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

PROJECTS IN DEVELOPMENT									
	Project	Location Post Mile (PM)	Description	Construction Timeline	Estimated Construction Cost	Funding Source	Project Manager	Phase	Comments
5.	<b>Highway 1 Soquel Creek Scour Protection</b>  (1H480)	In Capitola at Soquel Creek Bridge  (PM 13.3)	Bridge preventative maintenance – Place scour protection	Winter 2022	\$2.2 million	SHOPP	Luis Duazo	PS&E	PA&ED was achieved 4/14/2020. Project to move into PS&E (Design Phase).
6.	<b>TMS Detection Repair</b>  (1H990)	Various locations throughout District 5 along SRs 1, 17, 68, 156, 101  (PM Various)	Replace failed TMS Detection	Summer 2020	\$451,000	SHOPP SB-1	Brandy Rider	PS&E/RW	Project is in Design.
7.	<b>Highway 1/ Highway 17 Ramp Safety Improvements</b>  (1H060)	From the fishhook to Pasatiempo overcrossing  (PM 16.7)	Construct ramp safety improvements	Summer 2020	\$5.8 million	SHOPP	Luis Duazo	PS&E/RW	PS&E and R/W phase to be completed in June.
8.	<b>Highway 1 Davenport Culvert Replacement</b>  (0J200)	Near Davenport and south of Waddell Creek Bridge  (PM 31.9/35.7)	Replace culverts	Fall 2021	\$3.6 million	SHOPP SB-1	Doug Hessing	PA&ED	The project is in the design, right of way, and permitting phase.
9.	<b>SCR 9 South Drainage and Erosion Control Improvements</b>  (1F920)	From SR 1 and 9 to slightly north of Glen Arbor Road  (PM 0.0/8.5)	Upgrade drainage systems and stabilize slopes	Fall 2020	\$2 million	SHOPP	Doug Hessing	PS&E/RW	Project is in Design.



# PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE August 6, 2020 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

PROJECTS IN DEVELOPMENT (Cont'd.)									
	Project	Location Post Mile (PM)	Description	Construction Timeline	Estimated Construction Cost	Funding Source	Project Manager	Phase	Comments
10.	<b>Highway 9 PM 1.0 and 4.0 Viaduct  (1K120)</b>	Near SCr north of Vernon Street  (PM 1/1)	Construct side- hill viaduct restore roadway and facilities, place Water Pollution Control BMPs, erosion control	Fall 2022	\$9.9 million	SHOPP	Doug Hessing	PA&ED	Project is in preliminary Design and Environmental phase.
11.	<b>SCr 9 Upper Drainage and Erosion Control Improvements  (1G950)</b>	In Boulder Creek from Holiday Lane to just south of Ben Lomond to the SR 236/9 Junction  (PM 8.5/25.5)	Upgrade drainage and erosion control	Spring 2023	\$5.4 million	SHOPP	Doug Hessing	PA&ED	
12.	<b>Highway 9 San Lorenzo River Bridge and Kings Creek Bridge Replacement  (1H470)</b>	Near Boulder Creek, at San Lorenzo River Bridge and at Kings Creek Bridge  (PM 13.6/15.5)	Replace bridges	Summer 2022	\$12 million	SHOPP SB-1	Doug Hessing	PA&ED	Project is in preliminary Design and Environmental phase.
13.	<b>Highway 9 Hairpin Tieback  (1K130)</b>	Near Boulder Creek about 1.1 miles south of the SR 236/9 Junction  (PM 19.97)	Soldier Pile Tieback Retaining Wall	Spring 2021	\$2.6 million	SHOPP	Doug Hessing	PA&ED	Storm Damage Repair
14.	<b>Highway 17 Wildlife Habitat Crossing  (1G260)</b>	From Laurel Road to just north of Laurel Road  (PM 9.442-9.692)	Construct wildlife undercrossing	Summer 2021	\$7 million	SHOPP	Aaron Henkel	PS&E/RW	Project is in design and on schedule.



# PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE August 6, 2020 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

PROJECTS IN DEVELOPMENT (Cont'd.)									
	Project	Location Post Mile (PM)	Description	Construction Timeline	Estimated Construction Cost	Funding Source	Project Manager	Phase	Comments
15.	Highway 129/ Lakeview Road Intersection Improvements (1G990)	Near Watsonville, at Lakeview Road  (PM 1.4)	Construct roundabout and improve street lighting	2020	\$4.5 million	SHOPP	Luis Duazo	PS&E/RW	Utility relocation work schedule to start in late summer/fall of 2020.
16.	Highway 152 Corralitos Creek ADA (05- 1F620)	Near Watsonville, East of Beverly Drive to Holohan / College Road (PM1.9 to R2.0)	Construct Accessible Pathway	Spring 2022	\$3.4 million	SHOPP	Mike Lew	PA&ED	Project Report has been approved.
17.	Crosswalks and Pedestrian Safety Enhancements (1G760)	Various Locations: Highways 1, 9, 129, and 152 (Note: Project also includes six locations in Monterey County, on Routes 68 and 183)	Electrical/Sign s/ Flashing Beacons/ Markings/ Pavements	Spring/ Summer 2020	\$1,000,000	Minor	Mike Lew	PS&E	Contract was awarded to Alfaro Communications Construction and will start in the end of Summer 2020.
18.	Highway 236 Heartwood Hill Wall (1M450)	Near Boulder Creek (PM 5.4)	Restore Embankment with a Retaining Wall	2022/2023	\$1.8 million	SHOPP	Doug Hessing	PID	Project is in the initiation phase.



## PROJECT UPDATE – SANTA CRUZ COUNTY

PREPARED FOR THE August 6, 2020 SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION MEETING

19.	<b>Santa Cruz &amp; San Benito Rumble Strip &amp; Striping Safety Project (1M330)</b>	Various-multi-county locations. For SCr, the project includes 1, 9, 17, 129	Update Striping and Install Edgeline and Center Rumble Strips at Various Locations	2023	\$4.7 million	SHOPP Safety Collision Reduction	Doug Hessing (J.W.)	PS&E	Improvements at various highway locations, various postmiles: Rte. 1: Edge Line/Shoulder Rumble Strip Rte. 9: Update Striping Rte. 17: Edge Line/Shoulder Rumble Strip; Rte 129: Edge Line/Shoulder Rumble Strip; Centerline rumble strip; Update Striping
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### ACRONYMS USED IN THIS REPORT:

<b>ADA</b>	Americans with Disabilities Act
<b>CEQA</b>	California Environmental Quality Act
<b>CMAQ</b>	Congestion Mitigation Air Quality
<b>CMIA</b>	Corridor Mobility Improvement Account
<b>CTC</b>	California Transportation Commission
<b>ED</b>	Environmental Document
<b>EIR</b>	Environmental Impact Report
<b>PA&amp;ED</b>	Project Approval and Environmental Document
<b>PM</b>	Post Mile
<b>PS&amp;E</b>	Plans, Specifications, and Estimates
<b>RW</b>	Right of Way
<b>SB1</b>	Senate Bill 1, the Road Repair and Accountability Act of 2017
<b>SCL</b>	Santa Clara County Line
<b>SHOPP</b>	State Highway Operation and Protection Program
<b>SR</b>	State Route
<b>STIP</b>	State Transportation Improvement Program
<b>TMS</b>	Traffic Management System

**AGENDA:** August 20, 2020

**TO:** Interagency Technical Advisory Committee (ITAC)  
**FROM:** Amy Naranjo, Transportation Planner  
**RE:** Draft Project List for 2045 Transportation Plans

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## RECOMMENDATIONS

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

1. Review and provide input on the preliminary draft project list (Attachment 1) for the 2045 Regional Transportation Plan and 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy.
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## BACKGROUND

As the transportation planning agency for Santa Cruz County, the Regional Transportation Commission (RTC) is responsible for developing, implementing, and regularly updating the Regional Transportation Plan (RTP) for Santa Cruz County. The RTC also works with the Association of Monterey Bay Area Governments (AMBAG) to produce and implement the Metropolitan Transportation Plan (MTP) for the Monterey Bay region. The RTP is the state-mandated long range/20+ year transportation plan and the MTP is the federally-mandated long range transportation plan. To more efficiently and effectively complete the two transportation plans, the RTC works with AMBAG to develop components that can be used for both transportation plans. The RTP and MTP include goals, targets and policies that are used to prioritize projects for funding (Policy Element); identify the area's transportation needs (Action Element); and estimate the amount of state, federal, and local funds that may be available (Financial Element). Projects are required to be included in an RTP and/or MTP to receive certain transportation funds. The last updates of the RTP and MTP were completed in 2018.

## DISCUSSION

The Action Element component of the RTP and MTP includes a list of transportation needs in the region through 2045. Over the past several months RTC committees, members of the public and project sponsors have identified projects to be considered for the RTP/MTP draft project list.

**RTC staff requests that the committee review the preliminary draft project list (Attachment 1) and identify any additional projects or gaps in the transportation system that should be considered for the 2045 RTP.**

## NEXT STEPS

Once the full list of transportation needs for Santa Cruz County is developed, the project list will undergo various levels of review and analysis, which will ultimately determine which projects are put on the “constrained” list (projects that could be implemented within foreseeable revenues through 2045) or “unconstrained” list (projects that could be funded if new revenues, above and beyond projections, are generated). These reviews include:

1. STARS Analysis: Evaluation of how well projects will advance the goals of the 2045 RTP;
2. Complete Streets Assessment: Analysis to ensure project list addresses “complete streets” needs for Sustainable Communities Strategy (SCS);
3. Sustainable Communities Strategy/Greenhouse Gas Target Achievement Analysis of land use and transportation scenarios;
4. Financial constraint analysis identifying what year projects could realistically be implemented, consistent with annual revenue projections;
5. Program-level environmental review;
6. Public review of the draft RTP/MTP and Draft EIR and board adoption of documents.

Once separated into constrained and unconstrained, the project list will be brought back to the RTC, project sponsors, Advisory Committees and the public for review.

## SUMMARY

RTC staff is in the process of developing the complete list of transportation needs for the 2045 Regional Transportation Plan and 2045 Metropolitan Transportation Plan. These plans are long range transportation plans with a horizon year of 2045 and are scheduled for approval in 2022. Staff recommends that committee members provide input on the preliminary draft project list at this meeting.

### Attachments:

1. Preliminary Draft 2045 RTP/MTP-SCS Project List

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# Preliminary Draft 2045 Regional Transportation Plan (RTP) Project List

## Santa Cruz County Transportation Needs 2022-2045

Projects listed by lead agency, in alphabetical order by project name. **New projects listed in red.**  
 Project IDs without the letter "P" in front of the number have been designated funding in the Regional Transportation Improvement Program.

			Costs in 2018 dollars.	Percentage Project Cost By Active Mode (estimate)		
Project Title	ID	Project Description/Scope	Est Cost \$1,000's	Bike	Ped	Transit
<b>Bike Santa Cruz Co</b>						
Project PASEO - Open Streets, Earn-a-Bike, Pop Up Bike Lanes, Slow Streets	VAR 02	Slow Streets temporary barricades and signage on neighborhood streets aimed at increasing space for walking and biking, reducing speeds and cutthrough traffic. Open Streets community events temporarily open roadways to bicycle and pedestrian travel only, diverting automobiles to other roadways. Earn-a-bike program provides bikes, tools, safety supplies, as well as bike repair, cycling safety, and nutrition education middle school students. Pop-up bike lanes is a temp demo of a protected bicycle lane.	\$1,250	65	20	15
<b>Bike Santa Cruz Co Total Cost</b>			<b>\$1,250</b>			
<b>Caltrans</b>						
Collision Reduction & Emergency Projects	CT-P46	Various SHOPP projects that address collision reduction, mandates (including stormwater mandates) and emergency projects. (Constrained=30% of total cost).	\$682,445	0	0	0
Hwy 1/Harkins Slough Road Interchange: Bicycle/Pedestrian Bridge	WAT 01A	Construction of Pedestrian/Bicycle Bridge over Highway 1. Caltrans Project ID 05-1G490	\$9,900	50	50	0
Hwy 17 Access Management - Laurel Rd/Sugarloaf Rd/Glenwood Cutoff Area Grade Separation Concept	CT-P52	New structure providing grade-separation to facilitate crossing and turnaround.	\$40,000	0	0	0
Hwy 17 Access Management - Multimodal Improvements	CT-P50	Multimodal improvements including park and ride improvements, and facilities serving separated bike/ped crossing or express transit route.	\$20,000	0	0	0
Hwy 17 Access Management - Old Santa Cruz Hwy Area Grade Separation Concept	CT-P53	New structure providing grade-separation to facilitate crossing and turnaround.	\$40,000	0	0	0
Hwy 17 Access Management - Operational Improvements	CT-P49	Operational improvements to existing facilities including ramp modifications, accel/decel lanes, turning lanes, driveway consolidation, driveway channelization, etc.	\$50,000	0	0	0
Hwy 17 Access Management - Vine Hill Area Grade Separation Concept	CT-P51	New structure providing grade-separation to facilitate crossing and turnaround.	\$40,000	0	0	0
Hwy 17 Wildlife Habitat Connectivity	CT 33	Wildlife undercrossing.	\$12,152	0	0	0
Hwy 9/SLV Corridor Projects	CT-P09	Implementation of priorities identified in the Complete Streets Corridor Plan. Includes bicycle and pedestrian improvements, turn lanes, shoulder widening, and transit improvements in SLV. SLV Complete Streets PID development efforts underway. Capital Cost Est. TBD - preliminary estimate \$100-150 million. \$10M Measure D.	\$117,500	10	50	5

Project Title	ID	Project Description/Scope	Costs in 2018 dollars.	Percentage Project Cost By Active Mode (estimate)		
			Est Cost \$1,000's	Bike	Ped	Transit
Minors	CT-P47	Various small SHOPP projects (less than \$1 million) that reduce/enhance maintenance efforts by providing minor operational, pavement rehab, drainage, intersection, electrical upgrades, landscape and barrier improvements. (Constrained=30% of total cost).	\$8,010	0	0	0
State Highway Preservation (bridge, roadway, roadside)	CT-P45	Various SHOPP projects that address bridge preservation, roadway & roadside preservation and limited mobility improvements. (Constrained=30% of cost to maintain).	\$672,217	0	0	0
<b>Caltrans Total Cost</b>			<b>\$1,861,422</b>			
<b>CHP - California Highway Patrol</b>						
Hwy 129 Safety Program	CHP-P03	Additional CHP enforcement and public education campaign on Highway 129.	\$500	0	0	0
Hwy 17 Safety Program (Safe on 17)	CHP 01	Continuation of Highway 17 Safety Program in Santa Cruz County. Includes public education and awareness, California Highway Patrol (CHP) enhancement, pilot cars, electronic speed signs.	\$1,700	0	0	0
Traffic Management	CHP-P02	Patrol of state route system and unincorporated roadways aimed at minimizing traffic collisions and traffic delays; and provide assistance to motorists. COST EST TBD.	\$0	0	0	0
<b>CHP - California Highway Patrol Total Cost</b>			<b>\$2,700</b>			
<b>City of Capitola</b>						
40th Ave (at Deanes Ln) Bike/Ped connection	CAP-P46	40th Avenue N/S bike/pedestrian connection at Deanes Lane.	\$10	50	50	0
40th Ave/Clares St Intersection Improvements	CAP-P38	Widen intersection and signalize.	\$1,550	0	0	0
41st Ave (Highway 1 South to City Limits) Crosswalks	CAP-P47	Evaluate and if found necessary, increase number of crosswalks on 41st to closer to every 300 ft.	\$100	0	100	0
41st Ave/Capitola Road Intersection Improvements	CAP-P37	Widen intersection and reconfigure signal phasing.	\$520	0	0	0
46th/47th Ave (Clares to Cliff Dr) Bike Lanes/Traffic Calming	CAP-P40	46th/47th from Clares to Portola/Cliff - Add traffic calming and wayfinding signage to connect to Brommer and MBSST.	\$20	40	30	0
47th Avenue Traffic Calming and Greenway	CAP-P30	Traffic calming and traffic dispersion improvements along 47th Ave from Capitola Rd to Portola Drive and implementation of greenway, which gives priority to bicycles and pedestrians on low volume, low speed streets including, pedestrian facilities, way finding and pavement markings, bicycle treatments to connect to MBSST.	\$100	10	40	0
Bay Avenue Traffic Calming and Bike/Ped Enhancements	CAP-P29	Traffic calming features along Bay Avenue from Highway 1 to Monterey Avenue, including left turn pocket, buffered pedestrian facilities and bicycle treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) to address speed inconsistency between bicyclists and vehicles.	\$410	10	40	0

Project Title	ID	Project Description/Scope	Costs in 2018 dollars.	Percentage Project Cost By Active Mode (estimate)		
			Est Cost \$1,000's	Bike	Ped	Transit
Bay Avenue/Capitola Avenue Intersection Modifications/Roundabout	CAP 16	Multimodal improvements to intersection. Roundabout.	\$1,500	5	5	0
Bay Avenue/Hill Street Intersection	CAP-P07	Intersection improvements to improve traffic flow. Roundabout.	\$210	0	0	0
Bay Avenue/Monterey Avenue Intersection Modification	CAP-P32	Multimodal improvements to the intersection. Include signalization or roundabout along with pedestrian, bicycle treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) and transit access.	\$310	10	30	20
Brommer/Jade/Topaz St Bike Lanes/Traffic Calming (Western City Limit on Brommer to 47thAve)	CAP-P41	Add buffered bike lanes, traffic calming and wayfinding signage and bike/ped priority crossing at 41st Ave, connecting the two N/S neighborhood greenways.	\$20	40	30	0
Capitola Intra-City Rail Trolley	CAP-P18	Construct & Operate Weekend Rail Trolley Service. Project includes installation of 3 stations.	\$14,460	0	0	100
Capitola Jitney Transit Service	CAP-P15	Purchase and operate local transit service.	\$1,030	0	0	100
Capitola Mall (Capitola Rd to Clares) Bike Path	CAP-P48	Separated bicycle facility through Capitola Mall parking lot to connect 38th Ave bike lanes and 40th Ave.	\$50	100	0	0
Capitola Rd & 45th Avenue I/S Improvements	CAP-P53	Signalization or other LOS improvements	\$400	10	5	5
Capitola Street Pavement Management	CAP 19	Capitola Street Pavement Management	\$1,450	8	7	10
Capitola Village Enhancements: Capitola Ave	CAP-P34	Multimodal enhancements along Capitola Avenue.	\$750	25	40	10
Capitola Village Multimodal Enhancements - Phase 2/3	CAP-P04b	Multimodal enhancements in Capitola Village along Stockton Ave, Esplanade, San Jose Ave, & Monterey Av. Includes sidewalks, bike lanes, bike lockers, landscaping, improve transit facilities, parking, pavement rehab and drainage.	\$3,100	20	50	10
Capitola-wide HOV priority	CAP-P50	Evaluate HOV priority at signals and HOV queue bypass.	\$40	0	0	0
Citywide Bike Projects	CAP-P52	Bike projects based on needs identified through the Bicycle Plan. These projects are in addition to projects listed individually in the RTP.	\$930	100	0	0
Citywide General Maintenance and Operations	CAP-P06	Ongoing maintenance, repair, and operation of road/street system within the City limits. (Const=\$1850K/yr; Unconst=\$150K/yr).	\$34,667	5	5	0
Citywide Sidewalk Program	CAP-P51	Install sidewalks to fill gaps. Annual Cost \$50k/yr.	\$810	0	100	0
Citywide Traffic Calming	CAP-P17	Install traffic calming/neighborhood livability improvements.	\$1,000	10	40	0
Clares St Bike Lanes/Sharrows (Capitola Rd to 41st Ave)	CAP-P42	Evaluate and if found necessary, add bike lanes/sharrows to Clares.	\$100	100	0	0
Clares St/41st Ave Bicycle Intersection Improvement	CAP-P43	Bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) at Clares across 41st.	\$200	100	0	0

Project Title	ID	Project Description/Scope	Costs in 2018 dollars.	Percentage Project Cost By Active Mode (estimate)		
			Est Cost \$1,000's	Bike	Ped	Transit
Clares Street Pedestrian Crossing west of 40th Ave	CAP-P16	Construct signalized ped x-ing 0.20 miles west of 40th Ave.	\$520	0	100	0
Clares Street Traffic Calming: Phase I & II	CAP 11	Implementation of traffic calming measures: chicanes, center island median, new bus stop, and road edge landscape treatments to slow traffic. Construct new safe, accessible ped x-ing at 42nd and 46th Av. Ph I=traffic calming & ped crossings; ph 2 = bike enhancements & pavement rehab.	\$1,000	20	15	5
Cliff Drive Improvements	CAP-P05	Installation of sidewalks, pedestrian crossing and slope stabilization of embankment including seawall.	\$1,550	0	10	0
Gross/41st Ave Bicycle Intersection Improvement	CAP-P44	Bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) from Gross E/B to 41st N/B.	\$200	0	100	0
Hwy 1/41st Avenue Interchange	CAP-P01	Implement 41st Avenue & Bay Ave/Porter Ave single interchange improvements as detailed and expensed in Hwy 1 HOV project (RTC 24) as a stand alone project if the RTC project does not proceed. (\$117M)	\$10,000	10	0	0
Monterey Avenue and Park Avenue I/S Improvements	CAP-P56	Signalization or other LOS improvements	\$500	10	5	10
Monterey Avenue at Depot Hill	CAP-P28	Improve vehicle ingress and egress to Depot Hill along Escalona Ave and improve pedestrian facilities.	\$260	0	50	0
Monterey Avenue Multimodal Improvements	CAP-P12	Installation of sidewalks and bike lanes in area near school and parks.	\$360	40	60	0
Park Avenue/Kennedy Drive Improvements	CAP-P09	Construct intersection improvements, especially for bikes/peds. May include traffic signal.	\$360	0	0	0
Porter Street and Highway 1 I/S Improvements	CAP-P55	Add additional dedicated right turn lane on Porter St to northbound on ramp	\$250	10	10	0
Stockton Ave Bridge Rehab	CAP-P07p	Replace bridge with wider facility that includes standard bike lanes and sidewalks.	\$3,000	10	15	0
Stockton Avenue and Capitola Avenue I/S Improvements	CAP-P57	Signalization or other LOS improvements	\$500	25	25	10
Upper Capitola Avenue Improvements	CAP-P03	Installation of bike lanes and sidewalks on Capitola Av. (Bay Av.-SR 1) and sidewalks on Hill St. from Bay Av. to Rosedale Av.	\$1,340	30	70	0
Upper Pacific Cove Parking Lot Pedestrian Trail and Depot Park Metro Development	CAP 17	Construct pedestrian pathway along City owned Upper Pacific Cove Parking lot, adjacent to rail line (680'). Includes new signal for ped crossing at Monterey Avenue. Includes a new bus shelter located and landscaped setting along the rail corridor at Park Ave. Part of MBSST.	\$743	0	100	0
Wharf Road and Stockton Avenue I/S Improvements	CAP-P54	Signalization or other LOS improvements	\$350	10	5	10
Wheelchair Access Ramps	CAP-P27	Install wheelchair access/curb cut ramps on sidewalks citywide.	\$200	0	100	0

**City of Capitola Total Cost \$85,190**

			Costs in 2018 dollars.	Percentage Project Cost By Active Mode (estimate)		
Project Title	ID	Project Description/Scope	Est Cost \$1,000's	Bike	Ped	Transit
City of Santa Cruz						
Almar Ave Sidewalks	SC-P126	Fill gaps in sidewalks and access ramps to improve pedestrian safety.	\$200	0	100	0
Arroyo Seco Trail (Medar St to Grandview St)	SC-P107	Pave existing gravel trail and widen and pave connection to Grandview St.	\$500	50	50	0
Bay Street Corridor Modifications	SC-P77	Intersection modifications on Bay St Corridor from Mission St to Escalona Dr, including widening at the Mission St northeast corner and widening on Bay. Improve bike lanes and add sidewalks to west side of Bay.	\$4,130	10	10	10
Bay/California Traffic Signals	SC-P96	Install traffic signals for safety and capacity improvements.	\$520	10	10	10
Bay/High Intersection Modification	SC-P109	Install a roundabout or modify the traffic signal to include protected left-turns and new turn lanes. Revise sidewalks, access ramps and bike lanes as appropriate.	\$2,150	5	5	0
Beach/Cliff Intersection Signalization	SC-P93	Signalize intersection for pedestrian and train safety.	\$210	20	0	0
Branciforte Creek Pedestrian Path Connections	SC-P95	Fill gaps in pedestrian and bike paths along and across Branciforte Creek in the Ocean-Lee-Market-May Streets area.	\$3,410	50	50	0
Brookwood Drive Bike and Pedestrian Path	SC-P21	Provide 2-way bicycle and pedestrian travel.	\$1,030	50	50	0
Chestnut St. Pathway	SC-P22	Install a Class 1 bicycle/pedestrian facility to connect the east side of Neary Lagoon Park with the Depot Park path.	\$570	50	50	0
Chestnut Street Bike Lanes	SC-P47	Install Class 2 bike lanes to provide connection from existing bike lanes on Laurel Street and upper Chestnut Street to proposed Class 1 bike path connections to Bay Street and Pacific Avenue/Beach Street.	\$100	100	0	0
Citywide Operations and Maintenance	SC-P07	Ongoing maintenance, repair, and operation of street system within the City limits. (Const=\$3.0M/yr; Unconst=\$4.2M/yr)	\$144,028	20	20	20
Citywide Safe Routes to School Projects - ATP	SC-P125	Projects to improve pedestrian and bicycle safety near schools.	\$8,204	50	50	0
Citywide Street Sweeping	SC-P128	Ongoing street sweeping, funded from City Refuse Enterprise Fund.	\$15,300	0	0	0
Delaware Avenue Complete Streets	SC-P23	Fill gaps in bicycle lanes, sidewalks and sidewalk access ramps.	\$150	100	0	0
Downtown Intersection Improvements	SC-P129	Modify Front/Soquel, Front/Laurel and Pacific/Front Intersections stemming from additional residential and commercial development in the Downtown.	\$300	10	10	10
High St/Moore St Intersection Modification	SC-P90	Add a protected left turn to existing signalized intersection along High St at city arterial. Project is located in high pedestrian and bicycle use activity area.	\$100	10	10	10
Hwy 1 - Harvey West Area Alternative Access	SC-P108	Development of an on/off ramp from NB Highway 1 to Harvey West Boulevard/Evergreen St, to improve access, especially during peak congestion times and emergencies.	\$4,130	0	0	0

Project Title	ID	Project Description/Scope	Costs in 2018 dollars.	Percentage Project Cost By Active Mode (estimate)		
			Est Cost \$1,000's	Bike	Ped	Transit
Hwy 1 Sound Wall	SC-P03	Install sound wall on Hwy 1: River to Chestnut.	\$520	0	0	0
Hwy 1/9 Intersection Modifications	SC 25	Intersection modifications including new turn lanes, bike lanes, shoulders, lighting, sidewalks and access ramps. Includes adding second left-turn lane on Highway 1 southbound to Highway 9 northbound; second northbound through lane and shoulder on northbound Highway 9, from Highway 1 to Fern Street; a right-turn lane and shoulder on northbound Highway 9; through-left turn lane on northbound River St; replace channelizers on Highway 9 at the intersection of Coral Street; sufficient lane width along the northbound through/left turn lane on Highway 9 from Fern Street to Encinal Street; new sidewalk along the east side of Highway 9 from Fern Street north to Encinal Street; new through/left turn lane on southbound Highway 9; Traffic Signal interconnect to adjacent signals. (Caltrans project ID - 05-46580)	\$7,900	5	5	10
Hwy 1/Mission St at Chestnut/King/Union Intersection Modification	SC-P81	Modify design of existing intersections to add lanes and upgrade the traffic signal operations to add capacity, reduce delay and improve safety. Provide access ramps and bike lanes on King and Mission. Includes traffic signal coordination.	\$0	10	10	10
Hwy 1/San Lorenzo Bridge Replacement	SC 38	Replace the Highway 1 bridge over San Lorenzo River to increase capacity, improve safety and improve seismic stability, from Highway 17 to the Junction of 1/9. Reduce flooding potential and improve fish passage. Caltrans Project ID 05-0P460	\$20,000	0	0	5
Hwy 1/Shaffer Rd Signalization	SC-P92	Signalization of intersection of Hwy 1 and Shaffer Rd. Project may includes some widening of Hwy 1 to accommodate a left turn lane.	\$520	5	5	0
King Street Bike Facility (entire length)	SC-P59	Install Class 2 bike lanes on residential collector street which includes some parking and landscape strip removals, and some drainage inlet modifications.	\$2,070	100	0	0
Laurent/High Intersection Improvements	SC-P97	Install Traffic Signal.	\$410	10	10	10
Lump Sum Bike Projects	SC-P75	Bike projects based on needs identified through the Active Transportation Plan and Santa Cruz City Schools Complete Streets Master Plan. These are in addition to projects listed individually in the RTP.	\$6,800	100	0	0
Market Street Sidewalks and Bike Lanes	SC-P105	Completion of sidewalks and bicycle lanes. Includes retaining walls, right-of-way, tree removals, and a bridge modification.	\$0	50	50	0
MBSST (Coastal Rail Trail): Segment 7 - Phase 2 ( Bay/California to Pacific)	SC-P131	1 mile 12 foot wide paved bicycle/pedestrian pathway parallel to railroad tracks. Segment 7, Phase 2 of MBSST	\$10,000	50	50	0
MBSST (Coastal Rail Trail): Segment 7-Phase 2 (Bay/California to Pacific Ave/wharf)	TRL 07bSC	Bicycle/pedestrian pathway parallel to railroad tracks. MBSST Segment 7-phase 2	\$11,000	50	50	0
MBSST (Coastal Rail Trail): Segment 8 and 9	TRL 8-9a	Rail Trail Design, Environmental Clearance and Construction along the rail corridor between Pacific Ave in the City of Santa Cruz to 17th Ave in Santa Cruz County	\$32,934	50	50	0
Measure H Road Projects	SC-P104	Road rehabilitation and reconstruction projects citywide to address backlog of needs using Measure H sales tax revenues. (Some Measure H funds anticipated to fund specific projects listed in the RTP).	\$32,300	0	0	0

Project Title	ID	Project Description/Scope	Costs in 2018 dollars.	Percentage Project Cost By Active Mode (estimate)		
			Est Cost \$1,000's	Bike	Ped	Transit
Mission St (Hwy 1)/Laurel St Intersection Modification	SC-P112	Modify traffic signal to add right-turn from Mission St to Laurel St and signal overlap phase.	\$1,030	0	0	10
Mission St (Hwy 1)/Swift St Intersection Modification	SC-P113	Modify traffic signal to add Swift St right-turn lane and signal overlap phase.	\$500	0	0	10
Mission Street Improvement Plan	SC-P130	Evaluate and design Mission intersection improvements at Chestnut-King, Laurel, Bay and Swift based on the General Plan.	\$1,500	10	10	10
Morrissey Blvd. Bike Path over Hwy 1	SC-P29	Install a Class 1 bicycle and pedestrian facility on freeway overpass.	\$300	50	50	0
Morrissey/Poplar/Soquel Intersection Modification	SC-P12	Modify the roadway configuration in the Morrissey/Poplar/Soquel triangle area to improve traffic circulation and safety for all modes.	\$2,070	5	5	0
Mott St (at Hiawatha) Bike/Ped Connections	SC-P118	Add bike/ped connection from end of Mott to MBSST.	\$0	50	50	0
Murray St Bridge Retrofit	SC 37	Seismic retrofit of existing Murray St. bridge (36C0108) over Woods Lagoon at harbor and associated approach roadway improvements and replacement of barrier rail. Includes wider bike lanes and sidewalk on ocean side. Include access paths to harbor if eligible.	\$11,440	5	15	5
Murray St to Harbor Path Connection	SC-P30	Install a Class 1 bicycle/pedestrian facility.	\$210	50	50	0
Neighborhood Traffic Management Improvements	SC-P73	Install traffic control devices and roadway design features to manage neighborhood traffic.	\$2,580	0	0	0
North Branciforte/Water Intersection Modification	SC-P115	Modify traffic signal and add additional lanes per traffic study. Include signal interconnect if applicable.	\$2,070	5	5	10
Ocean St and San Lorenzo River Levee Bike/Ped Connections (Felker, Kennan, Blain, Barson Streets)	SC-P120	Improve pedestrian and bicycle facilities on side streets to connect Ocean Street with San Lorenzo River Levee path system.	\$620	50	50	0
Ocean St Pavement Rehabilitation	SC 48	Pavement rehabilitation using cold-in-place recycling process; includes new curb ramps, restriping of bicycle lanes and crosswalks.	\$1,030	10	20	10
Ocean St Streetscape and Intersection, Plymouth to Water	SC-P86	Implement this phase of the Ocean Street plan and modify Plymouth St to provide separate turn lanes and through lanes, widen sidewalks, pedestrian islands/bulbouts, transit improvements, street trees, street lighting and medians landscaping improvements. This includes pedestrian and bicycle crossing improvements and detection and connectivity to the pedestrian and bicycle path on the San Lorenzo River and adjacent neighborhoods. Include Gateway treatment.	\$2,130	10	10	10
Ocean St Streetscape and Intersection, Water to Soquel	SC-P84	Implement this phase of the adopted Ocean Street plan including adding turn lanes on Ocean Street at the Water Street intersections, wider sidewalks, pedestrian crossing islands/bulb outs, transit improvements, street trees, pedestrian scale street lights, and medians improvements, way finding, and pedestrian and bicycle connectivity to San Lorenzo Park and neighborhoods.	\$6,200	10	10	10
Ocean Street Corridor Multiuse Transit Lane	SC-P122	Consider restricting parking to develop business access and transit (BAT) lane to serve tourism and improving transit facilities.	\$410	0	0	100

Project Title	ID	Project Description/Scope	Costs in 2018 dollars.	Percentage Project Cost By Active Mode (estimate)		
			Est Cost \$1,000's	Bike	Ped	Transit
Ocean Street Widening from Soquel to East Cliff	SC-P66	Implement this phase of the Ocean Street plan that includes utility undergrounding, bike lanes, wider sidewalks, pedestrian crossing islands/bulb outs, transit improvements, pedestrian scale street lights, street trees and left turn lanes at Broadway and a right-turn lane at San Lorenzo Blvd. This includes pedestrian and bicycle crossing improvements and detection and connectivity to the pedestrian and bicycle path on the San Lorenzo River and adjacent neighborhoods.	\$5,170	10	10	10
Ocean Street/San Lorenzo River Levee Area Wayfinding	SC-P124	Install signage on the bike/ped scale to bike/ped facilities connecting key destinations.	\$150	50	50	0
Pacific Ave. Sidewalk	SC 50	Construct 200' of new sidewalk on Pacific Avenue between Front Street and 55 Front St, including installation of a new accessible crosswalk at Front and Pacific; 150' bike lane.	\$400	2	98	0
River (Rte 9)/Encinal Intersection Modification	SC-P111	Modify traffic signal to include new lane assignments on Encinal.	\$0	10	10	10
River (Rte 9)/Fern Intersection Modification	SC-P110	Install traffic signal, sidewalk and new access ramps. Provide bike lanes on Fern.	\$520	10	10	10
River St/River Street South Intersection Modification	SC-P116	Install a roundabout or traffic signal to improve access and safety to the Downtown core, integrating bike and pedestrian facilities.	\$520	10	10	10
Riverside Ave/Second St Intersection Modification.	SC-P13	Modify intersection to reduce congestion and improve pedestrian crossing.	\$175	20	20	10
San Lorenzo River Levee Path Connection	SC-P35	Install a Multi-Use bicycle/pedestrian facility connecting the end of the San Lorenzo River Levee path on the eastern side of the river, up East Cliff Drive near Buena Vista Ave.	\$0	50	50	0
San Lorenzo River Walk Lighting	SC-P133	Install pedestrian scale lighting on the Riverwalk	\$952	50	0	50
Seabright Avenue Bike Lanes (Pine-Soquel)	SC-P69	Install Class 2 bike lanes on arterial street to complete the Seabright Avenue bike lane corridor and connect to bike lane corridor on Soquel Avenue and Murray. Includes removal of some parking and some landscape strips.	\$2,070	100	0	0
Seabright/Murray Traffic Signal Modifications	SC-P100	Remove split phasing on Seabright and add right-turn lane northbound.	\$1,030	10	10	10
Seabright/Water Intersection Improvements	SC-P99	Modify unsignalized intersection to add northbound right and extend left-turn pocket.	\$100	0	0	0
Shaffer Road Widening and Railroad Crossing	SC-P91	Construction of a new crossing of the Railroad line at Shaffer Rd. and widening at the southern leg of Shaffer in conjunction with development. Complete sidewalks and bike lanes.	\$0	10	10	0
Sidewalk Program	SC-P09	Install and maintain sidewalks and access ramps.	\$19,410	0	100	0
Soquel Ave at Frederick St Intersection Modifications	SC 42	Widen to improve eastbound through-lane transition on Soquel Ave and lengthen right-turn pocket and bicycle lane on Frederick St. Upgrade access ramps.	\$350	20	20	10

Project Title	ID	Project Description/Scope	Est Cost \$1,000's	Percentage Project Cost By Active Mode (estimate)		
				Bike	Ped	Transit
Soquel Ave Corridor Widening (Branciforte-Morrissey)	SC-P87	Minor widening and signal modifications along Soquel Ave corridor from Branciforte to Morrissey Blvd to widen sidewalks, transit improvements, improve pedestrian and bicycle detection and crossings, add a travel lane, maintain some commercial parking and improve existing bike lanes. Replacing the split phasing with protected left-turns at Branciforte to reduce delays for all modes of travel and GHG.	\$2,320	10	10	10
Soquel/Branciforte/Water (San Lorenzo River to Branciforte) Bike Lane Treatments	SC-P123	Consider bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) to address speed inconsistency and parking conflicts between bicyclists and vehicles.	\$410	100	0	0
Storey/King Street Intersection Left-Turn Lane	SC-P76	Remove parking and modify striping for second southbound left turn lane.	\$100	0	0	0
Swanton Blvd. Multi-Use Trail Connector	SC-P132	Install a 10-12 foot wide multi-use trail along Swanton, Delaware and Natural bridges, completing a missing link.	\$1,900	50	0	50
Swift/Delaware Intersection Roundabout or Traffic Signal	SC-P101	Install Traffic Signal or Roundabout at Intersection to improve capacity and safety.	\$500	10	10	10
Water St (add Branciforte and Center) Signal Synchronization	SC-P117	Synchronize signals on Water to include Branciforte to existing synchronized signals.	\$0	0	0	0
West Cliff Path Minor Widening (David Way Lighthouse to Swanton)	SC 23	Improve existing path.	\$520	50	50	0
West Cliff/Bay Street Modifications	SC-P83	Install signal or roundabout to replace the all-way stop to improve safety and capacity.	\$500	10	10	10

**City of Santa Cruz Total Cost \$425,245**

### ***City of Scotts Valley***

Bean Creek Rd at Bluebonnet Traffic Circle	SV-P55	Install traffic circle to slow traffic and improve visibility of crosswalk. Source ATP Plan	\$0	5	5	0
Bean Creek Rd at Scotts Valley Middle School Crosswalk Improvements	SV-P56	Realign crossing and rebuild ADA ramp on west side. Upgrade crosswalk to high visibility. Source SRTS Plan	\$0	5	5	0
Bean Creek Rd Sidewalks (SVMS to Blue Bonnet)	SV-P35	Fill gaps in sidewalks on Bean Creek Rd.	\$410	0	100	0
Bean Creek Rd Traffic Calming and Sidewalk Upgrades	SV-P57	Install traffic calming measures and upgrade to standard sidewalk on east side of the street. Study options to install Class I facility on east side of the street. Source ATP Plan	\$0	25	25	0
Bean Creek Rd/Camp Evers Connection	SV-P65	Pave (asphalt or concrete) existing dirt paths on Bean Creek Rd. Source SRTS Plan	\$0	100	0	0
Bean Creek Road Realignment	SV-P16	Realign Bean Creek Road to intersect Scotts Valley Drive farther North to create a four way intersection.	\$2,840	0	0	0
Bike Rest Stops in Scotts Valley	SV-P38	Bike rest stops (including racks, water) at Camp Evers Park and Skypark.	\$230	100	0	0

Project Title	ID	Project Description/Scope	Costs in 2018 dollars.	Percentage Project Cost By Active Mode (estimate)		
			Est Cost \$1,000's	Bike	Ped	Transit
Blue Bonnet Lane and Kings Village Rd Sidewalk Infill	SV 30a	Fill gaps in sidewalks on Bluebonnet and Kings Village Rd. to improve access between middle school, library and park.	\$250	0	100	0
Bluebonnet Lane at Monteville Crosswalk Improvements	SV-P59	Install high-visibility raised crosswalk. Source ATP Plan	\$0	0	100	0
Bluebonnet Lane Bike Lanes	SV-P32	Add bike lanes on Bluebonnet (Bean Ck, through Skypark to Mt. Hermon/Lockewood).	\$150	100	0	0
Bluebonnet Lane Separated Bikeway	SV-P58	Install raised cycletrack or Class IV separated bikeway to narrow travel lanes and decrease pedestrian crossing distance. Source ATP Plan	\$0	75	25	0
Carbonera Creek Multi-Use Path	SV-P60	Install multi-use path connecting parks along Carbonera Creek. Source ATP Plan	\$0	50	50	0
Citywide Access Ramps	SV-P06	Place handicap ramps at various locations. Avg annual cost: \$8K/yr.	\$160	0	100	0
Citywide Bicycle Detection at Intersections	SV-P63	Install bicycle detection at intersections: either in-ground detection loops, video detection, or bicycle push-buttons. If in-ground detection loops are used, used bike symbol to show cyclists where to position themselves. Source ATP Plan	\$0	90	0	0
Citywide Bike Lanes	SV-P41	Construction of additional bike lanes and paths citywide (including Green Hills).	\$3,100	100	0	0
Citywide Crosswalk Improvements	SV-P64	Upgrade crosswalks near schools to high visibility. Source SRTS Plan	\$0		100	0
Citywide General Maintenance and Operations	SV-P27	Ongoing maintenance, repairs, and operation of road/street system within the City limits. (\$400K/yr const; \$250/yr unconst).	\$11,870	5	5	5
Citywide Sidewalk Program	SV-P05	Install sidewalks to fill gaps. Annual Cost \$50k/yr	\$4,670	0	100	0
Civic Center Dr Bike Lanes	SV-P33	Add bike lanes to narrow road.	\$410	100	0	0
El Pueblo Rd Ext North	SV-P14	Connect El Pueblo Road via Janis Way to Victor Square, crossing Carbonero Creek.	\$1,240	5	10	0
El Pueblo Rd Extensions	SV-P15	Connect El Pueblo Road to Disc Drive.	\$410	5	10	0
El Pueblo Rd Sidewalk Connections	SV-P66	Fill sidewalk gaps and install pedestrian-scale lighting. Source ATP Plan	\$0	0	100	0
El Rancho Dr Bike Lanes	SV-P36	Add bike lanes on El Rancho within city limits.	\$340	100	0	0
Emergency Access Granite Creek/Hwy 17	SV-P24	Connect Granite Creek Rd to SR 17 via Navarra Drive to Sucinto Drive, for emergency access.	\$570	5	5	0
Emergency Access SV DR/Upper Willis Dr	SV-P25	Connect Scotts Valley Drive to Upper Willis Road for emergency access.	\$1,030	5	5	0
Emergency Access Whispering Pines	SV-P26	Connect Whispering Pines Drive to Manana Woods for emergency access.	\$50	5	5	0

Project Title	ID	Project Description/Scope	Costs in 2018 dollars.	Percentage Project Cost By Active Mode (estimate)		
			Est Cost \$1,000's	Bike	Ped	Transit
Emergency Access-Bethany/Glenwood	SV-P23	Connect Bethany Drive to Glenwood Drive.	\$210	5	5	0
Emergency Access-Sundridge/Pueblo	SV-P22	Connect Sunridge Drive to Disc Drive for emergency access.	\$410	5	5	0
Erba Lane Sidewalk Connection	SV-P68	Install sidewalk between Scotts Valley Drive and fire station. Source ATP Plan	\$0	0	100	0
Erba Lane/ MacDorsa Sidewalk Connection	SV-P67	Install pedestrian pathway/sidewalk between Erba Lane and MacDorsa Park. Source Parks Master Plan	\$0	0	100	0
Erba Lane/Terrace View/SV Drive Realignment	SV-P10	Realign Terrace View to access Scotts Valley Drive via Erba Lane.	\$520	0	0	0
Glen Canyon Rd at Hwy 17 Overpass Pedestrian Bridge	SV-P69	Install pedestrian pathway under freeway bridge. Source ATP Plan	\$0	0	100	0
Glen Canyon Rd Bike Lanes	SV-P29	Class 2 Bike lanes from Flora Lane to Green Hills. Oak Creek to Flora Ln are already complete.	\$1,030	100	0	0
Glendwood Dr Bicycle Improvements	SV-P71	Add buffers and keep bike lanes at 5' by narrowing travel lanes to 11' and/or expanding right of way. Source SRTS Plan	\$0	100	0	0
Glenwood Dr/Meadow View Dr Intersection Improvements	SV-P70	Install curb extensions to shorten crossing distance. Upgrade crosswalks to high visibility and install LED flashing stop signs. Source SRTS Plan	\$0	0	100	0
Granite Creek Rd Overpass Bike Improvements	SV-P73	Narrow travel lanes to widen shoulders or add bike lanes. At the intersection of Granite Creek Road and Scotts Valley Drive, install bike lanes in both directions, sharrows in the right turn lane, and a bicycle box to allow access to the left turn lane. At the intersection of Granite Creek Road at Santa's Village Road/Highway 17, install a through bike lane for cyclists traveling to Santa's Village Road and sharrows in the right turn lane. At both intersections, install dashed green lane treatments where bike lane crosses the right turn lane (short term). Source ATP Plan	\$0	0	100	0
Granite Creek Rd Overpass Bike/Ped modificaitons	SV-P72	Rebuild overpass to widen sidewalks and install Class IV separated bikeways. Install pedestrian-scale lighting (long term). Source ATP Plan	\$0	10	10	0
Hacienda Way Intersection Modification and Improvements	SV-P74	Install curb extensions to reduce crossing distance. Reduce Hacienda Way to one lane at intersection. Look into undergrounding utility pole at northern corner of intersection. Source SRTS Plan	\$0	5	5	0
Highway 17 On/Off Ramp Bike & Pedestrian Improvements	SV-P95	Install leading pedestrian interval and curb extension at NE corner of intersection. Upgrade all crosswalks to high visibility. Install green bike conflict markings through intersection. Install bicycle detection at Glenwood/Scotts Valley Drive intersection approaches. Source SRTS Plan. Short term	\$0	50	50	0
Highway 17 On/Off Ramp Modernization & Redesign	SV-P94	Begin discussions with Caltrans about modernizing freeway on- and off-ramps. Study options to redesign intersection. Source ATP Plan. long term	\$0	0	0	0
Hwy 17/Midtown Interchange	SV-P01	Construct new SR17 interchange midway between Mt. Hermon Rd and Granite Creek Rd. Will require right-of-way.	\$30,990	0	0	0

Project Title	ID	Project Description/Scope	Costs in 2018 dollars.	Percentage Project Cost By Active Mode (estimate)		
			Est Cost \$1,000's	Bike	Ped	Transit
Hwy 17/Mt. Hermon Rd Interchange Operations Improvement	SV-P44	Add lane to SB off-ramp at Hwy 17/Mt. Hermon Rd interchange.	\$1,030	0	0	0
In-Street Pedestrian Crossing Improvements	SV-P62	Install in-street pedestrian crossing signs (R1-6) at uncontrolled crossings near schools, parks, and other areas with high pedestrian traffic. Source ATP Plan	\$0	0	100	0
Kings Village Rd Bike/Ped Connection	SV-P75	Install bike/pedestrian connection between potential new development at 440 Kings Village Road and Town Center property. Source ATP Plan	\$0	50	50	0
Kings Village Rd Crosswalk Improvements	SV-P76	Upgrade all crosswalks to high visibility. Install curb extensions to shorten crosswalks where feasible. Source ATP Plan	\$0	0	100	0
Kings Village Rd/Town Center Entrance Traffic Signal	SV-P52	Install new traffic signal at the intersection of Kings Village Rd and new Town Center entrance (near transit center) with protected pedestrian crossings and transit signal priority. New Signalization of the intersection on Kings Village Rd at the transit center exit and future Plan street connection would provide a location for protected pedestrian crossings, and would allow transit operators to easily exit the transit center and maintain operating schedules.	\$210	10	10	10
La Madrona Dr Bike/ Ped Improvements	SV-P77	Install pedestrian improvements on La Madrona Drive between project site and Mount Hermon Road, when Gateway South project developed. Restripe bike lanes and continue northbound bike lane to intersection of Mount Hermon Road. Install dashed green lane treatments where bike lane crosses right turn lane. Source ATP Plan	\$0	50	50	0
Lockwood Lane Multi-Use Path	SV-P78	Install Class I multi-use path between Mount Hermon Road and Whispering Pines Drive. Source ATP Plan (long term)	\$0	50	50	0
Lockwood Lane Pedestrian Signal	SV-P80	Install pedestrian countdown signal heads. Source ATP Plan	\$0	0	100	0
Lockwood Lanes Sidewalk & Sharrows	SV-P79	Fill sidewalk gaps on south side of street. Install green backed sharrows. (short term)	\$0	15	85	0
Lockhart Gulch Rd Bike Lanes	SV-P37	Add Class 2 bike lanes to narrow, primarily residential street.	\$720	100	0	0
Lockhart Gulch Road Multi-Use Path	SV-P81	Install multi-use path between Lockhart Gulch or Green Valley Road and Coast Range Road, including an unpaved pathway. Source ATP Plan	\$0	80	20	0
Lockwood Ln Pedestrian Signal Near Golf Course	SV-P21	Construct a pedestrian signal at unprotected ped crossing on Lockwood Lane.	\$50	0	100	0
Mt Hermon Rd and Scotts Valley Drive - Crosswalks	SV-P49	Increase number of crosswalks on Mt Hermon/Scotts Valley Dr, update crosswalks to block pattern, add pedestrian treatments where necessary at intersections to decrease distance across using refuge islands. Add crosswalks to all sides of intersections (particularly an issue on Scotts Valley Dr). Add HAWK signals to provide a low delay signalized crossing opportunity at select locations. Examples include the Safeway Driveway on Mt. Hermon Rd, at Victor Square/Scotts Valley Dr., and at Tramell Way/Scotts Valley Dr.	\$890	0	100	0
Mt Hermon Rd Bike & Ped Improvements	SV-P82	Install bike and pedestrian improvements including filling sidewalk gaps, high-visibility crosswalks, pedestrian countdown heads, green bike lane treatments, and curb radius reduction. Source ATP Plan	\$0	50	50	0

Project Title	ID	Project Description/Scope	Costs in 2018 dollars.	Percentage Project Cost By Active Mode (estimate)		
			Est Cost \$1,000's	Bike	Ped	Transit
Mt Hermon Rd Buffered Bike Lanes	SV-P83	Explore installation of buffered bike lanes or Class IV separated bikeways by narrowing lane widths to 11', as recommended in Town Center Plan, or through plan lines study to gain additional ROW as properties redevelop. Source ATP Plan	\$0	100	0	0
Mt Hermon Rd to El Rancho Drive Bike/Ped Connection	SV-P53	New bike/ped connection between Mt Hermon Road and El Rancho Drive which could include improved bike/ped facilities on existing interchange or new bike/ped crossing.	\$0	50	50	0
Mt Hermon Road Sidewalk Connections	SV-P30A	Add sidewalks to fill gaps in business district.	\$520	0	100	0
Mt Hermon, Lockewood, Springs Lake Widening	SV-P13	Widen, reconstruct and improve portions of roadway and intersection.	\$4,130	0	0	0
Mt Hermon/King's Village Rd-Transit Signal priority	SV-P46	Transit signal priority at Kings Village Rd/Mt Hermon Rd.	\$80	0	0	100
Mt Hermon/Scotts Valley - Intersection Improvements for Bicycle Treatment	SV-P50	Add bicycle treatments at Mt Hermon/Scotts Valley Dr intersection.	\$10	10	10	0
Mt Hermon/Scotts Valley - Transit Queue Jump	SV-P47	Evaluate and if found to be beneficial, remove right turn islands at Mt Hermon Rd/Scotts Valley Road to add transit queue jump lanes/signals.	\$620	0	0	100
Mt. Hermon Rd Circulation Master Plan	SV-P09	Provides various circulation and access improvements to the Mount Herman corridor.	\$3,620	0	0	0
Mt. Hermon Road/Town Center Entrance Traffic Signal	SV-P51	Install new traffic signal at the intersection of the future Town Center road that will accommodate increased pedestrian travel. Add a right-turn lane on the westbound approach. New signalization of the intersection at the future Town Center's primary access point on Mt. Hermon Road would provide protected pedestrian crossing, ADA accessible curb ramps and detectable surfaces on all intersection corners. Permitted left-turn phasing shall be used for the northbound and southbound approaches, while protected left-turn phasing shall be provided on the eastbound and westbound Mt. Hermon Road approaches.	\$260	10	10	10
N. Navarra Dr Bike/Ped Access	SV-P84	Reconfigure gate to Sucinto Lane to allow for bike/pedestrian access. Source Parks Master Plan	\$0	50	50	0
N. Navarra Dr-Sucinto Dr Bike Lanes	SV-P34	Add bike lanes to developing area behind commercial.	\$620	100	0	0
Navarra Dr Sharrows & Wayfinding	SV-P85	Install green backed sharrows on N. Navarra Dr. Install bike wayfinding signage on S. Navarra Dr. to highlight Green Hills Road connection. Source ATP Plan	\$0	100	0	0
Neighborhood Traffic Calming	SV-P28	Citywide traffic calming devices.	\$570	0	0	0
Quien Sabe Rd Sidewalk	SV-P86	Install sidewalk on one side of the street between Scotts Valley Drive and Oak Creek Boulevard. Source ATP Plan	\$0	0	100	0
Sandraya Heights Rd Crossing Improvements	SV-P87	Install curb extension on northwest corner to shorten crossing. Install high-visibility crosswalk. Source SRTS Plan (long term)	\$0	0	100	0
Santa's Village Rd Sidewalk Improvements	SV-P88	Widen sidewalk to Class I multi-use path to connect new housing developments with Granite Creek Road. Source ATP Plan	\$0	50	50	0

Project Title	ID	Project Description/Scope	Costs in 2018 dollars.	Percentage Project Cost By Active Mode (estimate)		
			Est Cost \$1,000's	Bike	Ped	Transit
Scotts Valley Dr Buffered Bike Lanes	SV-P93	Upgrade bike lanes to buffered bike lanes or Class IV separated bikeway. Source SRTS Plan	\$0	100	0	0
Scotts Valley Dr Crosswalk & Sidewalk Improvements	SV-P91	Add new marked crosswalk at north leg of intersection or relocate crosswalk to north leg to reduce vehicle/pedestrian conflicts. Install pedestrian countdown signal heads. Install sidewalk on Victor Square between Scotts Valley Drive and shopping center entrance. Source ATP Plan	\$0	0	100	0
Scotts Valley Dr Crosswalk Improvements	SV-P89	Install high visibility crosswalks, curb extensions and median refuge islands. Install lead pedestrian interval. Study options to eliminate or modify southbound right-turn lane approaching Bean Creek Road to reduce crossing distance. Source SRTS Plan	\$0	0	100	0
Scotts Valley Dr Lane Modifications	SV-P90	Redesign or modify right-turn slip lanes to improve pedestrian visibility. Source ATP Plan	\$0	5	5	0
Scotts Valley Dr Lane Modifications/Pedestrian Crossing Improvements	SV-P92	Reduce lane widths or reduce to one lane in each direction to reduce pedestrian crossing distance and provide wider sidewalk, landscape strip and/or buffered bike lanes or Class IV separated bikeway. Source ATP Plan	\$0	0	20	0
Scotts Valley Town Center Bicycle/Pedestrian Facilities	SV-P45	Bicycle and pedestrian facilities and circulation elements within planned development.	\$4,130	25	25	0
Scotts Valley-wide - Greenway Signage	SV-P48	Add signage for neighborhood greenways.	\$20	50	50	0
Siltanen Community Park Connector Paths	SV-P96	Improve paths to school campus. Source SRTS Plan	\$0	50	50	0
Sky Park Commercial Area Circulation	SV-P11	Construct infrastructure improvement for Skypark commercial area.	\$2,070	0	0	0
Skypark Bicycle Improvements	SV-P97	Widen path to allow for bike and pedestrian access, or install separate path for bicyclists to connect Skypark Drive and Kings Village Road. Source ATP Plan	\$0	50	50	0
Synchronize Traffic Signals along Mt. Hermon Road	SV-P42	Re-time to coordinate traffic signals along Mt. Hermon Road.	\$100	0	0	0
Upgrade Bicycle Sharrows	SV-P61	Upgrade all white sharrows in City limits to green backed sharrows. Source ATP Plan	\$0	100	0	0
Vine Hill School Rd (Glenwood Dr-Tabor Dr) Bike Lane Widening	SV-P99	Narrow travel lanes to 11' to widen bike lanes to 6'. Remove signs that indicate bike lanes are dependent on time of day. Source SRTS Plan	\$0	100	0	0
Vine Hill School Rd Sidewalk Improvements	SV-P98	Fill sidewalk gaps on north/ east side of street. Source ATP Plan	\$0	0	100	0
Whispering Pines Dr (Mt Hermon-Lundy Ln) Separated Bikeways	SV-P100	Upgrade bike lanes to buffered bike lane or Class IV separated bikeway. Source SRTS Plan	\$0	100	0	0
<b>City of Scotts Valley Total Cost</b>			<b>\$85,360</b>			
<b>City of Watsonville</b>						
2nd/Maple Ave (Lincoln to Walker) Traffic Calming and Greenway	WAT-P49	Evaluate and if found necessary, add traffic calming/bicycle traffic priority with wayfinding signage to provide access to MBSST and create low stress grid around downtown.	\$25	10	40	0

Project Title	ID	Project Description/Scope	Costs in 2018 dollars.	Percentage Project Cost By Active Mode (estimate)		
			Est Cost \$1,000's	Bike	Ped	Transit
5th St (Lincoln to Walker) - Traffic Calming and Greenway	WAT-P50	Evaluate and if found necessary, add traffic calming/bicycle traffic priority with wayfinding signage to provide access to MBSST and create low stress grid around downtown.	\$25	10	40	0
Airport Blvd Modifications (Hanger Way to Ross Ave)	WAT-P34	Reconstruct or repave roadway and bike lanes; repair, replace and install curb, gutter, sidewalk and curb ramps; replace and upgrade signage and striping.	\$600	10	23	2
Alley Improvements	WAT-P36	Repair & reconstruct some alleys.	\$60	0	0	0
Bridge Maintenance	WAT-P35	Maintenance of bridges	\$115	0	0	0
Buena Vista/Calabasas/Freedom Connection	WAT-P30	Construction of roadway connection from Buena Vista area to Freedom Blvd. Reconstruct Via Nicola.	\$5,950	5	10	0
Citywide General Maintenance and Operations	WAT-P06	Ongoing maintenance, repair, and operation of road/street system, including bicycle and pedestrian facilities.(Total Need = \$2,600/year, constr=\$1500/yr)	\$55,813	10	25	2
Citywide Pedestrian Facilities	WAT-P15	Construct sidewalks and curb ramps where necessary. This work is usually combined with the annual road rehabilitation and maintenance projects. Avg annual cost: \$100/yr.	\$2,380	0	100	0
Citywide Transportation Projects	WAT-P24	Lump sum of transportation projects to be identified in the future. Including major rehabilitation and operational improvements (\$1.2M/yr).	\$28,510	15	15	5
Complete Streets - Downtown	WAT-P75	Provide complete streets improvements including sidewalk, parking, bike lane, sharrows, curb bulb outs, high visibility crosswalks, striping, signage, street trees, pedestrian lighting, bus shelters, bike parking and benches	\$27,000	15	50	5
Complete Streets - Watsonville Schools	WAT-P76	Provide complete streets improvements including sidewalk, bike lane, sharrows, curb bulb outs, high visibility crosswalks, striping, signage and pedestrian lighting.	\$20,600	25	50	0
Crestview/Wagner Extension	WAT-P29	Construction of roadway connection from Atkinson Lane area to SR 152. Reconstruct/widen Wagner St.	\$4,750	5	10	0
East Fifth St (Main St to Lincoln St)	WAT-P39	Repair, replace and install curb, gutter, sidewalk and curb ramps; replace and upgrade signage and striping.	\$300	40	60	0
East Lake Ave-(Hwy 152) Widening (Martinelli St-Holohan Rd)	CT-P33	Widen East Lake Ave. (SR 152) from 2 to 4 lanes (Martinelli St-Holohan Rd).	\$1,030	0	0	0
East Lake/Madison - ped crossing	WAT-P57	Evaluate and if feasible, add pedestrian crossing (HAWK signal if ped volume warrants) at E Lake & Madison for better access to Hall Middle School.	\$1	0	100	0
Elm St. Improvements Project	WAT-P77	Road reconstruction and sidewalk improvements	\$350	5	20	0
Freedom Blvd (Airport Blvd to Buena Vista Dr)	WAT-P85	Repair and resurface damaged roadway and bike lanes, replace damaged sidewalks, add pedestrian facilities where none exist.	\$3,000	20	20	0
Freedom Blvd (Green Valley Rd to Airport Blvd)	WAT-P72	Repair and resurface damaged roadway and bike lanes, replace damaged sidewalks, add pedestrian facilities where none exist.	\$2,650	20	20	0

Project Title	ID	Project Description/Scope	Est Cost \$1,000's	Percentage Project Cost By Active Mode (estimate)		
				Bike	Ped	Transit
Freedom Blvd Pedestrian Crossings (Airport to Lincoln)	WAT-P62	Evaluate and if feasible, install new and improve existing uncontrolled pedestrian crossings at Roach Road, Davis Avenue, Clifford Lane, Mariposa Avenue, Alta Vista Street, Crestview Drive, Martinelli Street and Marin Street).	\$0	0	100	0
Freedom Blvd Reconstruction (Alta Vista to Green Valley)	WAT 45	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.	\$3,250	8	26	1
Freedom Blvd/Green Valley Rd Neighborhood Bike/Ped Connections	WAT-P64	Evaluate and if feasible, implement greenway, which gives priority to bicycles and pedestrians on low volume, low speed streets including, pedestrian facilities, way finding and pavement markings, bicycle treatments to connect neighborhoods to goods and services on Freedom Blvd.	\$1,800	50	50	0
Freedom Boulevard Plan Line	WAT 43	Preparation of a plan line for Freedom Boulevard between Green Valley Road and Buena Vista Drive that delineates multimodal modifications supported by the community.	\$160	0	0	0
Green Valley Adaptive Signal Project	WAT-P78	Update signals to provide dynamic signal timing, optimizing traffic flow and decreasing vehicle emission.	\$243	0	0	0
Green Valley Rd Improvement (Freedom Blvd to City Limit)	WAT-P45	Reconstruct existing roadway, install a median island to encourage safer turning movements, remove and replace existing driveways and curb ramps that do not comply with existing accessibility standards, restripe roadway to provide striping for bike lanes where none exist.	\$2,000	10	25	2
Harkins Slough Rd (Hwy 1 to Green Valley Rd)	WAT-P69	Repair, reconstruct and/or upgrade pavement, bike lanes, sidewalks, transit facilities, signage and striping	\$1,150	5	20	5
Harkins Slough Rd Pedestrian & Bicycle Bridge	WAT-P79	Install pedestrian & bicycle bridge, pedestrian path, sidewalk, striping and signage	\$12,000	50	50	0
Hillside Ave to Freedom Blvd Ped/Bike Connection	WAT-P60	Evaluate and if feasible, install new bike/ped connection from Carey Avenue to Freedom Boulevard between Roache Road and Green Valley Road to connect neighborhood to goods, services and transit on Freedom Boulevard. Include new crossing from new bicycle/pedestrian facility to east side of Freedom Boulevard.	\$360	50	50	0
Kearney/Rodriguez - Ped Crossing	WAT-P53	Evaluate and if found necessary, add pedestrian crossing at Kearney and Rodriguez with traffic calming for access to Radcliffe Elementary.	\$35	0	100	0
Lake Avenue Underground Utilities	WAT-P80	Underground existing overhead utilities.	\$2,400	0	0	0
Lee Rd Trail	WAT-P81	Prepare environmental documents and construction plans, secure permits	\$15,000	50	50	0
Lincoln St Safety Improvements	WAT-P82	Install pedestrian crossing enhancements, improve sidewalks and pedestrian amenities, provide bicycle and pedestrian safety training and education for high school students.	\$526	0	100	0

Project Title	ID	Project Description/Scope	Costs in 2018 dollars.	Percentage Project Cost By Active Mode (estimate)		
			Est Cost \$1,000's	Bike	Ped	Transit
Lincoln Street Safety Improvements	WAT-P74	Pedestrian Crossing Enhancements that incorporate bulbouts, landscaping, lighting, decorative pedestrian scale fencing, enhanced crosswalks, improved sidewalks and pedestrian amenities, fencing, artistic enhancements by high school artists and classes in crossings and on lighting. Also includes bicycle racks, pavement sharrows, and signage.	\$500	0	0	0
Lump Sum Bicycle Projects	WAT-P19	Update the City Bicycle Plan and construction of additional routes and paths (250k/yr).	\$5,950	100	0	0
Main St - 3 HAWK Signals	WAT-P54	Evaluate and if found necessary, add Hawk signals in 3 locations on Main St.	\$0	0	100	0
Main St (Freedom to Riverside) Ped/Bike Enhancements	WAT-P58	Evaluate and if feasible improve ped facilities and bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) and bike boxes and bicycle priority at intersections on Main Street intersections.	\$890	50	50	0
Main St Modifications (500 Block: Fifth St to East Lake Ave)	WAT-P40	Repair, replace and install curb, gutter, and curb ramps; replace and upgrade signage and striping. Evaluate and if feasible, provide bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals), and buffered sidewalk.	\$710	40	60	0
Main St Modifications (City Limit to Lake Ave)	WAT-P47	Repave roadway and bike lanes; repair, replace and install curb, gutter, sidewalk and curb ramps; replace and upgrade signage and striping. Evaluate and if feasible, provide bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) and buffered sidewalks.	\$0	0	25	2
Main St Modifications (East Lake Ave to Freedom Blvd)	WAT-P73	Provide complete streets improvements including but not limited to pedestrian crossings, bicycle facilities, bus stops, parking, sidewalks and traffic management	\$1,000	25	25	25
Main St. (Hwy 152)/Freedom Blvd Roundabout	WAT 27a	Installation of a roundabout to replace the currently signalized intersection with safety considerations for bike/ped. Caltrans Project ID - 05-0T150.	\$1,500	0	15	0
Main St/Beach St/Lake Ave Bike Facilities	CT-P38	Bicycle facilities - Main St (GV Rd to Mont Co line), Beach St (Walker to Lincoln) and Lake Ave (Main St to fairgrounds). County/City Project - Cost unknown.	\$0	100	0	0
Main/Rodriguez/Union/Brennan (Freedom to Riverside) - Crosswalks	WAT-P55	Evaluate and if found necessary, increase the number of crosswalks on Main St, Rodriguez, and Union/Brennan to aim for 300 ft distance between crossings. Update pattern of crosswalks to block pattern.	\$115	0	100	0
Maintain and Improve Trails	WAT-P83	Maintain and enhance existing pedestrian and bicycle trails	\$400	50	50	0
MBSSTN Walker St (Watsonville Slough Trailhead to Walker St)	WAT-P71	Construction of 2400-foot long pathway parallel to the railroad tracks. Path shall be twelve-foot width asphalt (hma). Modify drainage facilities east of Ohlone Parkway. Provide connection with Watsonville Slough Trail. Install at grade crossing at spur near Walker St. Modify existing parking area and pedestrian facilities at Walker St/West Beach St intersection.	\$750	50	50	0
Neighborhood Traffic Plan	WAT-P04	Plan to identify and address concerns regarding speeding, bicycle and pedestrian access and safety, and other neighborhood traffic issues (\$5k/yr).	\$115	0	0	0

Project Title	ID	Project Description/Scope	Est Cost \$1,000's	Percentage Project Cost By Active Mode (estimate)		
				Bike	Ped	Transit
Neighborhood Traffic Plan Implementation	WAT-P13	Address concerns about traffic complaints through Education, Enforcement, and Engineering solutions. Install traffic calming devices that do not impede bicyclist access (\$20k/yr).	\$470	10	20	0
Ohlone Parkway Improvements - Phase 2 (UPRR to West Beach)	WAT-P31	Roadway, pedestrian, and bicycle facilities.	\$600	10	25	2
Pajaro Lane to Freedom Blvd Ped/Bike Connection	WAT-P63	Evaluate and if feasible, new bike/ped connection from Pajaro Lane to Freedom Blvd to connect neighborhood to goods, services and transit on Freedom Boulevard. Include new crossing from new bicycle/pedestrian facility to west side of Freedom Boulevard.	\$360	50	50	0
Pajaro Valley High School Connector Trail	WAT-P42	Install bicycle/pedestrian trail (this trail connects Pajaro Valley High School to Airport Blvd).	\$710	50	50	0
Pedestrian and Traffic Safety	WAT-P84	Provide pedestrian and traffic safety improvements including striping, markers, signage, flashing beacons and curb extensions.	\$848	0	50	0
Pennsylvania Dr (Green Valley Rd to Clifford Ave)	WAT-P70	Repair, reconstruct and/or upgrade pavement, bike lanes, sidewalks, transit facilities, signage and striping	\$4,600	5	20	5
Riverside (Hwy 129) Bike Facilities	CT-P39	Bicycle facilities - Lee to Lakeview Road. County/City Project -Cost Unknown.	\$0	100	0	0
Rodriguez St (Main St to Riverside)- Buffered Bike Lane	WAT-P51	Evaluate and if found necessary, improve bike lane striping, add buffered lanes on Rodriguez St to delineate bike lane from vehicle parking and traffic.	\$12	100	0	0
Segment 18a - MBSST/Rail Trail: Ohlone Pkwy to City Slough Trail connection	TRL 18W	Construction of pedestrian and bicycle path parallel to the existing railroad tracks and within the rail right-of-way. Includes public outreach and training to improve bicycle and pedestrian safety.	\$860	50	50	0
Segment 18b - MBSST/Rail Trail: Lee Road-Ohlone Pkwy	TRL 18L	Construction of pathway parallel to the railroad tracks: includes asphalt path, retaining walls, fencing, drainage, at grade RR crossings, and installation of pathway or sidewalk to link to the existing sidewalk at Lee Road.	\$1,540	50	50	0
Union/Brennan (Freedom to Riverside) - Sharrows	WAT-P52	Evaluate and if found necessary, add sharrows to Union/Brennan.	\$12	100	0	0
Upper Struve Slough Trail	WAT-P65	Construction of pedestrian/bicycle path along upper Struve Slough from Green Valley Road to Pennsylvania Drive. The trail shall consist of a twelve-foot wide by one foot deep aggregate base section with the center eight feet covered with a chip seal. Additional improvements include installing a 130-length of modular concrete block retaining wall, reinforcing a 160-foot length of slough embankment with rock slope protection and installing a 175-foot long by eight foot wide boardwalk.	\$0	50	50	0
Upper Watsonville Slough Trail	WAT-P43	Install bicycle/pedestrian trail.	\$0	50	50	0
Walker St Modifications (Beach St to Watsonville Slough)	WAT-P48	Repave roadway and bike lanes; repair, replace and install curb, gutter, sidewalk and curb ramps; replace and upgrade signage and striping	\$3,200	10	25	2
Watsonville Shuttle	WAT-P27	Year round public transit service.	\$300	0	0	100

Project Title	ID	Project Description/Scope	Costs in 2018 dollars.	Percentage Project Cost By Active Mode (estimate)		
			Est Cost \$1,000's	Bike	Ped	Transit
Watsonville-wide HOV priority	WAT-P56	Evaluate HOV priority at signals and HOV queue bypass.	\$60	0	0	0
West Beach St (Lee Rd to Ohlone Parkway)	WAT-P66	Repair, reconstruct and/or upgrade pavement, bike lanes, sidewalks, transit facilities, signage and striping	\$2,900	5	20	5
West Beach St (Ohlone Parkway to Walker St)	WAT-P67	Repair, reconstruct and/or upgrade pavement, bike lanes, sidewalks, transit facilities, signage and striping	\$4,600	5	20	5
West Lake Ave Modifications (Main St to Rodriguez St)	WAT-P41	Repair, replace and install curb, gutter, sidewalk and curb ramps; replace and upgrade signage and striping	\$240	40	60	0
<b>City of Watsonville Total Cost</b>			<b>\$239,322</b>			
<b>Consolidated Transportation</b>						
Countywide Specialized Transportation	CTSA-P01	Non-ADA mandated paratransit and other specialized transportation service for seniors and people with disabilities. Includes medical service rides, Elderday, out-of-county rides, Sr. Meal Site, Taxi Script, and same day rides etc. Current avg annual need \$2.58M. Constrained=\$2M.	\$46,200	0	0	100
Lift Line Maintenance/Operations Center	CTSA-P02	Construct a permanent maintenance center/consolidated operations facility for paratransit program (currently Lift Line).	\$15,500	0	0	100
Medical Specialized Transportation for Veterans	CTSA-P06	Non-emergency medical transportation for veterans	\$6,500	0	0	100
Medically Fragile Specialized Transportation	CTSA-P04	Non-emergency transportation service for medically fragile individuals. Includes operations and capital.	\$5,000	0	0	100
Non-ADA Paratransit Service Expansion	CTSA-P03	Expansion of non-ADA paratransit system to meet needs of growing elderly and disabled populations. May include pre/post natal transport to medical appointments.	\$21,700	0	0	100
<b>Consolidated Transportation Total Cost</b>			<b>\$105,400</b>			
<b>County Health Services Agency</b>						
Santa Cruz County Health Service Agency - Traffic Safety Education	CO 50	Ongoing education program to decrease the risk and severity of collisions. Includes bicycle and pedestrian programs: Community Traffic Safety Coalition, South County coalition, and Ride n' Stride Bicycle/Pedestrian Education Program.	\$6,000	50	40	0
<b>County Health Services Agency Total Cost</b>			<b>\$6,500</b>			
<b>County of Santa Cruz</b>						
26th Ave Improvements (entire length-Portola Dr to end)	CO-P31a	Roadway and roadside improvements on various Major Collectors including sidewalks, bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$2,580	20	25	5
26th to 30th (at Lode/Quartz) Bike/Ped Connection	CO-P78	New bike/ped connection from Lode and Quartz to Moran Trail, which connects to 30th.	\$520	50	50	0

Project Title	ID	Project Description/Scope	Costs in 2018 dollars.	Percentage Project Cost By Active Mode (estimate)		
			Est Cost \$1,000's	Bike	Ped	Transit
37th/38th Ave (Brommer to Eastcliff) Multimodal Circulation Improvements and Greenway	CO-P27a	Evaluate and if feasible improve vehicle and transit access on 38th Avenue from East Cliff to Brommer and develop greenway on 37th Avenue from East Cliff to Portola. Roadway improvements may include roadway and roadside improvements including sidewalks, bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals), transit turnouts, left turn pockets, and intersection improvement.	\$2,070	20	25	5
41st Ave Improvements Phase 2 (Hwy 1 Interchange to Soquel Dr)	CO-P26a	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,240	20	25	5
Airport Blvd Improvements (City limits to Green Valley Rd)	CO-P02	Major rehab, addition of bike lanes, transit facilities, merge lanes, intersection improvements, sidewalks, drainage, and landscaping.	\$1,240	10	35	10
Alba Rd Improvements (Empire Grade to State Hwy 9)	CO-P30b	Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$1,760	20	25	5
Amesti Road Multimodal Improvements (Green Valley to Brown Valley Rd)	CO-P03	Roadway rehab and reconstruction, left turn pockets at Green Valley Road, Pioneer Road/Varni Road. Add bike lanes, transit turnouts, sidewalks, merge lanes, landscaping, and intersection improvements.	\$6,200	25	10	10
Aptos Beach Dr Improvements (Esplanade to Rio Del Mar Blvd)	CO-P27b	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$1,240	20	25	5
Aptos Village Plan Improvements	CO 64	Modifications for ped, bike, bus and auto traffic. Add pedestrian facilities and drainage infrastructure on both sides of Soquel Dr; improve bike lanes; new bike parking; new bus pullout and shelter on north side. Trout Gulch: Replace sidewalks with standard sidewalks on east side, ADA upgrades to west side sidewalks. Install traffic signals at Soquel Dr/Aptos Creek Rd (CO 64c) & Soquel/Trout Gulch. Left turn lanes on Soquel at new street - Parade St and at Aptos Creek Road. RR crossing modifications - new crossing arms, concrete panels for vehicle and pedestrian crossings. New RR xing at Parade St. Phase 1: Trout Gulch Rd improvements w/traffic signal and upgraded RR xg at Soquel Dr. Pavement overlay of Soquel Dr (Spreckels to Trout Gulch) and a portion of Aptos Creek Road.	\$5,189	10	20	0
Beach Road Improvements (City limits to Pajaro Dunes)	CO-P26b	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,240	20	25	5
Bean Creek Rd Improvements (Scotts Valley City Limits to Glenwood Dr)	CO-P28a	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,275	20	25	5
Bear Creek Road Improvements (Hwy 9 to Hwy 35)	CO-P04	Major rehab, add bike lanes, turnouts, merge lanes, and intersection improvements. Some landscaping and drainage improvements also.	\$4,500	25	10	5
Bonita Dr Improvements (entire length)	CO-P29b	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,240	20	25	5
Bonny Doon Rd Improvements (Hwy 1 to Pine Flats Rd)	CO-P43	Construction of a Class 1 bike lane facility, addition of transit stops, intersection improvements, major road rehabilitation, road maintenance, and drainage improvements.	\$8,260	50	0	2

Project Title	ID	Project Description/Scope	Costs in 2018 dollars.	Percentage Project Cost By Active Mode (estimate)		
			Est Cost \$1,000's	Bike	Ped	Transit
Bowker Rd Improvements (entire length-Buena Vista Dr to Freedom Blvd)	CO-P33a	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$620	20	25	5
Branciforte Dr Improvements (City of Santa Cruz to Vine Hill Rd)	CO-P30c	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$1,760	20	25	5
Branciforte Drive Chip Seal Project (Granite Creek Rd to SC city limits - 1.91mi)	CO 82	Roadway rehabilitation: Digouts, Rubberized Chip Seal, and restriping of a portion of Branciforte Drive	\$433	0	0	0
<b>Brimblecom Road Bridge Replacement</b>	<b>CO-P100</b>	<b>The project will consist of completely replacing the existing narrow one lane structure and roadway approaches with a two lane clear span concrete bridge and standard bridge approaches.</b>	\$2,746	0	0	0
Brown Valley Rd Improvements (Corralitos Rd to Redwood Rd)	CO-P26d	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$900	20	25	5
Buena Vista Rd Improvements (San Andreas to Freedom Blvd)	CO-P26e	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$2,175	20	25	5
Bulb Ave Road Improvements (Garden St to Capitola City Limits)	CO-P65	Roadway and roadside improvements including curb, gutter, sidewalk, bike lanes, left turn lanes, intersection improvements and roadway rehabilitation.	\$770	20	25	5
Cabrillo College Dr Improvements (Park Ave to Twin Lakes Church)	CO-P30d	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$1,000	20	25	5
Capital improvement projects consistent with the Sustainable Santa Cruz County Plan	CO-P96	Construct associated multi-modal infrastructure improvements associated with the Sustainable Santa Cruz County Plan	\$19,000	30	30	15
Capitola Rd Ext Improvements (Capitola Rd to Soquel Ave)	CO-P31b	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,240	20	25	5
Carol Way/Lompico Creek Bridge Replacement	CO-P49	Replace existing single span-two lane bridge construction of steel girders and long deck with new 30 ft wide single span flat sale concrete bridge. Include (2) 11 ft lanes and (2) 4 ft shoulders.	\$1,240	6	6	3
Cassery Rd Improvements (Hwy 152 to Green Valley Rd)	CO-P26g	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$562	20	25	5
Cathedral Dr Improvements (entire length)	CO-P33b	Roadway and roadside improvements on Minor Collector. Roadwork includes major rehabilitation and maintenance of the road.	\$620	20	25	5
Center Ave/Seacliff Dr Improvements (Broadway to Aptos Beach Dr)	CO-P26h	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,240	20	25	5
Chanticleer Ave Improvements (Hwy 1 to Soquel Dr)	CO-P26i	Roadway and roadside improvements including bike lanes, sidewalks, drainage and intersection improvements.	\$1,240	20	25	5

Project Title	ID	Project Description/Scope	Costs in 2018 dollars.	Percentage Project Cost By Active Mode (estimate)		
			Est Cost \$1,000's	Bike	Ped	Transit
Cliff Dr Improvements (Rio Del Mar to Railroad Crossing)	CO-P29c	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$620	20	25	5
Clubhouse Drive Improvements (Sumner Av to Rio Del Mar Blvd)	CO-P32a	Road rehabilitation and maintenance. Roadside improvements: left lane pockets, sidewalks, bike lanes and transit turnouts.	\$1,450	20	25	5
College Road Improvements (Hwy 152 to Lakeview Rd)	CO-P23	Major road rehab, add left turn pocket at Cutter Drive. Also add bike lanes, transit turnouts, sidewalks, landscaping. Drainage improvements, merge lanes, and intersection improvements may also be needed.	\$1,760	20	15	5
Commercial Way Improvements (Mission Dr. to Soquel Dr.)	CO-P28c	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$450	20	25	5
Corcoran Ave Improvements (Alice St to Felt St)	CO-P27c	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$620	20	25	5
Corralitos Road Rehab and Improvements (Freedom Blvd to Hames Rd)	CO-P08	Major rehab, transit, bike, and ped facilities. May also include drainage, merge lanes, landscaping and intersection improvements.	\$620	15	10	10
County wide guardrail	CO-P97	Install guardrail on County roads	\$10,000	0	0	0
Countywide ADA Access Ramps	CO-P37	Construction of handicapped access ramps countywide.	\$1,115	0	100	0
Countywide Bike Projects	CO-P71	Bike projects based on needs identified through the Santa Cruz County Bicycle Plan and plan updates. These are in addition to projects listed individually in the RTP.	\$4,130	100	0	0
Countywide General Road Maintenance and Operations	CO-P35	Ongoing maintenance, repair, and operation of road/street system within the unincorporated areas of the county.	\$362,381	10	5	0
Countywide Sidewalks	CO-P41	Install sidewalks.	\$71,310	0	100	0
Day Valley Rd Improvements (entire length-Freedom Blvd to Valencia Rd)	CO-P31c	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,240	20	25	5
East Cliff (26th to Moran Way) Sidewalk Improvement	CO-P77	Install sidewalk from 26th south to link to Moran Way.	\$410	0	100	0
East Cliff Dr Pedestrian Pathway (17th-Palisades Ave)	CO-P103	Construct sidewalks and bike lanes on East Cliff where there are gaps	\$7,000	25	75	0
East Cliff Dr Pedestrian Pathway (7th-12th Ave)	CO-P50	Construct pedestrian pathway on East Cliff.	\$1,760	0	100	0
East Cliff Drive Cape Seal (12th-17th)	CO 66	Pavement maintenance, isolated section digout and asphalt replacement and cape seal on entire roadway.	\$230	0	0	0

Project Title	ID	Project Description/Scope	Costs in 2018 dollars.	Percentage Project Cost By Active Mode (estimate)		
			Est Cost \$1,000's	Bike	Ped	Transit
East Cliff Drive Improvements (32nd Ave to Harbor)	CO-P09	Roadway rehab, add left turn pockets at 26th and 30th Ave, fill gaps in bikeways and sidewalks, add transit turnouts, intersection improvements. Some landscaping and drainage improvements.	\$4,250	20	25	10
East Zayante Rd Improvements (Lompico Rd to just before Summit Rd)	CO-P26j	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,275	20	25	5
Either Way Ln Bridge Replacement Project	CO-P88	The project will consist of completely replacing the existing narrow one lane structure and roadway approaches with a two lane clear span precast voided concrete slab bridge and standard bridge approaches.	\$0	0	0	0
El Dorado Ave Road Improvements (Capitola Rd to RR)	CO-P67	Roadway and roadside improvements including curb, gutter, buffered sidewalk, bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals), left turn lanes, intersection improvements and roadway rehabilitation.	\$1,810	20	25	5
El Rancho Dr Improvements (Mt. Hermon/Hwy 17 to SC city limits)	CO-P26k	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,725	20	25	5
Empire Grade Improvements	CO-P10	Road rehab and maintenance, left turn pocket at Felton Empire Road, add bike lanes, transit facilities, some sidewalks, landscaping. Drainage improvements, merge lanes, and intersection improvements may also be needed.	\$4,335	20	10	10
Empire Grade Resurfacing Project	CO 87	Asphalt Digouts, Surface Sealing, and restriping of roadway	\$0	0	0	0
Eureka Canyon Rd Improvements (Hames Rd to Buzzard Lagoon Rd)	CO-P26l	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,725	20	25	5
Felton Empire Road Improvements (entire length to State Hwy 9)	CO-P28d	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,725	20	25	5
Fern Dr @ San Lorenzo River Bridge Replacement Project	CO-P90	The project will consist of completely replacing the existing three span single lane structure and roadway approaches with a new two lane clear span reinforced concrete box girder bridge and standard bridge approaches.	\$2,830	0	0	0
Forest Hill Dr @ Bear Creek Bridge Replacement Project	CO-P86	The Project will consist of completely replacing existing steel girder bridge crossing Bear Creek with a new precast concrete voided slab bridge.	\$2,050	0	0	0
Freedom Blvd Multimodal Improvements (Bonita Dr to City of Watsonville)	CO-P11	Add bike lanes, sidewalks on some segments, transit turnouts, signalization. Left turn pockets at Bowker, Day Valley, White Rd, and Corralitos Rd. Also includes merge lanes, intersection improvements, landscaping, major rehabilitation and maintenance, drainage improvements.	\$3,100	20	10	10
Glen Arbor Rd Improvements (State Hwy 9 to State Hwy 9)	CO-P30f	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$1,240	20	25	5

Project Title	ID	Project Description/Scope	Costs in 2018 dollars.	Percentage Project Cost By Active Mode (estimate)		
			Est Cost \$1,000's	Bike	Ped	Transit
Glen Arbor Road Bridge Replacement	CO-P102	The project will consist of replacing the existing narrow two lane structure and roadway approaches by widening to 12 foot lanes with 8 foot shoulders and standard bridge approaches.	\$3,959	0	0	0
Glen Canyon Rd Improvements (Branciforte Dr to City of Scotts Valley)	CO-P26m	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$4,350	20	25	5
Glen Coolidge Drive/Hwy 9 Bike Path	CO-P40	Class 1 bike facility from Glen Coolidge Dr to Hwy 9 to provide eastern access to UCSC.	\$2,380	100	0	0
Glenwood Cutoff General Improvements (Glenwood Dr to Hwy 17)	CO-P61	Roadway and roadside improvements including bike lanes, left turn lanes, intersection improvements and roadway rehabilitation.	\$3,100	30	0	0
Glenwood Dr. Improvements (Scotts Valley city limits to State Hwy 17)	CO-P26n	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$2,175	20	25	5
Graham Hill Road Multimodal Improvements (City of SC to Hwy 9)	CO-P12	Bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes, traffic signals. Major rehabilitation and maintenance. Drainage improvements. Signal upgrade at SR9.	\$5,265	20	10	10
Granite Creek Rd Improvements (Branciforte Dr to City of Scotts Valley)	CO-P30h	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$1,760	20	25	5
Green Valley Rd Bridge Replacement Project	CO-P85	The project will consist of completely replacing the existing two lane structure and roadway approaches with a two lane clear span concrete slab bridge and standard bridge approaches.	\$2,110	0	0	0
Green Valley Rd Pedestrian Safety Project	CO 42b	Build 6-foot wide sidewalk with some curb and gutter on NW side of Green Valley Rd from Airport Blvd to Amesti Rd (1800 ft).	\$390	0	100	0
Green Valley Road Improvements	CO-P13	Add two-way left turn lanes from Mesa Verde to Pinto Lake on Green Valley Rd. Also includes some road rehab and maintenance, bike lanes, sidewalks, transit facilities, landscaping, and merge lanes.	\$3,100	20	10	5
Hames Rd Improvements (entire length-Freedom Blvd to Eureka Canyon Rd)	CO-P32b	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	\$3,620	20	25	5
Harkins Slough Rd. Improvements (entire length-Buena Vista Dr to State Hwy 1)	CO-P32c	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	\$1,760	20	25	5
Harper St Improvements (entire length-El Dorado Ave to ECM)	CO-P33d	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,240	20	25	5
Huntington Dr Improvements (Monroe Ave to Valencia Rd.)	CO-P32d	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	\$2,380	20	25	5

Project Title	ID	Project Description/Scope	Costs in 2018 dollars.	Percentage Project Cost By Active Mode (estimate)		
			Est Cost \$1,000's	Bike	Ped	Transit
Hwy 152/Holohan - College Intersection	CO 84	Operational and school bike and pedestrian safety improvements at intersection, including: adding a left-turn lane from Holohan to EB Hwy 152, extending existing lanes on Holohan approach, adding merge lane to Hwy 152 WB. Sidewalk on north (WB) side of Hwy 152 from Holohan to Corralitos Creek bridge, adds crosswalks, bicycle facilities, and speed feedback signs.	\$4,405	25	25	0
Jamison Cr Rd Improvements (entire length-Empire Grade to Hwy 236)	CO-P32e	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	\$620	20	25	5
La Madrona Dr Improvements (El Rancho Dr to City of Scotts Valley)	CO-P14	Bike lanes, sidewalks, transit turnouts, left turn pockets at Sims Road, Highway 17, and El Rancho Road), merge lanes, and intersection improvements. Also includes major rehabilitation, drainage and maintenance.	\$2,715	20	10	10
Lakeview Road Improvements	CO-P15	Major road rehab, add left turn pocket at College Road, intersection improvements at Carlton Rd. Also add bike lanes, new transit facilities, landscaping. Drainage improvements, merge lanes, and intersection improvements may also be needed.	\$1,240	25	5	5
Larkin Valley Rd Improvements (San Andreas Rd to Buena Vista Dr)	CO-P30i	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$620	20	25	5
Larkspur Bridge @San Lorenzo River	CO-P91	The project will consist of completely replacing the existing narrow one lane structure and roadway approaches with a two lane bridge and standard bridge approaches.	\$0	0	0	0
Laurel Glen Rd Improvements (Soquel-San Jose Rd to Mt. View/Rodeo Gulch Rd)	CO-P30j	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$1,240	20	25	5
Ledyard Way Improvements (entire length-Soquel Dr to Soquel Dr)	CO-P31d	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$620	20	25	5
Lockhart Gulch Improvements (Scotts Valley City limits to end)	CO-P31e	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,240	20	25	5
Lockwood Lane Improvements (Graham Hill Rd to SV limits)	CO-P24	Major road rehab, add bicycle lanes, sidewalks, some transit facilities, landscaping, and intersection improvements.	\$881	20	15	10
Lompico Rd Bridge Replacement	CO-P95	The project will consist of replacing existing steel stringer bridge with a reinforced concrete slab bridge	\$1,860	50	0	0
Lompico Rd Improvements (E Zayante Rd. to end)	CO-P30k	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$620	20	25	5
Maciel Ave Improvements (Capitola Rd to Mattison Ln)	CO-P29e	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,450	20	25	5

Project Title	ID	Project Description/Scope	Costs in 2018 dollars.	Percentage Project Cost By Active Mode (estimate)		
			Est Cost \$1,000's	Bike	Ped	Transit
Main St Improvements (Porter St to Cherryvale Ave)	CO-P27e	Roadway and roadside improvements on Major Collector including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$1,360	20	25	5
Manfre Rd Improvements (entire length-Larkin Valley Rd to Buena Vista Dr)	CO-P33e	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$620	20	25	5
Mar Monte Ave Improvements (San Andreas Rd to State Hwy 1)	CO-P30l	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$620	20	25	5
Mar Vista Dr Improvements (entire length-just before Seaciff Dr to Soquel Dr)	CO-P33f	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, buffered sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$300	20	25	5
Mattison Ln Improvements (Chanticleer Ave to Soquel Ave)	CO-P26p	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,450	20	25	5
McGregor Dr Improvements (Capitola city limits to Seaside Rd)	CO-P33g	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,240	20	25	5
Mesa Dr Improvements (Vienna Drive to Ledyard Way)	CO-P31f	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,240	20	25	5
Mill St Improvements (entire length)	CO-P27f	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$280	20	25	5
Mountain View Rd Improvements (Branciforte Dr to Rodeo Gulch Rd)	CO-P27g	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$1,240	20	25	5
Mt. Hermon Rd. Improvements (Lockhart Gulch to Graham Hill Rd)	CO-P26q	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$2,175	20	25	5
Murphy Crossing Improvements	CO-P39	Bikeway on Murphy Crossing (Hwy 129 to Monterey Co line), major rehabilitation and maintenance of road, drainage improvements may also be needed.	\$1,240	20	26	9
Opal Cliff Dr Improvements (41st Av to Capitola City Limits)	CO-P31g	Roadway, roadside and intersection improvements including sidewalks, bike treatments (such as buffered and/or painted bike lanes), designed to accommodate the number of users and link to East Cliff Drive.	\$950	20	25	5
Pajaro River Bike Path System	CO-P38	Construction of a Class 1 bike path along the levees and a Class 2 bikeway on Thurwatcher Road and Beach Road.	\$9,000	100	0	0
Paul Minnie Ave. Improvements (Rodriguez St to Soquel Ave)	CO-P29f	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,240	20	25	5

Project Title	ID	Project Description/Scope	Costs in 2018 dollars.	Percentage Project Cost By Active Mode (estimate)		
			Est Cost \$1,000's	Bike	Ped	Transit
Paul Sweet Road Improvements (Soquel Dr to end)	CO-P22	Major road rehab and maintenance. Also adds bike lanes, sidewalks, landscaping. Drainage improvements, merge lanes, and intersection improvements, and new transit facilities may also be needed.	\$930	20	15	5
Paulsen Rd Improvements (Green Valley Rd to Whiting Rd)	CO-P27h	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$1,000	20	25	5
Pine Flat Rd Improvements (Bonny Doon Rd to Empire Grade Rd)	CO-P28f	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,725	20	25	5
Pinehurst Dr Improvements (entire length)	CO-P27i	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$700	20	25	5
Pioneer Rd Improvements (Amesti Rd to Green Valley Rd)	CO-P31h	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$880	20	25	5
Pleasant Way Bridge Replacement	CO-P99	The project will consist of completely replacing the existing narrow one lane structure and roadway approaches with a two lane clear span concrete bridge and standard bridge approaches.	\$3,740	0	0	0
Polo Dr Improvements (Soquel Dr to end)	CO-P29g	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,450	20	25	5
Porter St Improvements (Soquel Dr to Paper Mill Rd)	CO-P26r	Roadway and roadside improvements including buffered sidewalks and bicycle treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) to address speed inconsistency between bicyclists and vehicles, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,240	20	25	5
Quail Hollow Rd Bridge Replacement Project	CO-P82	The project will consist of completely replacing the existing two lane structure and roadway approaches with a two lane clear span concrete bridge and standard bridge approaches.	\$2,430	0	0	0
Quail Hollow Rd Improvements (entire length- East Zayante to Glen Arbor Rd)	CO-P32f	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	\$830	20	25	5
Rancho Rio Ave @ Newell Creek Bridge Replacement Project	CO-P87	The project will consist of completely replacing the existing one lane structure and roadway approaches with a two lane clear span concrete slab bridge and standard bridge approaches.	\$1,730	0	0	0
Redwood Lodge Rd (Entire Length)	CO-P51	Roadway and roadside improvements including curb, gutter, sidewalk, bike lanes, left turn lanes, intersection improvements and roadway rehabilitation.	\$3,100	20	25	5
Rio Del Mar Blvd Improvements (Esplanade to Soquel Dr)	CO-P30n	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$3,000	20	25	5

Project Title	ID	Project Description/Scope	Costs in 2018 dollars.	Percentage Project Cost By Active Mode (estimate)		
			Est Cost \$1,000's	Bike	Ped	Transit
Rodeo Gulch Rd Improvements (So & North: Mt. View/Laurel Glen Rd to Hwy 1)	CO-P31i	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,760	20	25	5
Roland Dr Improvements (30th to 35th)	CO-P31j	Roadway and roadside improvements and implementation of greenway, which gives priority to bicycles and pedestrians on low volume, low speed streets including, pedestrian facilities, way finding and pavement markings, bicycle treatments to connect to new bike/ped connection to 41st.	\$880	20	25	5
San Lorenzo River Valley Trail	CO-P46	15 mile, paved multi-use path for bicyclists and pedestrians from Boulder Creek to Santa Cruz.	\$25,830	50	50	0
San Lorenzo Valley Trail: Hwy 9 - Downtown Felton Bike Lanes & Sidewalks	CO-P46a	Install sidewalks and bicycle lanes on Hwy 9 through downtown Felton.	\$2,270	30	70	0
San Lorenzo Valley Trail: Hwy 9 - North Felton Bike Lanes & Sidewalks	CO-P46b	Install sidewalk/pedestrian path on west side, shoulder widening to 5' for bicycle lanes from Felton-Empire/Graham Hill Rd to Glen Arbor Road, Ben Lomond, including frontage of SLV elementary, middle and high schools. Includes new and replacement bike/ped bridges.	\$7,640	30	70	0
San Lorenzo Way Bridge Replacement Project	CO-P83	The project will consist of completely replacing the existing one lane structure and roadway approaches with a two lane clear span bridge and standard bridge approaches.	\$0	0	0	0
Seacliff Dr Improvements (entire length)	CO-P27j	Roadway and roadside improvements on various Major Collectors including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$1,760	20	25	5
Seacliff Village/State Park Drive Improvements	CO 36	Construct sidewalks, bike lanes, bus turnouts/stops, central plaza, street lighting, EV charging station, parking, landscaping, drainage and roadway overlay in Seacliff core area-consistent with the Seacliff Village Plan adopted by the BOS in 2003.	\$3,060	5	15	5
Seascape Blvd Improvements (Sumner Ave to San Andreas Rd)	CO-P26s	Roadway improvements and pavement rehabilitation.	\$620	20	25	5
Sims Road Improvements (Graham Hill Rd to La Madrona Dr)	CO-P17	Road rehab and maintenance, drainage, intersection improvements, landscaping, add bike, ped, and transit facilities.	\$1,320	20	10	5
Smith Grade Improvements (entire length-Empire Grade to Bonny Doon Rd)	CO-P32g	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	\$2,380	20	25	5
Soquel Ave Improvements (City of SC to Gross Rd)	CO-P18	Transit turnouts, two way left turn lanes from Chanticleer to Mattison, merge lanes, signalization and intersection improvements. Signals at Chanticleer and Gross Rd. Roadwork: major rehabilitation and maintenance, perhaps drainage improvements. Roadside: sidewalks, landscaping, and new transit facilities.	\$2,560	15	20	13
Soquel Dr Improvements (Soquel Ave to Freedom Blvd)	CO-P19	Major rehab, merge lanes, intersections improvements, signal coordination, transit turnouts, fill sidewalk and bike facility gaps, some landscaping.	\$7,540	10	15	10
Soquel Dr Road Improvements (Robertson St to Daubenbiss)	CO-P62	Roadway and roadside improvements including curb, gutter, sidewalk, bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals), left turn lanes, intersection improvements and roadway rehabilitation.	\$410	20	25	5

Project Title	ID	Project Description/Scope	Costs in 2018 dollars. Est Cost \$1,000's	Percentage Project Cost By Active Mode (estimate)		
				Bike	Ped	Transit
Soquel Dr to 41st Ave Dedicated Right Turn Lane	CO-P104	Project will add a dedicated right turn lane in the eastbound direction of Soquel Dr to 41st Ave	\$550	0	0	0
Soquel Dr to Soquel Ave Dedicated Right Turn Lane	CO-P105	Project will add a dedicated right turn lane in the eastbound direction of Soquel Dr to Soquel Ave	\$550	0	0	0
Soquel Dr Traffic Signal and Left Turn Lane (Robertson St)	CO-P58	Install left turn lane at signalized intersection from Soquel Dr to Robertson St and associated roadside improvements	\$1,000	10	0	5
Soquel-San Jose Rd Improvements (Paper Mill Rd to Summit Rd)	CO-P36	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$2,500	25	10	5
Soquel-Wharf Rd Improvements (Robertson St to Porter St)	CO-P28g	Roadway and roadside improvements on various Minor Arterials including addition of bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals), transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$515	20	25	5
Spreckels Dr Improvements (Soquel Dr to Aptos Beach Dr)	CO-P27k	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$900	20	25	5
Spreckels Dr/Treasure Island Dr Improvements	CO-P42	Addition of bike lanes, intersection improvements, major road rehabilitation, road maintenance, and possible drainage improvements.	\$620	20	30	5
State Park Drive Improvements Phase 2	CO-P20	Transit turnouts, two way left turn, merge lanes, intersection improvements, and fill gaps in bike and ped facilities including pedestrian crossing improvements, bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals). Plus, major rehabilitation and maintenance, drainage improvements, landscaping.	\$1,005	10	30	10
Summit Rd Improvements	CO-P26u	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$4,050	20	25	5
Sumner Ave Improvements (entire length-Rio Del Mar Blvd to end [just past via Novella])	CO-P32h	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	\$1,450	20	25	5
Swanton Rd Bridge Replacement	CO-P94	The project will consist of replacing existing 3 span steel girder bridge with a single span concrete box girder bridge	\$2,540	50	0	0
Thompson Ave Improvements (entire length-Capitola Rd to end)	CO-P33h	Roadway and roadside improvements including major rehabilitation and maintenance of road and includes implementation of greenway, which gives priority to bicycles and pedestrians on low volume, low speed streets including, pedestrian facilities, way finding and pavement markings, bicycle treatments to connect to MBSST.	\$1,240	20	25	5
Thurber Ln Improvements (entire length)	CO-P28h	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,275	20	25	5
Thurwachter Road Bike Lanes	CO-P68	Install bicycle lanes.	\$50	100	0	0

Project Title	ID	Project Description/Scope	Est Cost \$1,000's	Percentage Project Cost By Active Mode (estimate)		
				Bike	Ped	Transit
Trout Gulch Rd Improvements (Soquel Dr. to end)	CO-P30p	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$3,000	20	25	5
Two Bar Road Bridge Rehabilitation	CO-P101	The project will consist of rehabilitating the existing narrow one lane structure and roadway approaches by widening to two lanes with shoulders and standard bridge approaches.	\$1,696	0	0	0
Upper Zayante Rd Improvements	CO-P98	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,500	25	20	5
Valencia Rd Improvements (Trout Gulch Rd to Valencia School Rd)	CO-P32j	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	\$1,760	20	25	5
Varni Rd Improvements (Corralitos Rd to Amesti Rd)	CO-P28i	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$900	20	25	5
Vine Hill Rd Improvements (Branciforte/Mt. View Rd to State Hwy 17)	CO-P30q	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$1,450	20	25	5
Wallace Ave Improvements (entire length-Huntington Dr to end)	CO-P33i	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$880	20	25	5
Webster St Improvements (Jose Ave to 16th St)	CO-P29h	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,240	20	25	5
Winkle Ave Improvements (entire length from Soquel Dr)	CO-P27l	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$1,725	20	25	5

**County of Santa Cruz Total Cost \$928,529**

### ***Ecology Action***

Bike Challenge +	EA 03a	Online tracking and encouragement platform to encourage and reward people to bike commute more often. Twice-a-year monthly bike challenge, year-round encouragement tools, bike commuter workshops, marketing, group rides, and data/survey collection.	\$1,181	100	0	0
Bike To Work/School Program	RTC 26	Countywide education, promotion, and incentive program to actively encourage bicycle commuting and biking to school. Coordinates efforts with local businesses, schools, and community organizations to promote bicycling on a regular basis. Provides referrals to community resources. Avg annual cost: \$140K/yr-includes in-kind donations and staff time.	\$3,480	100	0	0
Ecology Action Countywide SRTS Youth Pedestrian and Bicycle Safety Education	EA 02	EA will serve approximately 120 second grade classrooms with 'feet on the ground' pedestrian safety education and 88 fifth grade classrooms with bike safety education and 'rodeos' serving a total of 44 local schools.	\$8,270	42	58	0

Project Title	ID	Project Description/Scope	Costs in 2018 dollars.	Percentage Project Cost By Active Mode (estimate)		
			Est Cost \$1,000's	Bike	Ped	Transit
Ecology Action Transportation Employer Membership Program	RTC 17	Community organization that promotes alternative commute choices. Work with employers, incentives for travelers to get out of SOVs including: emergency ride home, interest-free bike loans, discounted bus passes. Avg cost: \$90K/yr. Coordinates with Bike to Work program.	\$2,095	20	20	20
Every Day is Bike to Work Day	EA 03	Pilot bike commuter initiative to increase bike commuting at 6 large employers in Santa Cruz, Live Oak, and Watsonville areas; includes bike commute and safety workshops, online tracking apps/systems, support/encouragement	\$3,360	100	0	0
Monterey Bay Electric Vehicle Alliance (MBEVA)	VAR-P22	Help facilitate this broad collaboration of PEV advocates, businesses, union labor, manufacturers and public agencies to assist the adoption of PEV's in the Monterey Bay region. MBEVA's main goals are to: • Create PEV infrastructure in this region • Educate the public on the benefits of PEV's • Educate gov't agencies on ways to streamline PEV policy, permitting, and implementation and • Help train workforce for PEV related jobs.	\$860	0	0	0

**Ecology Action Total Cost \$19,991**

### **SCCRTC**

Bike Parking Subsidy Program	RTC 16	Subsidies for bicycle racks and lockers for businesses, schools, government agencies, and non-profit organizations are all eligible. Recipients are responsible for installation and maintenance of the equipment. Avg annual cost: \$25K/yr.	\$500	100	0	0
County-wide Bicycle, Pedestrian and Vehicle Occupancy Counts	RTC-P50	Conduct counts to assess mode split over time and assess impact of new facilities.	\$365	0	0	0
Cruz511 TDM and Traveler Information	RTC 02a	Transportation demand management including centralized traveler information system and ride matching services. Outreach, education and incentives; multimodal traveler information system on traffic conditions, incidents, road and lane closures; ride matching service for carpools, vanpools, and bicyclists; services and information about availability and benefits of all transportation modes, including sharing rides, transit, walking, bicycling, telecommuting, alternative work schedules, alternative fuel vehicles, and park-n-ride lots. Avg annual cost: \$315k.	\$4,690	0	0	0
Environmental Assessment, Economic and Other Analyses of Options for Rail Corridor	RTC-P02a	Environmental assessment, economic and other analyses of a possible future public transit system and other transportation options on the rail corridor right-of-way.	\$8,000	0	0	0
Freeway Service Patrol (FSP) on Hwy 1 and Hwy 17	RTC 01	Ongoing system management and congestion reduction program. Maintain and expand tow truck patrols on Highways 1 and 17. Roving tow trucks work with the CHP to quickly remove obstructions (collisions, debris, etc) from travel lanes, and provide assistance to motorists during peak travel periods to keep incident related congestion to a minimum and keep traffic moving. Avg need: \$300k/yr constrained (some from SB1); \$430k/yr total cost.	\$7,960	0	0	0
MBSST - North Coast Rail Trail: Phase 1	TRL 5	Monterey Bay Sanctuary Scenic Trail Network (MBSST) - ph. 1 Wilder Ranch-Coast Dairies (5.4 mi)	\$20,000	50	50	0
MBSST - Rail and Hwy 1 Bicycle and Pedestrian Crossing at Laguna Creek Beach	RTC 27d	Design, approval of CPUC, environmental clearance, and construction of a bicycle and pedestrian crossing of the rail line and Hwy 1 to provide access between the Coastal Rail Trail at Laguna Creek Beach and the parking area on the inland side of Hwy 1.	\$2,000	100	0	0

Project Title	ID	Project Description/Scope	Costs in 2018 dollars.	Percentage Project Cost By Active Mode (estimate)		
			Est Cost \$1,000's	Bike	Ped	Transit
Measure D Administration and Implementation	RTC-P59	SCCRTC administration, implementation and oversight of Measure D and the revenues generated from the 2016 Santa Cruz County Transportation Sales Tax - Measure D. Costs include annual independent fiscal audits, reports to the public, preparation and implementation of state-mandated reports, oversight committee, preparation of implementation, funding and financing plans, and other responsibilities as may be necessary to administer, implement and oversee the Ordinance and the Expenditure Plan.	\$12,750	0	0	0
Monterey Bay Sanctuary Scenic Trail Network (Coastal Rail Trail) - Trail Management Program	RTC 27c	Coordinate trail implementation as it traverses multiple jurisdictions to ensure uniformity; serve as Project Manager for construction of some segments; handle environmental clearance; coordinate use in respect to other requirements (closures for ag spraying, etc); solicit ongoing funding and distribute funds to implementing entities through MOUs; coordinate with community initiatives; etc.	\$900	50	50	0
Monterey Bay Sanctuary Scenic Trail Network - Design, Environmental Clearance, and Construction	RTC 27a	Design, environmental clearance and construction of the 32-mile rail component of the 50+ mile network of bicycle and pedestrian facilities on or near the coast, with the rail trail as the spine and additional spur trails to connect to key destinations. (Funded segments listed individually.)	\$71,500	45	45	0
Monterey Bay Sanctuary Scenic Trail Network (Coastal Rail Trail) - Maintenance & Operations	RTC 27b	Maintenance of the rail trail component of the Monterey Bay Sanctuary Scenic Trail Network - ongoing clean-up, trash/recycling removal, graffiti abatement, brush clearance, surface repairs (from drainage issues, tree root intrusion) etc. and encroachments.	\$8,600	50	50	0
Performance Monitoring	RTC-P51	Transportation data collection and compilation to monitor performance of transportation system to advance goals/targets. Includes travel surveys of commuters, Transportation Demand Management plan, a low-stress bicycle network plan and parking standards plan.	\$1,600	0	0	0
Planning, Programming & Monitoring (PPM) - SB45	RTC 04	Development and amendments to state and federally mandated planning and programming documents, monitoring of programmed projects. Avg annual cost: \$250k/yr.	\$5,485	0	0	0
Rail and Trail Corridor Management and Maintenance	RTC-P03	Operating expenses for rail line oversight. Avg annual cost:\$175K/yr.	\$2,975	0	0	0
Rail Line: Freight Service Upgrades	RTC-P41	Upgrade rail line to FRA Class 2 to a condition for reasonable ongoing maintenance into the future. Upgrade crossings, replace jointed rail with continuously welded rail, upgrade signals, and replace ties.	\$25,000	0	0	0
Rail Transit: Watsonville-Santa Cruz Corridor	RTC-P02	Design, construction, and operation of fixed guideway public transit between Santa Cruz and Watsonville. May be a joint project with the SCCRTC, SCMTD, and local jurisdictions. Annual op cost est: \$5-10M/yr; capital: \$31.5M-\$133M depending on service area and frequency (Total cost reflects Scenario G from 2015Rail Transit Study). Cost shown for 15 years of service during RTP period.	\$283,000	0	0	100
Railroad Infrastructure Maintenance and Rehabilitation	RTC 36	Protect, maintain and rehabilitate the railroad infrastructure on the Santa Cruz Branch Rail Line including bridges, track, drainage, culverts, signals, etc.	\$0	0	0	100
Real-Time Transit Info	RTC-P58	Develop and maintain distribution channel for disseminating real time transit arrival and departure information to Santa Cruz Metro users. To be developed in coordination with Santa Cruz Metro.	\$470	0	0	100

Project Title	ID	Project Description/Scope	Costs in 2018 dollars.	Percentage Project Cost By Active Mode (estimate)		
			Est Cost \$1,000's	Bike	Ped	Transit
Recreational Rail Infrastructure	RTC 25	Seasonal passenger rail service on Santa Cruz Branch rail line. Infrastructure needed for the service is listed here (e.g. platforms, sidings, pedestrian & disabled access, rail vehicles). Unsubsidized operations will be provided by a private operator and operating costs are therefore not included here. All costs are estimated.	\$5,340	0	0	100
Regional State Transit Assistance Projects	RTC-P60	State Transit Assistance (STA) eligible transit projects	\$25,670	0	0	100
RTC Bikeway Map	RTC-P49	Update, print and distribute free SC County Bikeway Map and update GIS files as needed.	\$250	100	0	0
SAFE: Call Box System Along Hwys	RTC-P01	Motorist aid system of telephone call boxes along all highways plus maintenance and upgrades. Call boxes may be used to request assistance or report incidents. Avg annual cost: \$245/yr	\$4,165	0	0	0
Santa Cruz Branch Rail Line Improvements	RTC 03a	Infrastructure preservation for current uses and future transportation purposes. Includes railroad bridge analysis and bridge rehab and 2017 storm damage repairs.	\$6,970	15	15	0
SCCRTC Administration (TDA)	RTC-P07	SCCRTC as Regional Transportation Planning Agency for Santa Cruz County distributes Transportation Development Act Local Transportation Funds and State Assistance Funds for planning, transit, bicycle facilities and programs, pedestrian facilities and programs and specialized transportation in accordance with state law and the unmet transit needs process. Average annual cost: \$650K/yr.	\$11,050	0	0	0
SCCRTC Planning	RTC-P08	SCCRTC Planning Tasks. Includes public outreach, long and short range planning, interagency coordination. Avg annual cost: \$625k/yr.	\$10,625	0	0	0
School-Based Mobility/TDM Programs	RTC-P54	Student transportation programs aimed at improving health and well being, transportation safety and sustainability and that facilitate mode shift from driving alone in a motor vehicle to active and group transportation.	\$2,440	0	0	0
Shared Parking Program	RTC-P57	Develop tools to allow adjacent property owners to develop and share parking facilities.	\$150	0	0	0
Track infrastructure and signage maintenance and repairs	RTC 03b	Ongoing maintenance, repair, and rehab of railroad track infrastructure and signage	\$1,300	0	0	0
Transportation Demand Management Ordinance and User Guide	RTC-P56	Develop Model TDM Ordinance and User Guide to include provisions for both residential and non-residential projects and address program and facilities improvements in return for reductions in off-street parking requirements.	\$260	0	0	0
Vanpool Incentive Program	RTC 15	Assist in start up and retention of vanpools. Includes financial incentives: new rider subsidies, driver bonuses, and empty seat subsidies. Also may include installation of wifi on vans. Avg Annual Cost: \$25k/yr.	\$640	0	0	0
SCCRTC Total Cost			\$559,622			

			Costs in 2018 dollars.	Percentage Project Cost By Active Mode (estimate)		
Project Title	ID	Project Description/Scope	Est Cost \$1,000's	Bike	Ped	Transit
SCCRTC/Caltrans						
1 - Hwy 1 Corridor Investment Program	RTC 24a	Tier 1 – program level design/environmental analysis to establish a Corridor Investment Program (CIP) to reduce congestion along the 9 mile section of Highway 1 between San Andreas Rd/Larkin Valley Rd (Aptos) and Morrissey Boulevard (Santa Cruz). [Other RTC24_ projects are increments of the Highway 1 CIP.] Caltrans Project ID 05-0C730	\$0	5	5	15
2 - Hwy 1 Auxiliary Lanes & Bus on Shoulders: 41st Ave to Soquel Ave & Chanticleer Bike/Ped Bridge	RTC 24f	Construct auxiliary lanes, modify shoulders for bus operations, and construct a bicycle/pedestrian overcrossing of Hwy 1 at Chanticleer Ave. (Caltrans Project ID 05-0C732)	\$32,000	10	15	5
3 - Hwy 1 Auxiliary Lanes & Bus on Shoulders: State Park Dr-Bay/Porter	RTC 24e	Construct approximately 2.5 miles of auxiliary lanes northbound and southbound between State Park Dr and Park Ave interchange and the Park Ave and Bay/Porter interchange; and improvements to allow buses to operate on shoulders. Includes retaining walls, soundwalls and reconstruction of Capitola Avenue overcrossing with wider sidewalks and bike lanes. [Part of Highway 1 CIP project (RTC 24a)]	\$90,000	0	0	5
4 - Hwy 1 Auxiliary Lanes and Bus on Shoulders: Freedom Blvd to State Park Dr	RTC 24g	Construct auxiliary lanes between State Park Dr-Rio Del Mar and Rio Del Mar Blvd - Freedom Blvd interchanges and modify shoulders to allow buses to use shoulders. Includes soundwalls and retaining walls; reconstruction of two railroad bridges over Highway 1; widening of the bridge over Aptos Creek/Spreckles Drive; and Segment 12 of the Rail Trail (State Park Dr-Rio Del Mar Blvd/Sumner). [Part of Highway 1 CIP project (RTC 24a)]	\$101,500	5	5	10
5 - Hwy 1: Reconstruct Morrissey Blvd Interchange	RTC 24h	Reconstruct Morrissey Blvd overcrossing with enhanced pedestrian and bicycle treatments (such as buffered or painted facilities) on both sides of the overcrossing, and/or a bicycle/pedestrian overcrossing at Trevethan Ave, reconfigure ramps and local streets to accommodate the new interchange, and ramp metering.[Part of Highway 1 CIP project (RTC 24a), but listed here as standalone project.]	\$45,800	5	5	5
6 - Hwy 1: Reconstruct Soquel Avenue Interchange	RTC 24i	Reconstruct the overcrossing with enhanced pedestrian and bicycle facilities on both sides, reconfigure ramps and local streets to accommodate the new interchange, and ramp metering. [Part of Highway 1 CIP project (RTC 24a), but listed here as standalone project.]	\$67,330	5	5	5
7 - Hwy 1: Reconstruct Bay Ave/Porter St and 41st Avenue Interchange	RTC 24j	Reconstruct highway to operate as a single interchange. Includes construction of a frontage road that includes bike lanes and sidewalks connecting the Bay/Porter and 41st Ave intersections ; reconstruction of the Bay/Porter undercrossing and the 41st Avenue overcrossing with enhanced pedestrian and bicycle treatments on both sides, and reconfiguration of ramps and local streets to accommodate local traffic and ramp metering. [Part of the Highway 1 CIP project (RTC 24a), but is listed here as a standalone project.]	\$113,810	5	5	5
91 - Hwy 1: Reconstruction of 2 Railroad Crossings in Aptos.	RTC 24o	Reconstruct two railroad crossings over Highway 1 in Aptos. [Part of Highway 1 CIP project (RTC 24a), but listed as a standalone project.]	\$41,100	12.5	12.5	0
92 - Hwy 1: Auxiliary Lanes from Rio Del Mar Blvd to State Park Dr Including Bridge over Aptos Creek	RTC 24p	Construct auxiliary lanes and reconstruct bridge over Aptos Creek. [Part of Highway 1 CIP project (RTC 24a), but listed as a standalone project.]	\$66,800	0	0	5
93 - Hwy 1: Auxiliary Lanes from Freedom Blvd to Rio Del Mar Blvd	RTC 24q	Construct auxiliary lanes. [Part of Highway 1 CIP project (RTC 24a), but listed as a standalone project.]	\$16,700	0	0	5

Project Title	ID	Project Description/Scope	Est Cost \$1,000's	Percentage Project Cost By Active Mode (estimate)		
				Bike	Ped	Transit
94 - Hwy 1: Northbound Auxiliary Lane from San Andreas Rd/Larkin Valley Rd to Freedom Blvd	RTC 24r	Construct northbound auxiliary lane. [Note: This project was not included as part of Highway 1 CIP project (RTC 24a).]	\$0	0	0	5
95 - Hwy 1: Reconstruct Remaining Interchanges	RTC 24k	Interchange modifications not identified as separate projects (San Andreas Rd/Larkin Valley Rd, Freedom Blvd, Rio Del Mar Blvd, State Park Dr, and Park Ave) , including reconfiguration of ramps and local streets for ramp meters, enhanced pedestrian and bike treatments (such as buffered or painted facilities) in each direction and sufficient width to allow addition of HOV lanes. [Part of the Highway 1 CIP project (RTC 24a), but is listed here as a standalone project.]	\$127,200	5	5	5
96 - Hwy 1: Construction of HOV Lanes from San Andreas Rd/Larkin Valley Rd to Morrissey Blvd	RTC 24m	Construction of High Occupancy Vehicle (HOV or Carpool) Lanes on Highway 1 from San Andreas Rd/Larkin Valley Rd to Morrissey Blvd. Cost excludes auxiliary lanes, reconstruction of interchanges for ramp metering, over and under crossings, and traffic operation system (TOS) elements on the corridor. [These costs are listed separately (RTC 24 a,e,f,g,h,i,j, m,n,o,p,q,r). Could be expensed under a complete Hwy 1 HOV Lane project (RTC 24, \$603,000) but currently expensed as a standalone project.]	\$61,980	0	0	25
97 - Hwy 1: HOV Lanes from San Andreas Rd/Larkin Valley to Morrissey Blvd	RTC 24z	Construct HOV or Carpool lanes on Highway 1 from San Andreas Rd/Larkin Valley Rd to Morrissey Blvd, including auxiliary lanes, reconstruction of interchanges with enhanced bike and pedestrian facilities, arterial and ramp modifications to allow ramp metering, a new bike/ped crossing at Trevethan, and traffic operation system (TOS) element. [Cost if built in entirety: \$603,000. See stand alone projects (RTC24f,e,g,h,i,j,a,m) for cost of incremental implementation.] Caltrans Project ID 05-0C730	\$0	5	5	25
98 - Hwy 1: TSM Project from Morrissey to San Andreas Rd.	RTC 24n	Construct the TSM project alternative as described in the Tier 1 environmental study to establish a Highway 1 Corridor Investment Program. Project includes auxiliary lanes, modifications of interchanges with enhanced bike and pedestrian treatment, arterial and ramp modifications to allow ramp metering, a new bike/ped crossing at Trevethan, and traffic operation system (TOS) element. [Cost if built in entirety, rather than incrementally: \$249,100. Assumes RTC 24f has been completed.]	\$0	10	10	5
Hwy 1 Ramp Metering: Northern Sections Between San Andreas Road and Morrissey Blvd	RTC 34	Reconfiguration of ramps and local streets to allow for ramp metering and installation of ramp meters. Could be expensed under a separate stand alone project (\$6.7 M)	\$0	0	0	0
Hwy 1 Ramp Metering: Southern Sections	CT-P01	Reconfigurations of ramps and installation of ramp meters at interchanges from Hwy 129/Riverside Dr to Mar Monte Ave.	\$20,600	0	0	5
Hwy 1 Scotts Creek Restoration and Bridge Reconstruction	CT 34	Replacement of bridge, road fill removal, and associated infrastructure to re-establish marsh/estuarine system currently restricted by Highway 1, benefitting multiple threatened and endangered species and resulting in a more resilient ecosystem and transportation corridor.	\$0	0	0	0
<b>SCCRTC/Caltrans Total Cost</b>			<b>\$793,620</b>			
<b>SCMTD</b>						
ADA Access Improvements	MTD-P51	Add or improve ADA accessibility to all bus stops and METRO facilities.	\$4,222	0	0	100

Project Title	ID	Project Description/Scope	Costs in 2018 dollars.	Percentage Project Cost By Active Mode (estimate)		
			Est Cost \$1,000's	Bike	Ped	Transit
ADA Paratransit Service - Continuation of Existing Service	MTD-P10C	Operation & maintenance cost of existing Paratransit service. Avg Annual Cost: \$5.5M.	\$93,500	0	0	100
ADA Paratransit Vehicle Replacements	MTD 02	Replace buses/vans for ADA paratransit fleet (including Accessible Taxi program).	\$12,676	0	0	100
ADA Service Expansion	MTD-P11	Add capacity to meet increased trip demand thru 2040. Assumes 2% increase/year starting in 2019.	\$2,250	0	0	100
Bike Station at Capitola Mall	MTD-P23	Establish bike station at Capitola Mall, especially to serve UCSC. Would be joint mall, UCSC, MTD project.	\$1,030	60	0	40
Bikes on Buses Expansion	MTD-P20	Add additional space for bikes on articulated buses when/if METRO purchases or leases 60-ft articulated buses.	\$60	75	0	25
Bus on Shoulder	MTD-P57	Plan, design, seek Caltrans approvals, and construct improvements to utilize freeway shoulders to bypass congestion on Highway 1 and possibly Highway 17 to speed inter-city bus service	\$12,000	0	0	75
Bus Rapid Transit	MTD-P15	Construct park & ride lots, transit centers and grade-separation where feasible to operate bus rapid transit to reduce congestion on Highway 1.	\$26,780	0	0	100
Bus Rebuild and Maintenance	MTD-P31	Rebuild engines; Fleet maintenance equipment. Avg. cost is ~\$250k/bus, increases useful life up to 8 years at 40% of the cost of new buses.	\$3,250	0	0	100
Bus Replacements	MTD-P04	Replace fleet at the end of normal bus lifetime (approximately every 12 years; \$675 each for local fixed route; \$900k each for Hwy 17 Over the Road coaches).	\$125,420	0	0	100
Bus Stop and Station Improvements	MTD-P52	Improve customer access and/or amenities at bus stops; add bus stop pads to preserve pavement.	\$500	0	0	100
Commuter/Subscription Bus Program	MTD-P18	Capital and operating for subscription buses to areas not currently served by express buses (similar to large vanpool).	\$2,070	0	0	0
Customer IT amenities	MTD-P55	Upgrade Hwy 17 Wi-Fi and expand to local routes; real-time bus arrival website.	\$1,010	0	0	100
Deviated Fixed-Route Pilot Program	MTD-P43	Pilot project allowing buses to make minor route modifications to address needs of senior and disabled riders.	\$100	0	0	100
Electric Non-Fleet Vehicles	MTD-P47	Replace non-revenue vehicles to EV.	\$580	0	0	100
EV Fast Charging Stations	MTD-P48	Install 5 electric vehicle charging stations at transit centers.	\$1,030	0	0	100
Hwy 1 Express Buses	MTD-P27	Hwy 1 express bus replacements - 6 Buses @ \$500k ea. Replace every 12 years.	\$6,200	0	0	100
Hwy 17 Express Service - Continuation of Baseline Service Levels	MTD-P10B	Operation & maintenance cost of existing Highway 17 Express bus service. Avg annual cost: \$4.5M.	\$76,500	0	0	100

Project Title	ID	Project Description/Scope	Costs in 2018 dollars.	Percentage Project Cost By Active Mode (estimate)		
			Est Cost \$1,000's	Bike	Ped	Transit
Hwy 17 Express Service Restoration and Expansion	MTD-P12	Restore Hwy 17 Express service to FY16 levels, then expand service 2% annually. Restore \$300K/yr operating plus 2% annually plus capital costs (2 buses)	\$9,000	0	0	100
Inter-County Paratransit Connection	MTD-P44	Establish paratransit connection location with Santa Clara County.	\$1,290	0	0	100
Local Transit - Continuation of Baseline Service Levels 2019-2040	MTD-P10	Operation & maintenance cost of existing local fixed route bus service. Avg annual cost: \$38M.	\$646,000	0	0	100
Local Transit Service Restoration and Expansion	MTD-P14	Restore local service to FY16 levels, then expand service 2% annually. Restore \$6.2M/yr operating plus 2% annually plus capital costs (16 buses)	\$156,000	0	0	100
Maintenance Facility Expansion	MTD-P38	Property acquisition, design, and construction of maintenance facility expansion.	\$15,850	0	0	100
Metro facilities repair/upgrades	MTD-P36	Maintain and upgrade facilities.	\$5,470	0	0	100
Metro rebranding	MTD-P58	Develop marketing program and establish consistent brand with uniform signage, letterhead, ads.	\$500	0	0	100
Non-Revenue Vehicle Replacements	MTD-P32	Replace support vehicles.	\$3,150	0	0	100
Pacific Station- Bike Station	MTD-P49	Establish bike station at Pacific Station.	\$410	60	0	40
ParaCruz Mobile Data Terminals; Radios	MTD-P30	Replace mobile data terminals in vehicles	\$669	0	0	100
ParaCruz Operating Facility	MTD-P28	Design, Right-of-Way and construction for new ParaCruz Operating Facility.	\$12,400	0	0	100
Park and Ride Facilities	MTD-P53	Fund purchase and construction or lease of parking areas for commuter bus patrons, either surface lot or parking structure.	\$29,400	0	0	50
Replacement of Watsonville Transit Center	MTD-P56	Replacement transit center at existing or new location.	\$25,000	0	0	100
Replacement Transit Fareboxes, Ticket Vending Machines, and Fare System Enhancements	MTD 18	Upgrade GFI Farebox system to enable fare media loading, tracking, registration, interoperability via internet. Necessary IT upgrade. System Integrator to analyze and propose integrated fare media strategy. Replacement fareboxes at end of useful life. Replacement of Ticket Vending Machines at end of useful life.	\$5,323	0	0	100
Santa Cruz Metro Center/Pacific Station Renovation	MTD 13	Renovate Pacific Station or construct new transit center in alternate location.	\$25,000	0	0	100
Senior/Disabled/Low-Income Fixed-Route Transit Incentives	MTD-P42	Incentives to encourage fixed-route bus ridership. Includes existing discounts for Seniors and persons with disabilities. May include free/reduced rates for seniors during off-peak hours, free bus passes to ADA eligible persons, bus pass subsidies for low income riders transportation to employment, and other incentives to encourage use of fixed-route system.	\$17,125	0	0	100
Signal Priority/Pre-Emption for Buses	MTD-P21	Enable coach operators to actuate traffic signals to prolong green or change red lights to improve transit running time.	\$2,070	0	0	100

Project Title	ID	Project Description/Scope	Costs in 2018 dollars. Est Cost \$1,000's	Percentage Project Cost By Active Mode (estimate)		
				Bike	Ped	Transit
Small Bus Fleet	MTD-P24	Purchase smaller buses for travel through residential neighborhoods. Cost currently unknown.	\$1,700	0	0	100
Solar Panels for Souza Operations Facility	MTD-P29	Energy reduction through installation of solar panels on the new Judy K. Souza Operations Facility	\$2,000	0	0	100
South County Operations and Maintenance Facility	MTD-P54	Acquisition of property and construction of second operations and maintenance facilities to better serve South County.	\$50,000	0	0	100
Transit Mobility Training Program Expansion	MTD-P19	Expand public outreach and training to encourage fixed route, rather than Paratransit, use. Outreach may also involve other partners (ex. DMV, doctors, senior centers, etc). Avg annual cost: \$80K/yr.	\$1,240	0	0	100
Transit Security and Surveillance Systems	MTD-P33	Enhance passenger safety and facilities security. Emergency response systems.	\$1,140	0	0	100
Transit System Technology Improvements	MTD-P35	Automated Data Processing software, telephones, portable computers, servers, Customer Information Kiosks, digital ID processing equipment. Maintain and upgrade office software and hardware, bandwidth, web site, phone network, to enhance productivity, customer service and maintain functionality.	\$5,263	0	0	100
Transit Technological Improvements	MTD-P06	IT software and hardware upgrades for scheduling, customer service, planning systems. Upgrades every 5 years.	\$4,602	0	0	40
Transit/Paratransit Driver Emergency Training	MTD-P45	Provide training equipment for drivers on new mobility devices (scooters, motorized wheelchairs) plus emergency training and biohazard container and clean-up kits for vehicles.	\$260	0	0	100

**SCMTD Total Cost \$1,670,867**

### ***Seniors Council***

Senior Employment Ride Reimbursement	RTC-P43	Reimburse low income seniors for transit expenses to/from employer sites.	\$1,250	0	0	100
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**Seniors Council Total Cost \$1,600**

### ***UCSC***

Alternative Fuel Fleet Vehicles	UC-P64	Purchase and upgrade fleet vehicles to alt. fueled vehicles (refuse trucks, street sweepers, fleet cars, etc.)	\$3,000	0	0	100
Alternative Fuel/Electric Shuttle Vehicles	UC-P22	Capital acquisition of vehicles/conversion of shuttles to EV.	\$10,330	0	0	100
Bike Shuttle Vehicle Acquisition	UC-P51	Acquire more alt fueled vehicles for bike shuttle (and possible expansion).	\$520	75	0	25
Bus Tracking and AVL Transit Programs	UC-P62	GPS bus tracking and Automatic Vehicle Locator programs inform travelling population of transit locations so they can make informed mode choices.	\$260	0	0	40

Project Title	ID	Project Description/Scope	Est Cost \$1,000's	Percentage Project Cost By Active Mode (estimate)		
				Bike	Ped	Transit
College Nine/Communications Pedestrian Bridge	UC-P39	Construct pedestrian bridge.	\$1,030	0	100	0
College Nine/Crown College Pedestrian Bridge	UC-P37	Construct pedestrian bridge.	\$1,550	0	100	0
Coolidge Overlook	UC-P42	Improve overlook for parking, benches and signage for Sanctuary.	\$620	0	0	0
Disability Van Service	UC-P75	Operate disability van service	\$4,200	0	0	100
East Collector Transit Hub	UC-P46	New transit hub at East Collector (East Remote) lot.	\$5,170	0	0	100
Electric Vehicle Charging Stations	UC-P65	Add additional electrical infrastructure and install electric vehicle charging stations around campus.	\$810	0	0	0
Hagar/McLaughlin Intersection Improvements	UC-P10	Signal, pedestrian safety improvements(including new crosswalk) and roadway improvements.	\$520	5	10	0
Hagar/Steinhart Intersection Improvements	UC-P14	Signal, pedestrian safety improvements, transit, roadway improvements.	\$1,030	5	10	0
Hagar-Coolidge Connector Road/Hagar/East Remote Intersection Improvements	UC-P47	New roadway connector, including bicycle lanes, between Hagar Drive and Coolidge, plus Hagar/East Remote Intersection Improvements: signal, pedestrian safety improvements and roadway improvements.	\$3,100	5	5	30
Heller Drive Bicycle Lanes (Empire Grade to Porter College)	UC-P56	Add Class II bicycle lanes in downhill direction as feasible.	\$830	100	0	0
Kerr/Porter Rd Pedestrian Bridge ADA Upgrades	UC-P72	Modify bridge to improve access.	\$3,100	0	100	0
McLaughlin Drive Bike Lanes/Pedestrian Enhancements	UC-P30	Install Class 2 bike lanes and enhance pedestrian circulation on University campus roadway.	\$2,580	100	0	0
Meyer Drive Extension	UC-P04	Extension of Meyer Drive from existing Meyer Drive to Hagar Drive. Includes potential construction of two bridges, pedestrian, and bicycle facilities.	\$20,660	10	10	40
Multimodal Hub Planning Study	UC-P77	Study to propose concept for development of various types of multi-modal hubs for main campus and satellite facilities to include transit, parking, bike, pedestrian and other mobility options to meet future needs.	\$750	0	0	0
Northern Entrance	UC-P08	Construct new access road including Cave Gulch Bridge to Empire Grade and road and bicycle lanes to Northern Heller Dr. for access and fire safety.	\$10,330	5	0	0
Northern Loop Roadway	UC-P07	Construct new roadway, including bicycle lanes, on upper campus. Will be phased. Phase I: Chinquapin Extension to support Social Science 3.	\$18,590	10	10	10
Parking Management Technology Improvements	UC-P68	Updating existing parking management technologies to allow for more effective management, additional parking management at Coastal Marine Campus and 2300 Delaware site.	\$320	0	0	0

Project Title	ID	Project Description/Scope	Costs in 2018 dollars.	Percentage Project Cost By Active Mode (estimate)		
			Est Cost \$1,000's	Bike	Ped	Transit
Pedestrian Directional Map/Wayfinding System	UC-P38	Develop and install signs throughout campus.	\$400	0	100	0
Porter/Performing Arts Pedestrian Bridge	UC-P36	Construct pedestrian bridge.	\$1,030	0	100	0
Science Hill/North Academic Core Pedestrian Bridge	UC-P40	Construct pedestrian bridge.	\$1,030	0	100	0
Sidewalk/Pedestrian Improvements	UC-P50	Widen sidewalks/improve ped access in areas of campus.	\$5,170	0	100	0
Solar PVs on Campus Parking Lots	UC-P71	Install new solar arrays on campus parking lots. Cost TBD.	\$0	0	0	0
Spring Street Bikeway	UC-P34	Construct bikeway connecting Spring Street to Hagar Ct.	\$310	100	0	0
Steinhart Way Multimodal Improvements	UC-P03	Roadway improvements for shuttles, bikes and pedestrians.	\$2,500	25	25	25
Transit Pullouts and Shelters Enhancements	UC-P19	Construction and installation of transit pullouts and reconstruction of shelters throughout campus.	\$1,550	0	0	100
Transit Vehicles (ongoing)	UC-P23	Ongoing capital acquisition of transit vehicles for on-campus transit and University shuttles.	\$3,970	0	0	100
Transportation-Related Stormwater Management Projects	UC-P66	Retrofitting existing transportation facilities and developing new facilities with new stormwater management techniques.	\$800	0	0	0
Traveler Safety Education/Information Programs	UC-P61	Bike/pedestrian safety programs; light and helmet giveaways, safety classes, distracted driver programs, bus etiquette program.	\$635	50	50	0
UCSC - Metro Station Bus Rapid Transit Improvements	UC-P48	Bus Rapid Transit Improvements between Metro Station, Bay Street Corridor, and UCSC Roadways.	\$5,170	0	0	100
UCSC Bicycle Facilities	UC-P55	Add bicycle facilities on campus roadways and paths. Lump sum of projects, including but not limited to UCSC Bicycle Plan that are not listed individually elsewhere in the RTP.	\$1,030	100	0	0
UCSC Bicycle Parking Improvements	UC-P33	Install bicycle parking facilities to serve bicycle commuters to the University.	\$400	100	0	0
UCSC Bike Loan Program	UC-P52	Develop and implement a bike loan program for UC students.	\$1,030	100	0	0
UCSC Bike Showers/Storage Lockers	UC-P32	Install showers and storage facilities to serve bicycle commuters to the University.	\$620	100	0	0
UCSC Campus Transit EV Bus Charging and Parking Yard	UC-P76	Development of a new Electric bus Charging and Parking Yard and development of new electrical infrastructure for EVSE for campus transit fleet.	\$10,000	0	0	100
UCSC Commute Counseling Program	UC-P69	Staffing program development to individually market to UCSC affiliates on more sustainable means of travel to campus.	\$2,400	0	0	0
UCSC Commuter Incentive Programs	UC-P70	Provide ongoing support and development of new programs to encourage travel to campus via sustainable modes of travel.	\$1,200	0	0	0

Project Title	ID	Project Description/Scope	Costs in 2018 dollars.	Percentage Project Cost By Active Mode (estimate)		
			Est Cost \$1,000's	Bike	Ped	Transit
UCSC Lump Sum Roadway Maintenance	UC-P59	Repaving and rehabilitation of roadways on UCSC campus to maintain existing network.	\$8,800	0	0	0
UCSC Main Entrance Improvements	UC-P01	Realign roadway, transit pullout/shelter, relocate bike parking, construct pedestrian path, historic resource analysis. Work may be done in conjunction with City Roundabout project.	\$2,070	20	20	30
UCSC Parking Operations & Maintenance	UC-P73	Operate and administer the parking operations for UCSC including planning, TDM, marketing and debt service.	\$54,400	6	4	0
UCSC Traffic Control	UC-P58	Non-traditional traffic control/crossing guard program at key intersections on UCSC campus to improve pedestrian and vehicle safety, reduce conflicts, improve travel times.	\$1,990	0	50	0
UCSC Transit Service	UC-P74	Operate the on-campus shuttle service	\$52,810	0	0	100
UCSC Vanpool Program	UC-P63	Maintain, operate and expand upon UCSC vanpool program.	\$6,680	0	0	0
Zimride Emergency Preparedness Database	UC-P67	Creating a new database through Zimride to have emergency response evacuation of UCSC campus.	\$310	0	0	0
<b>UCSC Total Cost</b>			<b>\$294,030</b>			

### ***Various Agencies***

Active Transportation Plan	VAR-P39	Prepare Active Transportation Plans that address bicycle, pedestrian, safe routes to schools and complete streets facilities within the jurisdictions of Santa Cruz County as well as the Santa Cruz Harbor Port District.	\$1,880	0	0	0
Bicycle Sharrows	VAR-P03	Install sharrows (shared roadway marking) designating areas where bicyclists should ride on streets, especially when bicycle lanes are not available. To be implemented by local jurisdictions.	\$420	100	0	0
Bicycle Treatments for intersection improvements (ADD)	VAR-P32	Add painted bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike detection and signals), at major intersections.	\$3,100	100	0	0
Bike Share	VAR-P16	Establish and maintain an urban centered bike share program allowing county residents to access loaner bikes at key locations such as downtowns, transit centers, shopping districts, and tourist destinations.	\$3,500	100	0	0
Bike-Activated Traffic Signal Program	VAR-P05	Provide traffic signal equipment to ensure that the traffic signals will detect bicycles just as cars are detected and ensure that the appropriate traffic signal phase is activated by the bicycles.	\$850	100	0	0
Cabrillo College TDM Programs	RTC 33	Provide students and employees at all four Cabrillo College campuses with education, promotion, and incentives that support the use of sustainable transportation modes. Develop information, programs and services customized to meet the transportation needs of the Cabrillo College community. Provide Sustainable Transportation education, promotion, and Go Green program enrollment to Cabrillo College students and employees. Partner with Cabrillo staff and students to reduce SOV trips to the Aptos, Watsonville and Scotts Valley campuses. Provided targeted information and services to Cabrillo members.	\$1,440	0	0	0

Project Title	ID	Project Description/Scope	Est Cost \$1,000's	Percentage Project Cost By Active Mode (estimate)		
				Bike	Ped	Transit
Carsharing Program	VAR-P06	Program to assist people in sharing a vehicle for occasional use. Implementing Agency TBD, varies.	\$2,580	0	0	0
Climate Action Transportation Programs	RTC-P48	Projects that reduce greenhouse gas emissions through reducing vehicle trips and vehicle miles traveled, increasing fuel efficiency and expanding use of alternatively fueled vehicles. Includes comprehensive outreach and education campaigns, a countywide emergency ride home for those using alternatives, and TDM incentive programs: \$100k/year.	\$1,980	0	0	0
Complete Streets Area Plan	VAR-P28	Detailed complete street circulation and design plans, including consideration of greenways, for specific areas identified for intensified development in Sustainable Communities Strategy.	\$2,000	0	0	0
Complete Streets Implementation	VAR-P27	Additional projects for complete streets implementation that would fall under the Complete Streets Guidelines.	\$8,330	40	40	20
Coolidge Drive Reconstruction	VAR-P23	Reconstruction of roadway and bike lane.	\$3,100	0	0	0
Countywide Pedestrian Signal Upgrades	RTC-P26	Grant program to fund installation of accessible pedestrian equipment with locator tones including rapid flashing beacons and count down times etc. to facilitate roadway crossings by visually and mobility impaired persons.	\$1,820	0	0	100
Countywide Senior Driving Training	VAR-P24	Coordinate and enhance current programs that help maturing drivers maintain their driving skills and provides transitional info about driving alternatives. (Current programs are run by AARP and CHP.)	\$780	0	0	0
Eco-Tourism - Sustainable Transportation	VAR-P17	Provide sustainable transportation information, incentives and promotions to the estimated one million visitors to Santa Cruz County. Work with the Santa Cruz County Conference and Visitors Council, local lodgings, and tourist attractions.	\$950	0	0	0
Electric Bicycle Commuter Incentive Program	VAR-P44	Financial incentives, promotion and/or education to encourage residents to use electric bikes instead of commuting by car.	\$3,200	100	0	0
Environmental Mitigation Program	VAR-P38	Allocate funds to protect, preserve, and restore native habitat that construction of transportation projects listed in SCCRTC's RTP could potentially impact. EMP funds will be for uses such as, but not limited to, purchasing land prior to project development to bank for future mitigation needs, funding habitat improvements in advance of project development to leverage and enhance investments by partner agencies.	\$4,430	0	0	0
Hwy 1 Bike/Ped Bridge (Cabrillo-New Brighton)	CT-P07a	Construction of bike/ped bridge connecting New Brighton State Beach and Cabrillo College as part of larger Nisene SP to the Sea trail concept. Lead agency TBD.	\$8,260	50	50	0
Live Oak Transit Hub	VAR-P46	Transfer node near rail corridor at 17th Ave - may include transit, rideshare, bicycle, bikeshare, pedestrian to provide regional connections to/from other parts of the county.	\$530	4	3	93
Local Arterial ITS Infrastructure	VAR-P11	ITS (Intelligent Transportation Systems): advanced electronics and information technologies to increase the safety and efficiency of the surface transportation system, including vehicle detection devices along major arterials in urbanized areas to alert motorists of incidents.	\$620	0	0	0

Project Title	ID	Project Description/Scope	Costs in 2018 dollars.	Percentage Project Cost By Active Mode (estimate)		
			Est Cost \$1,000's	Bike	Ped	Transit
Lump Sum Bridge Preservation	VAR-P14	Painting, Barrier Rail Replacement, Low Water Crossing, Rehab, and Replacement bridges for SHOPP and Highway Bridge Program (HBP).	\$41,500	0	0	0
Lump Sum Emergency Response Local Roads	VAR-P13	Lump sum for repair of local roads damaged in emergency. (Based on average ER/FEMA/CalEMA funds, storm damage, fire, etc. Costs of repairs assumed under lump sum maintenance and operations within local jurisdiction listings.)	\$18,070	0	0	0
Mission St/Hwy 1 Bike/Truck Safety Campaign	VAR-P18	Partnership with road safety shareholders including Caltrans, UCSC, City of Santa Cruz, Ecology Action, trucking companies and others to improve bike/truck safety along the Mission Street corridor. Provide safety presentations, videos, brochures, safety equipment, etc.	\$395	60	25	0
Mobility Management Center	VAR-P04	Centralized one-stop-shop for information and resources on specialized transportation options. May be combined with 511 and local senior information and assistance efforts. Implementing agency TBD. Est. annual cost: \$100-300k/yr.	\$7,750	0	0	75
Neighborhood Greenways	VAR-P33	Implement greenways which gives priority to bicycles and pedestrians on low volume, low speed streets including, way finding and pavement markings, bicycle treatments in areas identified for more intensified development in Sustainable Communities Strategy.	\$5,170	50	50	0
Park and Ride Lot Development	VAR-P26	Upgrade and maintain existing park and ride lots for commuters countywide. Secure additional park and ride lot spaces for motorized vehicles and bicycles. Long range plan: identify, purchase land, construct Park & Ride lots.	\$8,000	0	0	25
Planning for Transit Oriented Development for Seniors	VAR-P25	Evaluate opportunities for Transit Oriented Development serving seniors including access to medical facilities.	\$60	0	0	0
Plug-in Electric Vehicle Access, Education & Promotion	VAR-P21	Target motorist looking for a cleaner vehicle by providing access, education and promotion on ever evolving plug-in electric vehicles (PEV). Provide PEV car share, rental and demo drives, educational workshops, online, and hard copy information. Promote through current EA groups, partners, media and other available sources.	\$830	0	0	0
Public Transit Marketing	VAR-P20	Initiatives that increase public transit ridership including discount passes, free fare days, commuter clubs, and promotional and marketing campaigns.	\$1,375	0	0	0
Public/Private Partnership Bicycle and Pedestrian Connection Plan	VAR-P29	Develop model for assisting local jurisdictions in working with private property owners to allow bicycle and pedestrian access through private property in areas identified for more intensified development in Sustainable Communities Strategy.	\$150	50	50	0
Public/Private Partnership Transit Stops and Pull Outs Plan	VAR-P30	Develop model for assisting local jurisdictions in working with businesses to install transit pullouts and shelters on property in areas identified as high quality transit corridors in Sustainable Communities Strategy.	\$150	0	0	100
Safe Paths of Travel	VAR-P08	Regional program to construct and/or repair pedestrian facilities adjacent to high frequency use origins and destinations, particularly near transit stops.	\$2,400	0	100	0
Safe Routes to Schools Studies	VAR-P10	Studies to assess pedestrian and bicycle safety near schools.	\$160	50	50	0

Project Title	ID	Project Description/Scope	Costs in 2018 dollars.	Percentage Project Cost By Active Mode (estimate)		
			Est Cost \$1,000's	Bike	Ped	Transit
Safety Plan	VAR-P36	Develop a safety plan that addresses traffic related injuries and fatalities for all modes of transportation.	\$250	0	0	0
Santa Cruz County Open Streets	VAR-P40	Community events promoting alternatives to driving alone as part of a sustainable, healthy, and active life-style. Temporarily opens roadways to bicycle and pedestrian travel only, diverting automobiles to other roadways.(Average cost - \$25k/event)	\$1,980	0	0	0
School Complete Streets Projects	VAR-P35	Implement ped/bike programs and facilities near schools.	\$10,330	50	50	0
School Safety Programs	VAR-P19	Bicycle and walking safety education and encouragement programs targeting K-12 schools in Santa Cruz County including Ecology Action's Safe Routes to School and Bike Smart programs. Provide classroom and on the bike safety training in an age appropriate method. Provide a variety of bicycle, walking, busing and carpooling encouragement projects ranging from bike to school events, to incentive driven tracking, and educational support activities. Est. annual cost \$150k.	\$3,370	40	60	0
TDM Individualized Employer/Multiunit Housing Program	RTC-P53	Implement individualized employer and multiunit housing TDM programs with incentives for existing development.	\$4,125	0	0	0
Transit Oriented Development Grant Program	RTC-P25	Smart growth grant program to fund TODs that encourage land use and transportation system coordination. May include joint child care/PNR/transit centers.	\$4,570	0	0	100
Transit Priority	VAR-P34	Install transit queues at major intersections.	\$4,770	0	0	100
Transit Service to San Jose Airport	VAR-P43	Provide transit service to San Jose airport from Santa Cruz. Current average annual need \$0.5M	\$11,000	0	0	100
Transportation Demand Management Plan	VAR-P37	Collaborate with other organizations to develop a coordinated plan for transportation demand management program implementation for Santa Cruz County.	\$250	0	0	0
Transportation for Caregivers of Seniors/People with Disabilities	VAR-P42	Transportation service for caregivers of seniors or people with disabilities. Including, but not limited to programs such as, volunteer rides, taxi script, ride to work program. Current avg annual need \$.5M. Constrained=\$0M.	\$11	0	0	100
Transportation for Low Income Youth	VAR-P15	Safe, reliable transportation services for foster care children to/from school. Avg annual cost: \$100k/yr.	\$2,580	0	0	100
Transportation for Low-Income Families	VAR-P41	Transportation service for low income families with children. Includes medical service rides, out-of-county rides, volunteer rides, taxi script, ride to work program, etc. Current avg annual need \$.5M. Constrained=\$0M.	\$11,000	0	0	100
Transportation System Electrification	VAR-P07	Partnership with local gov't agencies, electric vehicle manufactures, businesses, and Ecology Action to establish electric vehicle charging stations for EV's, plug-in hybrids, NEV's, as well as ebikes and escooters. Work with manufacturers on developing advanced electric vehicles and educating the public regarding the ease of use and benefits of electric vehicles.	\$31,650	0	0	0
Uncontrolled Pedestrian Crossing Improvements	VAR-P31	Implement improvements to uncontrolled pedestrian crossing such as painted and/or raised crosswalks, flashing beacons and pedestrian islands.	\$4,500	0	100	0

Project Title	ID	Project Description/Scope	Est Cost \$1,000's	Percentage Project Cost By Active Mode (estimate)		
				Bike	Ped	Transit
Watsonville Transit Hub	VAR-P47	Expand transportation mode options at transfer node near rail corridor and current transit center to increase use of transit, rideshare, bicycle, bikeshare, pedestrian to provide regional connections to/from other parts of the county.	\$585	4	2	90
West Side Transit Hub	VAR-P45	Transfer node near rail corridor at Natural Bridges Dr - may include transit, rideshare, bicycle, bikeshare, pedestrian to provide regional connections to/from other parts of the county and the university.	\$580	4	2	90
<b>Various Agencies Total Cost</b>			<b>\$277,746</b>			
<b><i>Volunteer Center</i></b>						
Volunteer Center Transportation Program	VC-P1	Program providing specialized transportation to seniors and people with disabilities. Constrained=existing TDA allocations.	\$3,400	0	0	0
<b>Volunteer Center Total Cost</b>			<b>\$3,750</b>			
<b><i>Watsonville Airport</i></b>						
Lump Sum Watsonville Municipal Airport Capital Projects	AIR-P01	Projects from the Watsonville Airport Capital Improvement Program. Includes new hangars, reconstruction of aviation apron, security features, runway rehabilitation and extensions and surface improvements, taxiway construction and maintenance, and signage.	\$24,000	0	0	0
Watsonville Municipal Airport Operations	AIR-P02	Ongoing operations/maintenance. Average \$2M/year.	\$28,000	0	0	0
<b>Watsonville Airport Total Cost</b>			<b>\$82,000</b>			
<b>Funds Needed Through 2045</b>			<b>\$7,444,144</b>			



**MEMORANDUM**

**TO:** SCCRTC Interagency Technical Advisory Committee

**FROM:** Heather Adamson, Director of Planning

**SUBJECT:** 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy and 2022 Regional Growth Forecast Update

**MEETING DATE:** August 20, 2020

**RECOMMENDATION:** INFORMATION

Receive an update on the development of the 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and 2022 Regional Growth Forecast (RGF).

**BACKGROUND/ DISCUSSION:**

AMBAG adopted the 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) in June 2018. Federal and state law requires that AMBAG prepare a long-range transportation plan every four years. In accordance with state and federal guidelines, the 2045 MTP/SCS is scheduled for adoption by the Board of Directors in June 2022. Staff developed the 2045 MTP/SCS Plan Work Program and Schedule which was approved by the AMBAG Board of Directors in April 2019. The 2045 MTP/SCS activities underway are highlighted below.

***2022 Regional Growth Forecast***

The process to update the Regional Growth Forecast is underway. The first step in updating Regional Growth Forecast is establishing the regional numbers. The draft tri-county regional employment, population and housing figures have been accepted by the AMBAG Board of Directors in March 2020. AMBAG then began to disaggregate the forecast numbers to the jurisdiction level. The draft subregional growth forecast was released in July 2020 and will be presented to the AMBAG Board of Directors and the Planning Directors Forum in August 2020.

The 2022 Regional Growth Forecast is scheduled to be accepted for planning purposes in Fall 2020. Once the 2022 Regional Growth Forecast has been finalized, AMBAG staff will be reaching out to each local jurisdiction to verify and update each of the traffic

analysis zones (TAZs) using the new forecast. This is a crucial step as it will be used for modeling purposes in the Regional Travel Demand Model.

### ***2045 MTP/SCS Performance Measures***

The 2045 MTP/SCS performance measures used to evaluate each of the policy goals have been updated and new metrics added (Attachment 1). Performance measures allow us to quantify regional goals, estimate the impacts of proposed investments, and evaluate progress over time. The AMBAG Board of Directors accepted the updated performance measures for the 2045 MTP/SCS in February 2020. AMBAG staff is currently developing methodologies to calculate the new measures to be included in the 2045 MTP/SCS.

### ***Transportation Project List***

AMBAG is working with the RTPAs, transit operators, Caltrans and local jurisdictions to update the transportation project list for the 2045 MTP/SCS using the TELUS database. AMBAG and SCCRTC staff are making changes to existing 2040 MTP/SCS projects, such as changes to cost estimates and project phasing, as well as adding new projects or deleting projects that have been completed. SCCRTC staff is working with local jurisdictions and other project sponsors to obtain updates to local projects that will be then entered into the TELUS database.

### ***2045 MTP/SCS Financial Assumptions and Scenario Development***

AMBAG has been working with our transportation partners to develop financial assumptions for the MTP/SCS through 2045. The financial assumptions will guide how much local, state and federal funding will be reasonably available for the transportation investments included in the 2045 MTP/SCS.

Beginning later this year, MTP/SCS scenarios will be developed and evaluated. The scenarios will include various combinations of land use assumptions and various multimodal transportation improvements and investments. The scenarios will be evaluated using the Regional Travel Demand Model.

### ***Next Steps***

Staff will continue to develop the various components of the 2045 MTP/SCS working with the Planning Directors Forum, Technical Advisory Committees, partner agencies and key stakeholders.

### ***Attachments:***

1. 2045 MTP/SCS Performance Measures
2. Draft Environmental Justice Definitions

## **2045 MTP/SCS – Regional Performance Measures July 2020**

### ***Access and Mobility***

- Commute Travel Time (minutes)
- Work Trips Within 30 Minutes (percentage)
- Population Within 30 Minutes of Parks (percentage)\*
- Population Within 30 Minutes of Healthcare (percentage)\*
- Daily Vehicle Delay Per Capita (minutes)\*

### ***Economic Vitality***

- Population Near High Quality Transit (percentage)\*
- Jobs Near High Quality Transit (percentage)
- Daily Truck Delay (hours)
- Income Consumed by Out of Pocket Transportation Costs (percentage)\*

### ***Environment***

- GHG Reductions (Percent reduction from 2005 baseline)
- Open Space Consumed (acres)
- Farmland Converted (acres)

### ***Healthy Communities***

- Growth in Opportunity Areas (percentage)\*
- Alternative Transportation Trips (percentage)
- Population Near Bike facilities (percentage)\*
- Jobs Near Bike Facilities (percentage)\*
- Peak Period Congested Vehicle Miles of Travel (miles)

### ***Social Equity***

- Distribution of MTP/SCS Investments (percentage)
  - Low income areas
  - Non low income areas
  - Minority areas

- Non minority areas
- Low mobility (zero car households and aged populations)\*
- Low community Engagement (linguistic isolation and education attainment)\*
- Access to Transit within 1/2 mile (percentage)
  - Low income population
  - Non low income population
  - Minority population
  - Non minority population
  - Low mobility (zero car households and aged populations)\*
  - Low community engagement (linguistic isolation and education attainment)\*

### ***System Preservation and Safety***

- Maintain the Transportation System (percentage)
- Fatalities and Injuries per 1,000 VMT
- Annual Projected Bike/Pedestrian Fatalities and Injuries per 1,000 VMT

*\* Denotes new performance metric*

*Note: Low income and minority populations definitions will be revised.*

**2045 MTP/SCS****Environmental Justice Definitions and Thresholds****Draft for Discussion**

**Minority:** The definition of minority individual was considered any non white or mixed race person according to the 2015 5-Year American Community Survey (ACS) data. Conversely, a non minority individual was considered any white or non Hispanic person. For the purposes of this analysis, a tract was considered to be predominantly minority if greater than 65% of the total population was non white. This is the same definition used in the adopted 2040 MTP/SCS.

**Low Income:** AMBAG chose to use 200% of the federal poverty level for 2015 as the definition for low income. This reflects the higher cost of living in the AMBAG region. For the purpose of this analysis, a tract was considered predominantly low income if greater than 33% of residing families earned less than 200% of the federal poverty level annually.

***Low Mobility:***

**Aged Population:** Population aged 65 and over that had income below the poverty level are considered low mobility. For this analysis, a tract was considered low mobility if 15% of the population aged 65 and over had income below the poverty level.

**Zero-Car Households:** Households that have zero-vehicle ownership fall into the low mobility category. For this analysis, a tract was considered low mobility if 15% of the households in the tract have zero-car ownership.

**Disability:** Census reports disability in six categories: Hearing difficulty, vision difficulty, cognitive difficulty, ambulatory difficulty, self-care difficulty, and independent living difficulty. For this analysis, all categories of disability are used. Tracts with 11.12% disabled population, or the highest 20% above the regional average, was selected.

***Low Community Engagement:***

**Limited English Proficiency:** Households where English is not the primary language and English is not spoken “very well.” A tract was considered to have low community engagement if 15% of the tract were households where English is not spoken “very well.”

**Educational Attainment:** Population over age 25 who have not earned a high school diploma. A tract was considered to have low community engagement if 15% of the tract is over the age of 25 without a high school diploma.

Note: 2015 American Community Survey (ACS) data was used to analyze the existing conditions for the 2015 base year for use in the 2045 MTP/SCS.

DRAFT

**TO:** Interagency Technical Advisory Committee

**FROM:** Grace Blakeslee, Senior Transportation Planner

**RE:** Santa Cruz County Regional Conservation Investment Strategy Update

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## **RECOMMENDATIONS**

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

1. Receive an update on the development of the Santa Cruz County Regional Conservation Investment Strategy (SCCRCIS) ([Attachment 1](#));
  2. Provide input on the transportation needs assessment project list ([Attachment 2](#)).
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## **BACKGROUND**

AB 2087 (Levine, 2016) created the Regional Conservation Investment Strategy (RCIS) to serve as a conservation planning tool to promote the conservation of species, habitats, and other natural resources. The SCCRCIS is a voluntary, nonbinding document, and does not create, modify, or affect the land use requirements or standards. In May 2019, the Wildlife Conservation Board (WCB) awarded the RTC a grant to create an RCIS for Santa Cruz County. The RTC and the Santa Cruz County Resource Conservation District (RCD) entered into an agreement to develop of the Santa Cruz County RCIS (SCCRCIS). The SCCRCIS builds upon prior planning efforts including the Integrated Watershed Restoration Program (IWRP), the Conservation Blueprint, and the Early Mitigation for Transportation Projects MOU.

The SCCRCIS will provide a comprehensive regional conservation strategy that enables protection of the region's focal species and other conservation elements and support advanced mitigation efforts for transportation and other major infrastructure projects in Santa Cruz County. Opportunities for advanced mitigation including, but not limited to Mitigation Credit Agreements, can reduce project risk and support timely project delivery.

One of the goals for the SCCRCIS is to identify potential actions for compensatory mitigation for major infrastructure projects in advance of project delivery. Advanced mitigation is anticipated to benefit regional transportation projects including, but not limited to, Highway 1 improvements, Monterey Bay Sanctuary Scenic Trail projects, and rail line maintenance and repairs. Projects implemented by local jurisdictions may also benefit from opportunities for advanced mitigation. An assessment of mitigation needs for Santa Cruz County planned transportation and other major infrastructure projects is being completed alongside of the SCCRCIS development.

## DISCUSSION

### **List of Major Infrastructure Projects**

The SCCRIS will include a list of priority conservation actions for species and habitats that may identify potential actions for compensatory mitigation and inform advanced mitigation for transportation projects. As part of the work, the RTC is undertaking a Geographic Information System (GIS)-based Santa Cruz County Transportation Project Mitigation Needs Assessment modeled after the Caltrans Advanced Mitigation Needs Assessment to identify potential mitigation needs of planned transportation projects in Santa Cruz County. This should help to understand at a high level what potential impacts to sensitive species may be associated with future transportation projects.

The transportation project mitigation needs assessment will be performed on projects that are expected to involve construction in previously undisturbed areas or near waterways. The projects evaluated include projects identified in the preliminary draft project list for the 2045 Regional Transportation Plan, jurisdiction's<sup>1</sup> adopted Capital Improvement Programs, and regional projects outlined in the Measure D 2020 Strategic Implementation Plan.

In addition, RTC will consider major projects planned by water districts<sup>2</sup> serving Santa Cruz County and other major housing or public infrastructure projects within Santa Cruz County. Major infrastructure, transportation and non-transportation projects will be listed in the RCIS. However, potential impacts of non-transportation major infrastructure projects will be considered, but not be included in the mitigation needs assessment.

Below is a description of the steps involved in developing the transportation project mitigation needs assessment GIS analysis.

- a. Step 1: Projects that may have impacts to environmental resources are identified based on the potential for ground disturbance activities to previously undisturbed areas and/or proximity to natural resources.. Planned projects are discussed with each of their respective project sponsors (i.e. RTC, County of Santa Cruz, City of Capitola, City of Santa Cruz, City of Scotts Valley and City of Watsonville) to confirm the potential off-pavement footprint and identify project activities that may require mitigation. Attachment 2 is a list of projects that may have off-pavement footprint and may require mitigation.
- b. Step 2: The location and footprint of each future transportation improvement identified in Step 1 are outlined in GIS and a buffer is applied to account for the construction limits.

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<sup>1</sup> County of Santa Cruz and the Cities of Capitola, Santa Cruz, Scotts Valley, and Watsonville.

<sup>2</sup> City of Santa Cruz Water District, San Lorenzo Water District, and the Soquel Creek Water District.

- c. Step 3: The footprints of projects resulting from Step 1 are overlaid on natural resource data layers that model species habitat and aquatic resources within Santa Cruz County. Acreages of impacts to specific resources within Santa Cruz County will be estimated based on the footprint and buffer of future transportation improvements and the location of sensitive resources.
- d. Step 4: Identify opportunities for early coordination and/or advanced mitigation based on estimated impacts to sensitive resource. This may include mitigation needs for one project or aggregating potential mitigations for more than one future transportation project.

**RTC staff recommends that the ITAC receive an update on the development of the SCCRCIS (Attachment 1) and provide input on the transportation needs assessment list of projects (Attachment 2).**

## **SUMMARY**

The Santa Cruz County Regional Conservation Investment Strategy (SCCRCIS) will identify environmental conservation actions. The transportation project mitigation needs assessment will analyze potential compensatory mitigation needs of future transportation projects. Once finalized, the SCCRCIS will be a tool to help expedite delivery of transportation and other major infrastructure projects by identifying potential actions for compensatory mitigation in advance of project delivery.

### Attachments:

- 1. RCIS Update
- 2. Transportation Needs Assessment Project List and Descriptions

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## **RCIS Update**

To ensure the SCCRCIS is developed through broad community and agency coordination and public outreach, a SCCRCIS Stakeholder Group and a Technical Advisory Committee (TAC) were convened. The Stakeholder Group is made up of interested and affected parties, including governmental agencies, community groups, business groups, and other organizations conducting conservation activities in Santa Cruz County. This group will provide input on resource inventories, management strategies, conservation goals, objectives, priorities and strategies (including options for advanced mitigation).

The Integrated Watershed Restoration Program Technical Advisory Group (IWRP TAC) and additional conservation planning and land-use technical experts compose the TAC. The TAC is convening local technical experts to advise on critical elements of the RCIS including resource inventories, selection of focal species and other conservation elements, conservation goals, objectives, priorities and strategies. An expanded version of the IWRP TAC working group process is being used to tap into the depth of local technical knowledge that exists in Santa Cruz County.

### *RCIS Existing Conditions Report*

The SCCRCIS team is working with local jurisdictions, agencies, stakeholders, and technical advisors to synthesize and review plans and data pertaining to local land use, existing protected lands, conservation and mitigation banks, existing conservation plans, ecoregions, watershed and aquatic resources, natural communities and other land cover, focal and non-focal species and other conservation elements. The first draft of the Existing Conditions Report is expected to be completed by September 2020.

### *Conservation Strategy*

The RCIS team has begun working on developing the conservation planning framework which will identify the key information needed to develop the strategy elements, including the goals, objectives, and priority actions. Additionally, the team is coordinating with project partners, including the County of Santa Cruz Fisheries Resource Planner, California Invasive Plant Council, and the California Native Plant Society – Important Plant Area, to request spatial data, discuss fisheries conservation planning, and to start discussion on developing priority actions including actions for non-native species management.

### *Outreach Efforts*

The first Stakeholder meeting took place on April 28, 2020 via Zoom and forty-eight stakeholders with a direct interest in conservation or transportation planning in Santa Cruz County participated. The stakeholders represent agencies and individuals responsible for resource and transportation project oversight or depend on the resource for their livelihood or programs. Stakeholders provided input on

resource inventories, management strategies, conservation goals, objectives, and priorities.

The first Technical Advisory Committee meeting was held on June 25, 2020 and thirty-one technical advisors with varied areas of expertise participated. Local technical advisors were asked to advise on critical elements of the RCIS including resource inventories, selection of focal species and other conservation elements, conservation goals, objectives, priorities, and strategies.

## Santa Cruz County Regional Conservation Investment Strategy

### Transportation Mitigation Needs Assessment, August 2020

#### GIS Analysis of potential mitigation needs for transportation projects- list of projects to analyze

#### RTC Projects

<u>Project Name</u>	<u>Project ID</u>	<u>Project Description</u>	<u>Map Features</u>	<u>Buffer (ft.)</u>
MBSST Construction	RTC 27a	Design, environmental clearance and construction of the 32-mile rail component of the 50+ mile network of bicycle and pedestrian facilities on or near the coast, with the rail trail as the spine and additional spur trails to connect to key destinations. (Funded segments listed individually.)	Mapped 12ft trail adjacent to rail line consistent MBBST	20
Rail Maintenance	RTC P03	Operating expenses for rail line oversight.	Mapped 12 feet from centerline.	20
Highway 1 Improvements	RTC 24e	Hwy 1 Auxiliary Lanes: State Park Dr- Park Ave and Park Ave-Bay/Porter	GIS layers provided by AEP and to be provided to RTC by RTC Consultant Mark Thomas	TBD
Highway 1 Improvements	RTC 24o	Hwy 1: Reconstruction of 2 Railroad Crossings in Aptos	GIS layers provided by AEP and to be provided to RTC by RTC Consultant Mark Thomas	TBD
Highway 1 Improvements	RTC 24p	Hwy 1: Auxiliary Lanes from Rio Del Mar Blvd to State Park Dr Including Bridge over Aptos Creek	GIS layers provided by AEP and to be provided to RTC by RTC Consultant Mark Thomas	TBD
Highway 1 Improvements	RTC 24q	Hwy 1: Auxiliary Lanes from Freedom Blvd to Rio Del Mar Blvd	GIS layers provided by AEP and to be provided to RTC by Kimerly Horn	TBD
Highway 1 Improvements	RTC 24r	Hwy 1: Northbound Auxiliary Lane from San Andreas Rd/Larkin Valley Rd to Freedom Blvd	GIS layers provided by AEP and to be provided to RTC by Kimerly Horn	TBD

#### City of Capitola

<u>Project Name</u>	<u>Project ID</u>	<u>Project Description</u>	<u>Map Features</u>	<u>Buffer (ft.)</u>
Stockton Ave bridge rehabilitation	CAP-P07p	Replace bidge with wider facility that includes standard bike lanes and sidewalks	45 ft x 140 ft	15
Capitola Village Multimodal enhancements	CAP-P04b	Multimodal enancement in Capitola Village.		15

Bay Ave Traffic Calming and bike/ped enhancements	CAP-P29	Traffic calming features along Bay Avenue from Highway 1 to Monterey Avenue, including left turn pocket, buffered pedestrian facilities and bicycle treatments.		15
Upper Pacific Cove parking lot pedestrian trail depot park metro development	CAP 17	Construct 4 foot wide pedestrian pathway along City owned upper Cover Parking lot adjacent to the rail line. Includes new signal for ped crossing over Monterey Avenue and new Metro shelter.		20
Cliff Drive Improvements	CAP-P05	Installation of sidewalks, pedestrian crossing and slope stabilization of embankment including seawall.		15
Porter St and Highway 1 I/S Improvements	CAP-P55	Additional dedicated right turn lane on Porter Street to northbound on ramp.		15

#### **City of Santa Cruz**

<u>Project Name</u>	<u>Project ID</u>	<u>Project Description</u>	<u>Map Features</u>	<u>Buffer (ft.)</u>
Hwy1/San Lorenzo River Bridge Replacement	SC 38	Replace the Highway 1 bridge over San Lorenzo River.		
Murray Street Bridge Retrofit	SC 37	Seismic retrofit of existing bridge over Woods Lagoon at harbor and associated approach roadway improvements and placement of barrier rail. Includes wider bike lanes and sidewalk on ocean side and access path to harbor if feasible.		
Shaffer Road Widening and Railroad Crossing	SC-P91	Construction of new crossing of the Railroad line at Shaffer Rd, and widening of the southern leg of Shaffer in conjunction with development.		
Segments 8 & 9	TRL 8-9a	Rail Trail Design, Environmental and Construction along the rail corridor between Pacific Avenue and 17th Avenue.		

#### **City of Watsonville**

<u>Project Name</u>	<u>Project ID</u>	<u>Project Description</u>	<u>Map Features</u>	<u>Buffer (ft.)</u>
Pajaro Valley Connector Trail	WAT-P42	Install bicycle/pedestrian trail (this trail connects Pajaro Valley Highway School to Airport Boulevard.	1.9 acres footprint 24 ft wide (12+8+2+2)	15
Upper Watsonville Slough Trail	WAT-P43	Install bicycle/pedestrian trail.	2.0 acres footprint 24 ft wide (12+8+2+2)	15
Lee Road Trail		Install bicycle/pedestrian trail.	2.4 acres footprint 24 ft wide (12+8+2+2)	15

#### **County of Santa Cruz**

<u>Project Name</u>	<u>Project ID</u>	<u>Project Description</u>	<u>Map Features</u>	<u>Buffer (ft.)</u>
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Empire Grade: City of SC to end (17.07 mi)	CO-P10	Road rehab and maintenance, left turn pocket at Felton Empire Road, add bike lanes, transit facilities, some sidewalks, landscaping. Drainage improvements, merge lanes, and intersection improvements may also be needed.	Potential sandhills for portion, road width 50'	20
Freedom Blvd, from Bonita Dr to city limits (8.52 miles)	CO-P11	Add bike lanes, sidewalks on some segments, transit turnouts, signalization. Left turn pockets at Bowker, Day Valley, White Rd, and Corralitos Rd. Also includes merge lanes, intersection improvements, landscaping, major rehabilitation and maintenance, drainage improvements.	road width of 75'	20
Graham Hill Rd, from City of SC to State Hwy 9 (5.73 miles).	CO-P12	Bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes, traffic signals. Major rehabilitation and maintenance. Drainage improvements. Signal upgrade at SR9.	sandhills, 50' width of roadway	20
La Madrona Dr, from El Rancho Dr to City of Scotts Valley (2.1mi).	CO-P14	Bike lanes, sidewalks, transit turnouts, left turn pockets at Sims Road, Highway 17, and El Rancho Road), merge lanes, and intersection improvements. Also includes major rehabilitation, drainage and maintenance.	probable sandhills, road width of 50'	20
Sims Road from Graham Hill Rd to La Madrona Dr (.59mi)	CO-P17	Road rehab and maintenance, drainage, intersection improvements, landscaping, add bike, ped, and transit facilities.	sandhills, 50' width of roadway	20
Airport Blvd, from City of Watsonville to Green Valley Rd. (.57 mi)	CO-P02	Major rehab, addition of bike lanes, transit facilities, merge lanes, intersection improvements, sidewalks, drainage, and landscaping.	4 lane road, width of 75'	20
Lockwood Lane Improvements (Graham Hill Rd to SV limits)	CO-P24	Major road rehab, add bicycle lanes, sidewalks, some transit facilities, landscaping, and intersection improvements.	sandhills, 50' width of roadway	15
Mt Hermon Rd. (Lockwood Ln to Felton Empire Grade)	CO-P26q	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	Sandhills for portion of it, 4 lane road with turn pockets, width of 75'	15
Mt View Rd (Branciforte Dr to Rodeo Gulch Rd)	CO-P27g	Roadway and roadside improvements including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	runs along creek, road width of 50'	15
Paulsen Rd (Green Valley Rd to Casserly Rd)	CO-P27h	Roadway and roadside improvements including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	Would require new bridge over Green Valley Creek, road width 50'	40 and 15
Glen Arbor Rd.(State Hwy 9 to State Hwy 9)	CO-P30f	Improvements of roadways and roadsides including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	Sandhills in area, road width of 50'	15
Granite Creek Rd.(Branciforte Dr to City of Scotts Valley)	CO-P30h	Improvements of roadways and roadsides including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	runs along creek, road width of 50'	15
Lompico Rd Improvements (E Zayante Rd. to end)	CO-P30k	Improvements of roadways and roadsides including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	runs along creek, road width of 50'	15
Lockhart Gulch Improvements (Scotts Valley City limits to end)	CO-P31e	Roadway and roadside improvements including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	runs along creek for portion of road	15

South & North Rodeo Gulch Rd. (Hwy 1 to Mt. View/Laurel Glen Rd)	CO-P31i	Roadway and roadside improvements including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	runs along creek for portion of road	15
Harkins Slough Rd. (entire length-Buena Vista Dr to State Hwy 1)	CO-P32c	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	This would require a new bridge and roadway width of 50' with the turn pockets	15
Quail Hollow Rd. (entire length-East Zayante to Glen Arbor Rd)	CO-P32f	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	sandhills, 50' width of roadway	15
Murphy Crossing, from Highway 129 to Monterey County line.	CO-P39	Bikeway on Murphy Crossing (Hwy 129 to Monterey Co line), major rehabilitation and maintenance of road, drainage improvements may also be needed.	Probably adding 12' of width for bikeway	20
San Lorenzo River Valley Trail	CO-P46	15 mile, paved multi-use path for bicyclists and pedestrians from Boulder Creek to Santa Cruz.	Parts along river, possible sandhills, path roughly 20' wide with shoulders	15
Quail Hollow Rd Bridge Replacement Project	CO-P82	The project will consist of completely replacing the existing two lane structure and roadway approaches with a two lane clear span concrete bridge and standard bridge approaches.	new bridge to be 43' wide x 86' long 37°04'28",122°03'20"	40
San Lorenzo Way Bridge Replacement Project	CO-P83	The project will consist of completely replacing the existing one lane structure and roadway approaches with a two lane clear span bridge and standard bridge approaches.	Have mitigation set up for site nearby	40
Green Valley Rd Bridge Replacement Project	CO-P85	The project will consist of completely replacing the existing two lane structure and roadway approaches with a two lane clear span concrete slab bridge and standard bridge approaches.	Have mitigation set up for site nearby	40
Forest Hill Dr @ Bear Creek Bridge Replacement Project	CO-P86	The Project will consist of completely replacing existing steel girder bridge crossing Bear Creek with a new precast concrete voided slab bridge.	new bridge to be 34' wide x 70' long 37°08'27",122°05'24"	40
Rancho Rio Ave @ Newell Creek Bridge Replacement Project	CO-P87	The project will consist of completely replacing the existing one lane structure and roadway approaches with a two lane clear span concrete slab bridge and standard bridge approaches.	new bridge to be 29' wide x 48' long 37°05'17",122°04'35"	40
Either Way Ln Bridge Replacement Project	CO-P88	The project will consist of completely replacing the existing narrow one lane structure and roadway approaches with a two lane clear span precast voided concrete slab bridge and standard bridge approaches.	new bridge to be 27' wide x 66' long 37°10'20",122°08'22"	40
Fern Dr @ San Lorenzo River Bridge Replacement Project	CO-P90	The project will consist of completely replacing the existing three span single lane structure and roadway approaches with a new two lane clear span reinforced concrete box girder bridge and standard bridge approaches.	new bridge to be 33' wide x 150' long 37°11'00",122°08'31"	40
Larkspur Bridge @San Lorenzo River	CO-P91	The project will consist of completely replacing the existing narrow one lane structure and roadway approaches with a two lane bridge and standard bridge approaches.	new bridge to be 27' wide x 75' long 37°06'22",122°06'14"	40

Swanton Rd Bridge Replacement	CO-P94	The project will consist of replacing existing 3 span steel girder bridge with a single span concrete box girder bridge	new bridge to be 30' wide x 90' long 37°04'48",122°14'50"	40
Lompico Rd Bridge Replacement	CO-P95	The project will consist of replacing existing steel stringer bridge with a reinforced concrete slab bridge	new bridge to be 30' wide x 90' long 37°04'48",122°14'50"	40

**TO:** RTC Advisory Committees (Bicycle Advisory Committee, Elderly/Disabled Transportation Advisory Committee (E&DTAC), and Interagency Technical Advisory Committee (ITAC))

**FROM:** Rachel Moriconi, Senior Transportation Planner

**RE:** Measure D: Five-Year Programs of Projects for Regional Projects and Community Bridges Lift Line

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## **RECOMMENDATIONS**

Staff recommends that the Bicycle Advisory Committee, Elderly and Disabled Transportation Advisory Committee (E&D TAC), and Interagency Technical Advisory Committee (ITAC) provide input on and recommend that the Regional Transportation Commission (RTC) approve the draft Fiscal Year (FY) 2020/2021-2024/2025 five-year programs of projects (5-Year Plans) for Measure D regional investment categories and projects: Highway Corridors, Active Transportation, Rail Corridor, San Lorenzo Valley-Highway 9 Corridor Improvements and the Highway 17 Wildlife Crossing ([Attachment 1-5](#)), and for Community Bridges-Lift Line ([Attachment 6](#)).

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## **BACKGROUND**

In November 2016, Santa Cruz County voters approved Measure D, a ½-cent transaction and use tax (sales tax) for transportation projects and programs. The [Measure D Expenditure Plan](#) provides funding by formula for five categories of projects over 30 years:

- Neighborhood projects: 30% of net measure revenues:
  - \$5 million for the Highway 17 Wildlife Crossing
  - \$10 million for San Lorenzo Valley (SLV)/Highway 9 Corridor
  - Balance (approx. 28%) to cities and County by formula
- Highway Corridors: 25%
- Transportation for Seniors and People with Disabilities: 20% total
  - 16% to Santa Cruz METRO and 4% to Lift Line
- Active transportation/MBSST-Rail Trail: 17%
- Rail Corridor: 8%

Each agency receiving Measure D revenues is required to annually develop, update, hold a public hearing on, and adopt a five-year program of projects. The five-year program of projects (5-Year Plan) identifies how each agency plans to use Measure D funds in the upcoming 5 years. The 5-Year Plans are

adjusted annually based on actual expenditures, updated revenue projections, proposed allocations to specific projects and work tasks, and updated project schedule and cost information for previously approved projects. The plans also include carryover revenues and interest earnings which have been reserved or “banked” to be used in future years.

The Regional Transportation Commission (RTC) is responsible for developing the five-year program of projects for Regional Expenditure Plan categories and projects, as described below. Agencies receiving direct formula allocations (cities, the County of Santa Cruz, Santa Cruz Metropolitan Transit District (METRO) and Community Bridges/Lift Line) typically develop and update their five-year programs of projects as part of their annual budget and/or capital improvement program. Community members are encouraged to provide input on those plans directly to each recipient agency. Since Community Bridges is not a public agency, the Lift Line 5-Year Plan is also subject to RTC approval.

## DISCUSSION

Staff recommendations for Measure D regional programs and projects for FY20/21-FY24/25 are included as Attachment 1 (Exhibits A-E). Fact sheets on major regional projects are included in Attachment 2.

The 5-Year Plans have been updated to reflect lower revenue forecasts resulting from the COVID-19 global health crisis and move some funds between fiscal years based on updated schedules and expenditure rates. While some anticipated expenditures have been added for FY24/25, the draft plans leave some FY24/25 revenues unprogrammed given economic uncertainties related to COVID-19. Although Measure D provides significant funding to deliver the regional investments identified in the Measure D Expenditure Plan, it is not intended or necessary to fully fund all investments. Consistent with the long range Measure D Strategic Implementation Plan (*adopted by the RTC in February 2020*), in order to expeditiously deliver regional programs and projects and to competitively position projects to leverage other grants, the 5-year plans utilize Measure D funds for pre-construction phases and to provide matching funds for some projects. A summary of the 5-year plans is provided below.

### Active Transportation/MBSST-Rail Trail

The updated 5-year plan for the MBSST Network includes:

- Funding for development and/or construction of 18.3 miles of the rail trail from Davenport to Aptos and in Watsonville.
- Utilizes Measure D revenues to leverage federal, state, and other local grants.

- Adds funds for implementation of the Remedial Action Agreement between RTC and County of Santa Cruz Environmental Health Department, Santa Cruz Branch Rail Line Right of Way Boundary Services, North Coast Rail Trail (Segment 5) right-of-way acquisition and Segment 5 design and fabrication of interpretive and wayfinding signs.
- Adds funds for extensive drainage work in FY20/21.
- Shifts some funds to future years based on updated project schedules.

#### Highway 17 Wildlife Crossing

In order to allow the Highway 17 Wildlife Crossing to start construction in 2021, the proposed 5-year plan includes an **inter-program loan from the Highway Corridor category**. Although other financing options, including issuing revenue bonds, were considered, sufficient “pay-go” Measure D cash capacity is available across the Measure D regional categories to accommodate this loan. Upon completion of the project, the Highway 17 Wildlife Crossing’s annual Measure D allocations (\$166,667 per year until 2047) will be paid to the Highway Corridors investment category. The loan amount reflected in the 5-year plan is based on the 95% design cost estimate, but may be adjusted in the future based on actual project costs. The Land Trust of Santa Cruz County is providing the first \$3 million of construction capital costs. Pre-construction and Caltrans support costs are funded by the State Highway Operation and Protection Program (SHOPP).

#### Highway 9/San Lorenzo Valley (SLV)

- Caltrans has started developing a corridor-wide Project Initiation Document (PID) for complete streets elements using \$150,000 of Measure D funds approved by the RTC last year. The PID will provide the basis for scope, cost, and schedule for complete streets projects and will facilitate integration of complete streets components into Caltrans maintenance and major capital improvement projects.
- Caltrans is also completing its PID-level analysis of options for building a pathway between the SLV Schools Complex in Felton and Graham Hill Road to address safety, anticipated to be funded by Caltrans safety funds. Prior to Caltrans making a commitment to fund and implement the safety project, the RTC programmed \$1 million in Measure D to leverage other funds. The RTC can still contribute funds to projects in front of the school or connecting to this Caltrans safety project, but we need to let the complete streets PID be developed and specific projects to be scoped.
- New line added to reflect costs for RTC oversight activities for implementation of projects in the Highway 9 corridor. This includes public outreach, legal, technical assistance, and work to identify projects and apply for grants to leverage the remaining programming capacity to the greatest extent possible.
- Upon completion of the Caltrans Complete Streets and Safety PIDs, staff will return to the RTC to identify specific projects and opportunities to use

Highway 9/SLV Measure D funds to leverage other funds and implement projects in the corridor.

### Highway Corridors

The updated 5-year plans for the Highway Corridors category includes:

- Funds for 3 Highway 1 projects that will construct auxiliary lanes, a bus on shoulder facility, bicycle and pedestrian overcrossings, and replacement of 3 bridges between Soquel Avenue/Drive and Freedom Boulevard interchanges. RTC has applied for SB1 competitive grants for 2 Highway 1 projects between Soquel Avenue/Drive and State Park Drive interchanges. RTC will find out in December of 2020 whether the projects are awarded funds.
- Funds in FY24/25 for ongoing traveler information/transportation demand management programs: Cruz511, Freeway Service Patrol, and the Safe on 17 program aimed at reducing collisions on Highway 17 through increased California Highway Patrol (CHP) enforcement.
- An interprogram loan to the Highway 17 Wildlife Crossing.

### Rail

The updated 5-year plans for the Rail category includes the following:

- Funds for the continuation of the development and construction of storm damage repair projects.
- Funds for ongoing railroad bridge inspections and analysis for the 29 railroad bridges along the Santa Cruz Branch Rail Corridor.
- Removal of Measure D funds previously intended to fund construction of the phase 1 bridge repairs. Staff recommends pursuing grant funds and programming Measure D matching funds for construction at a later date as needed.
- Funds for ongoing track infrastructure repairs to address erosion and drainage issues to preserve the railroad infrastructure.
- Removal of Measure D funds previously intended to fund the preliminary engineering and environmental analysis of the future transit facility on the Santa Cruz Branch Rail Corridor. Staff recommends pursuing grant opportunities and programming Measure D funds for the environmental phase as needed at a later date, pending results from the TCAA which includes the development of the business plan.

### Lift Line-Community Bridges Paratransit

Four percent (4%) of net Measure D revenues are allocated to Community Bridges-Lift Line, as the Consolidated Transportation Services Agency (CTSA) for Santa Cruz County, for paratransit service. Since Community Bridges-Lift Line is the only agency receiving a direct allocation of Measure D fund that is not a public agency, review and approval of Community Bridges Lift Line Measure D five-year plan is overseen by the RTC and included in the

RTC's public review process. The Lift Line five-year plan continues to provide funds for the following:

- Additional drivers to provide door-to-door service for elderly and/or physically or mentally limited and/or ill passengers;
- Van driver trainer who supervises and trains drivers and serves as a substitute driver;
- Outreach, administrative and dispatch work associated with Measure D-funded expanded services;
- Operations facility to house the entire Lift Line operations in one location; and
- Vehicle and equipment reserve to leverage other grants to purchase new fleet vehicles, replace aging and worn shop equipment, and upgrade maintenance and operations facility.

#### Recommendation

**Staff recommends that the RTC's Bicycle Advisory Committee, the Elderly & Disabled Transportation Advisory Committees, and Interagency Technical Advisory Committee (ITAC) review and provide input on the proposed Measure D 5-year programs of projects for the regional and RTC oversight projects and programs: Highway Corridor, Active Transportation/Trail Program, Rail Corridor, San Lorenzo Valley/Highway 9 Corridor, and the Highway 17 Wildlife Crossing, as well as the 5-year program of projects for Community Bridges-Lift Line (Exhibits A-F).**

#### Next Steps

The RTC is scheduled to consider committee input and hold a public hearing on the updated 5-year program of projects in September. As project cost estimates and schedules are refined, and if Measure D and other funding assumptions change, amendments to the 5-year plan may be made throughout the year. Any amendments to the 5-year Plans are subject to approval by the RTC board during a public meeting.

As regional projects are implemented, staff periodically provides updates and solicits input on the projects from the Bicycle Committee and E&DTAC.

After the close of each fiscal year, Measure D recipient agencies submit reports to ensure Measure D funds were expended consistently with the requirements of the voter-approved Measure D Ordinance and other agreements and guidelines. The reports describe actual expenditures, progress made to improve the transportation system, how maintenance of effort requirements have been met to ensure Measure D revenues are supplementing (not supplanting) other revenues, and the degree that Measure D funds were used to secure additional funding from other sources (leveraging). Fiscal audits of expenditures are reviewed by the Measure D

Taxpayer Oversight Committee (TOC). The TOC's FY18/19 annual report and recipient agency audits and expenditure reports are posted on the RTC's Measure D website (<https://sccrtc.org/funding-planning/measured/taxpayer-oversight/>).

## SUMMARY

Measure D provides critical funding to improve local highways, construct new bicycle and pedestrian facilities, repair local roads, maintain and expand transit and paratransit services for seniors and people with disabilities, and maintain other publicly owned transportation facilities. Staff recommends that the RTC's advisory committees review and provide input on how RTC invests Measure D funds over the next 5 years for each of the regional transportation categories -- Highway Corridors, Active Transportation, and the Rail Corridor, as well as San Lorenzo Valley Highway 9 Corridor Improvements, the Highway 17 Wildlife Crossing, as well as the 5-year plan for Community Bridges Lift Line (Attachment 1: Exhibits A-F).

### Attachments:

1. Measure D 5-year programs of projects - Exhibits:
  - a. Active Transportation/Monterey Bay Sanctuary Scenic Trail Network (MBSST)/Coastal Rail Trail 5-Year Program of Projects
  - b. San Lorenzo Valley Highway 9 Corridor 5-Year Program of Projects
  - c. Highway 17 Wildlife Crossing 5-Year Program of Projects
  - d. Highway Corridors 5-Year Program of Projects
  - e. Rail Corridor 5-Year Program of Projects
  - f. Community Bridges Lift Line 5-Year Program of Projects
2. Regional Project Fact Sheets

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**Measure D: 5-Year Program of Projects (FY20/21-24/25)**

Approved 6/6/19, Amended 12/5/19, 5/7/20, 6/29/20. Proposed updates for 9/20 underlined.

**Attachment 1A**

**Category: Active Transportation/MBSST-Rail Trail (17% of Measure D Revenues)**

Fact Sheet #		Rail Trail Project/Program	Description	Schedule	Prior Years Spent	Planned					Total Measure D	2020 Updates
						FY20/21	FY21/22	FY22/23	FY23/24	FY24/25		
TRL-5	1	North Coast Segment 5	EIR & design consultants, legal, Environmental Health Services & ROW; RTC project mgmt, oversight, outreach and technical assistance	est 2021	<u>\$1,467,599</u>	<u>\$689,274</u>	\$50,000	\$0	\$0	\$0	<u>\$2,206,873</u>	Update prior. Add funds for right-of-way, technical assistance, and interpretative signs. Previously \$1.77M
	1A	North Coast Segment 5: trail maintenance and operations	Ongoing maintenance of sections of trail once constructed. Includes restriping, sweeping, vegetation management, mitigations, and periodic repaving.	ongoing	\$0	\$0	\$100,000	\$125,000	\$125,000	<u>\$125,000</u>	<u>\$475,000</u>	Update to reflect current schedule. Add funds for FY24/25
	1B	North Coast Seg 5: Trail construction and reserve to match grants	Funds to serve as match to grant application(s). Includes \$125k for Davenport Crosswalk.	est. 2021	\$0	\$325,000	\$1,750,000	\$875,000	\$875,000	\$0	<u>\$3,825,000</u>	No change to total. Respread to match current schedule.
TRL-7	2	Segment 7: Natural Bridges to Bay/California (Phase I), Bay/Californiat to Wharf (Phase II), City of Santa Cruz (SC) lead	Allocation to City of Santa Cruz for Segment 7 rail trail	Phase I: 2020; Phase II: est. 2021-2022	---	\$1,100,000	\$1,000,000	\$0	\$0	\$0	<u>\$2,100,000</u>	No change to total. Move \$1M for Phase 1 to FY20/21 based on est. completion 2020. Shift \$1 M for phase 2 construction to FY21/22 based on updated schedule. City seeking ATP grant for Phase 2.
	2A	Segment 7: Oversight and technical assistance	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	duration of project delivery	\$173,769	\$35,000	\$33,203	\$0	\$0	\$0	<u>\$241,972</u>	No change to total. Unspent funds from prior years moved to FY21/22 based on updated schedule.
TRL-8/9	3	Seg 8: San Lorenzo River trestle widening, City of Santa Cruz	Allocation to City of SC for widening of existing walkway on the existing railroad bridge over San Lorenzo River near Boardwalk	Completed June 2019	\$500,000	\$0	\$0	\$0	\$0	\$0	<u>\$500,000</u>	No change. Project completed.
	3A	Segment 8: Oversight and technical assistance	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	done	<u>\$7,149</u>	\$0	\$0	\$0	\$0	\$0	<u>\$7,149</u>	Reduced to reflect lower spending in prior years.
	4	Seg 8/9: SC Wharf to 17th Ave., City of SC lead (partnership with County)	Allocation to City of SC: \$2M set aside to serve as match for construction grants. Joint project with County.	Fall 2022 start	\$0	\$0	\$0	\$2,000,000	\$0	\$0	<u>\$2,000,000</u>	No change. City of Santa Cruz submitting application for ATP grant.
	4A	Segment 8/9: Oversight and technical assistance	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	duration of project delivery	\$13,140	\$40,000	\$40,000	\$40,000	\$40,000	\$26,860	<u>\$200,000</u>	No change to total. Unspent funds from prior years moved to FY21/22 based on updated schedule.
na	5	Trail maintenance and operations in Santa Cruz	Ongoing maintenance. Includes restriping, sweeping, vegetation management, mitigations, and periodic repaving.	ongoing	\$0	<u>\$25,000</u>	\$50,000	\$50,000	\$50,000	<u>\$50,000</u>	<u>\$225,000</u>	Funds from FY19/20 moved to FY24/25. FY20/21 reduced to \$25k
TRL-10/11	6	<del>Segment 10-11 42: Segment 10 (17th-47th/Jade St. park), Seg 11 (Monterey to St. Park Dr.)</del> & <del>Seg 12 (St. Park to Aptos Creek Rd) PA/ED</del>	Allocation to County DPW: Environmental Review and Preliminary design, right of way research/surveys, assessments, and grant writing services. County DPW-Capitola project.	TBD	\$0	\$1,600,000	\$1,000,000	\$1,200,000	\$200,000	\$0	<u>\$4,000,000</u>	Update to reflect RTC decision to evaluate Segment 12 with Highway 1 Freedom-SP project. Respread other funds to match to match current schedule.
	6A	Segment 10-11 Oversight and technical assistance	RTC project mgmt, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	TBD	\$28,591	\$50,000	\$50,000	\$50,000	\$50,000	<u>\$50,000</u>	<u>\$278,591</u>	Reduced FY19/20 funds. Add FY24/25.

Fact Sheet #		Rail Trail Project/Program	Description	Schedule	Prior Years Spent	FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	Total Measure D	2020 Updates
	7	Segment 18: Ohlone to slough trail (Phase I), Remainder Lee to Walker (Phase II), City of Watsonville lead	Allocation to City of Watsonville for trail construction.	FY19/20 and remaining portion in FY21/22	\$0	\$150,000	----->	\$933,333	\$933,333	\$933,333	<b>\$2,950,000</b>	No change to total. Funds shifted out based on updated schedule for phase 2.
TRL-18	7A	Segment 18: Oversight and technical assistance	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	duration of project delivery	<u>\$85,215</u>	<u>\$53,672</u>	\$20,000	\$0	\$0	\$0	<b>\$158,887</b>	Update prior. Carryover funds not spent prior years. \$10k added for anticipated EHS work on land use covenant
	8	Trail maintenance and operations in Watsonville	Ongoing maintenance. Includes restriping, sweeping, vegetation management, mitigations, and periodic repaving.	ongoing	\$0	\$4,000	\$6,000	\$11,000	\$11,000	<u>\$11,000</u>	<b>\$43,000</b>	No change to total. Some funds from FY20/21-21/22 moved to FY24/25 based on schedule.
na	9	Capitola Trail: City Hall to Monterey Ave	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	TBD	\$1,087	\$13,913	\$0	\$0	\$0	\$0	<b>\$15,000</b>	FY19/20 balance shifted to FY20/21
na	10	Santa Cruz County Regional Conservation Investment Strategy - Grant match	Match to Wildlife Conservation Board grant for early mitigation planning for transportation projects.	FY19/20	\$17,340						<b>\$17,340</b>	No change
TRL-M	11	Ongoing RTC oversight, coordination, and assistance, including on development of future trail sections.	RTC: Surveys, soil investigations, Environmental Health (EHS), legal, stakeholder coordination, response to public comments, and development of future projects/grant applications	ongoing	\$648,986	\$337,500	\$260,000	\$345,000	\$345,000	<u>\$345,000</u>	<b>\$2,281,486</b>	Update prior based on actuals. Add funds for FY24/25
	12	Corridor encroachments & maintenance	Ongoing corridor maintenance, including vegetation, tree removal, trash, graffiti, drainage, encroachments, storm damage repairs outside of what is required for railroad operations	ongoing	\$390,685	\$1,313,709	\$519,250	\$519,250	\$519,250	<u>\$519,250</u>	<b>\$3,781,394</b>	Add funds for significant drainage anticipated in FY20/21 and funds in FY24/25. Updated to reflect funds spent in prior years and shift unspent funds to FY19/20.
Estimated Annual Measure D Expenditures					<b>\$3,333,563</b>	<b>\$5,737,068</b>	<b>\$4,878,453</b>	<b>\$6,148,583</b>	<b>\$3,148,583</b>	<b>\$2,060,443</b>	<b>\$25,306,693</b>	

Measure D: 5-Year Program of Projects (FY20/21-FY24/25)  
Approved 6/6/19; Amended 11/7/19. Proposed updates: 9/20

Category: Neighborhood Projects: San Lorenzo Valley (SLV)/Highway 9 Corridor (\$333,333/year; \$10 million over 30 years)

Fact Sheet #	Name/Road/Limits	Description	Schedule	Prior Years	Planned Use					Total Measure D	Proposed 2020 Updates
					FY20/21	FY21/22	FY22/23	FY23/24	FY24/25		
H-9	1 San Lorenzo Valley (SLV) Safe Routes to Schools -Preconstruction & grant match	Funding designated for potential match of future grant opportunities.	Est. FY2022	\$0	\$250,000	\$750,000				\$1,000,000	Caltrans is evaluating options for the area. Once funding plan is developed, staff will return with recommendations.
	2 Preliminary scope and engineering documents for near term projects	Develop engineers estimates, prelim. designs, and initial screening, implementation documents needed to secure funds for priority projects; including work needed to integrate complete streets components into SHOPP projects.	PID to be completed FY20/21	\$25,000	\$125,000					\$150,000	\$150k approved for Caltrans PID. Additional \$100k previously programmed that is being used for tehcnical assitance, oversight, and community outreach is now shown in row 4.
	3 Hwy 9 Pedestrian Crosswalks and Enhancements	Stripe new crosswalks and add RRFBs, ladder striping, etc to several existing crosswalks	2021	\$11,589	\$18,411					\$30,000	No change to total. \$250k HSIP grant being used for construction being implemented by Caltrans.
	4 <u>SLV/SR9 Corridor technical assistance, oversight, and community outreach</u>	<u>Includes legal, engineering review, grant preparation, funding agreements, RTC staff coordination with Caltrans, County, schools, and other stakeholders, public outreach, other other planning activities</u>	Ongoing	\$775	\$99,225					\$100,000	No change to total. New line separating out work that was previously included in line 2.
Estimated 5-Year Measure D Expenditures					\$492,636	\$750,000	\$0	\$0	\$0		

**Measure D: 5-Year Program of Projects (FY20/21-FY24/25)**Approved 6/6/19. Proposed updates for 9/20Category: **Highway 17 Wildlife Corridor (\$5 million over 30 years)**

					Anticipated Expenditures								
Fact Sheet #		Project	Description	Schedule	Prior Years	FY20/21	FY21/22*	FY22/23*	FY23/24	FY24/25	Future Debt Service*	Total Measure D	Proposed 2020 Updates
H-17	1	Highway 17 Wildlife Crossing near Laurel Curve: Construction**	Construct wildlife undercrossing to connect habitat on either side of the highway. Creates a wildlife corridor enabling animals to safely cross the highway.	2021-2023	\$0	\$0	<u>\$1,350,333</u>	<u>\$2,700,667</u>				<u>\$4,051,000</u>	Updated from \$4M to reflect updated cost estimate range (\$6.8-\$7.2M). Staff recommends interprogram loan from Meas D: Hwy, consistent with SIP. Land Trust match: \$3M. Financing, and outreach/ oversight listed below.
	2	Highway 17 Wildlife Crossing near Laurel Curve: Construction Financing	Financing/debt service on loans or bonds needed advance implementation, since Measure D revenues are allocated over 30 years. RTC anticipates using interprogram loans from other Measure D Regional programs.	NA	\$0				Debt Service payments \$166,667/year			\$902,194	Repay inter-program loan through 2047.
	3	Highway 17 Wildlife Crossing near Laurel Curve: Oversight and public outreach	RTC costs associated with oversight, agreements, financing, coordination, and public engagement.	FY19/20-FY22/23	\$1,806	\$15,000	\$15,000	\$15,000				\$46,806	Prior Years reduced based on expenditures.
Estimated Annual Measure D Expenditures					\$1,806	\$15,000	\$1,365,333	\$2,715,667	\$166,667	\$166,667	\$568,861	\$5,000,000	

\*Since the full \$5M committed in Measure D for this project will not be available until end of the 30 year measure, consistent with the Measure D Strategic Implementation Plan, staff recommends that the RTC authorize a loan from the Highway Corridors investment category. Land Trust has committed \$3M to be used to fund first months of construction costs, postponing when Measure D interprogram loan starts.

\*\*Pre-construction and support costs funded through Caltrans SHOPP. Actual cost will depend on final design, bids, any claims, and financing costs.

**Measure D: 5-Year Program of Projects (FY20/21-FY24/25)**Approved 6/6/19. Amended 6/27/19, 2/6/20, 3/5/20, 5/7/20. Proposed updates for 9/20.**Category: Highway Corridors (25% of Measure D Revenues)**

Fact Sheet #	Project	Description	Schedule	Prior Years Spent	FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	Total Measure D	Proposed 2020 Update
H-1	1 Highway 1: Auxiliary Lanes and Bus on Shoulder from 41st to Soquel; Chanticleer Bike/Pedestrian Overcrossing <sup>(1)</sup>	Freeway operational improvement, bus on shoulder improvements, rehab roadway and drainage, improve bicycle/pedestrian access over freeway.	Start Spring 2021	\$991,381	\$308,619	\$350,000	\$100,000	\$0	\$0	\$1,750,000	No change to total. "Prior Years" updated based on actual expenditures, balances shifted to FY20/21.
H-2	2 Highway 1: Auxiliary Lanes & Bus on Shoulder from State Park to Bay-Porter, Reconstruction of Capitola Avenue Overcrossing <sup>(2)</sup> and Bicycle/Pedestrian Overcrossing at Mar Vista Dr <sup>(3)</sup>	Freeway operational improvement, bus on shoulder improvements, soundwalls and retaining walls, reconstruct Capitola Ave. overcrossing with sidewalks and bike lanes	FY22/23	\$332,902	\$1,887,437	\$1,430,000	\$2,900,000	\$5,200,000	\$2,600,000	<del>\$14,350,338</del>	Reduce from \$16.3M based on updated cost estimate. Respread expenditures (design, construction, etc) based on anticipated use. Any funds not spent in prior years to be carried over.
H-3	3 Highway 1: Auxiliary Lanes & Bus on Shoulder from Freedom to State Park, and Reconstruction of two railroad bridges, and widening of the bridge over Aptos Creek/Spreckles Drive <sup>(4)</sup>	Freeway operational improvement, bus on shoulder improvements, soundwalls and retaining walls, reconstruct 2 railroad bridges and widen bridge over Aptos Creek/Spreckles Drive	FY23/24	\$196,247	\$3,251,753	\$4,971,500	\$4,892,500	<del>\$350,000</del>	<del>\$250,000</del>	\$13,912,000	Add funds in FY23/24-24/25 for project management. Carryover funds not spent in FY19/20. Funds for Design shifted from FY20/21 to FY22-FY23. Will seek grants for construction phase.
	4 Santa Cruz County Regional Conservation Investment Strategy - Grant match	Match to Wildlife Conservation Board grant for early mitigation planning for transportation projects.	TBD	\$13,605	\$11,895					\$25,500	No change to total. Funds not spent in prior years carried over to FY20/21.
H-4	5 Cruz 511-Traveler Information and Commute Manager	Ongoing system & demand management (TDM), includes Cruz511.org traveler information, carpool and other TDM programs	Ongoing	\$186,192	\$250,000	\$200,000	\$200,000	\$200,000	<del>\$225,000</del>	\$1,131,131	Reduce prior based on actuals and carryover balances to FY24/25. Previously \$1.3M total.
H-5	6 Safe on 17	Ongoing system management program, involves increased CHP enforcement on Highway 17	Ongoing	\$46,505	\$50,000	\$50,000	\$50,000	\$50,000	<del>\$50,000</del>	\$268,011	Reduce prior based on actuals and carryover balances to FY24/25. Previously \$275k total.
H-6	7 Freeway Service Patrol <sup>(5)</sup>	Ongoing system management and congestion reducing program. Roving tow trucks removing incidents and obstructions during peak travel periods on Hwy 1 and Hwy 17	Ongoing	\$204,553	\$150,000	\$157,500	\$165,375	\$173,644	<del>\$182,326</del>	\$926,211	Reduce "Prior Years" based on actual expenditures. Reduce annual increase to 5% (rather than 10%) and add FY24/25 funds. Previously \$937k total.
<b>Estimated Annual Measure D Highway Corridors Expenditures</b>				<b>\$2,171,191</b>	<b>\$5,909,704</b>	<b>\$7,159,000</b>	<b>\$8,307,875</b>	<b>\$5,973,644</b>	<b>\$3,307,326</b>	<b>\$32,562,998</b>	
H-17	8 Interprogram Loan for Hwy 17 Wildlife Crossing	Interprogram loan to allow Hwy 17 Wildlife Crossing project to proceed without bonding.	Interprogram Loan	\$0	\$0	<del>\$479,999</del>	<del>\$2,549,000</del>	<del>-\$166,667</del>	<del>-\$166,667</del>	<del>\$2,862,333</del>	Interprogram loan consistent with the SIP. Total loan may change based on final project cost. To be repaid \$166.7k/yr
<b>Total Expenditures (with loans &amp; repayments)</b>				<b>\$2,171,191</b>	<b>\$5,909,704</b>	<b>\$7,638,999</b>	<b>\$10,856,875</b>	<b>\$5,806,977</b>	<b>\$3,140,659</b>	<b>\$35,425,331</b>	

**Notes:**

- Hwy 1 41st/Soquel Aux Lane and Chanticleer B/P Overcrossing:** Previously programmed funds used for preliminary and final engineering design and right-of-way phases over the period FY 17/18-through-FY 19/20. Measure D
- Hwy 1 Auxiliary Lanes from State Park Drive to Bay/Porter Project:** Measure D funding for preliminary design and environmental documentation (FY 18/19 - FY 19/20) assumes PS&E will be advanced in FY 20/21, and right-of-way
- Mar Vista Bicycle/Pedestrian Overcrossing:** Project combined with Bay/Porter-State Park 5/7/20. \$300k Measure D funds to supplement project management and public outreach support activities as needed. \$48,500 replaces
- Hwy 1 Freedom-State Park:** Added to Expenditure Plan and 5-year Plan as part of the SIP 2/20 and 3/20.
- Freeway Service Patrol:** Through state budget/SB1 more Caltrans funds became available reducing Measure D needed

**Measure D: 5-Year Program of Projects (FY20/21-FY24/25)**Approved 6/6/19; Amended 6/27/19; Amended 10/3/19 and 5/7/20. PROPOSED 9/20 Updates.**Category: Rail Corridor (8% of Measure D Revenues)**

Fact Sheet #		Project	Description	Est. Schedule	Prior Years	FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	Total Measure D	Proposed 2020 Updates
R-1	1	2017 Storm Damage Repair & Cleanup	Repair and cleanup of damage resulting from the 2017 winter storms including one washout, minor slides and various downed or compromised trees	Spring 2020-2021	\$444,643	\$205,357					\$650,000	No change to total. "Prior Years" updated to reflect audited financials; carryover shifted to FY20/21.
	2	Railroad Bridge Inspections & Analysis	Railroad Bridges are required to be inspected and load rated every 540 days per Federal Railroad Administration (FRA) requirements	Ongoing	\$419,739	\$200,000	\$480,000	\$30,000	\$520,000	\$35,000	\$1,684,739	Prior reduced based on expenditures. Added funds for remaining engineering work for inspections and load ratings and phase 1 bridge repairs; funds for project management consultant support; and required ongoing inspections. Prior updated to reflect audited financials. Increase total from \$450k.
	2a	Capitola Trestle Railroad Bridge analysis	Analysis of feasiblty for building a trail on the bridge through Capitola Village and	est. 20/21	\$0	\$50,000					\$50,000	No Change
	3	Railroad Bridge Rehabilitation	Rehabilitation of railroad bridges consistent with analysis completed in 2012 and updated analysis proposed for 2018	2020-2022	\$502,284	\$0					\$502,284	Phase 1 Bridge repairs will be construction-ready in 20/21 or 21/22. Total reduced from \$2.2M. Staff will seek grants to fund construction. Matching funds for construction will be programmed at a later date, if needed.
	4	Track infrastructure and signage maintenance and repairs	On-going maintenance, repair and rehabilitation of railroad track infrastructure and signage	Ongoing	\$589,021	\$1,246,841	\$169,010	\$171,207	\$173,433	\$173,433	\$2,522,945	Prior updated to reflect expenditures. Added \$1M in FY 20/21 for Manresa Erosion Repair, \$80k for PM consultant support, and anticipated FY24/25 expenditures. Previously \$1.58M total.
R-2	5a	Alternatives Analysis	Analysis of high-capacity transit uses on rail corridor.	2019-early 2020	\$621,071	\$311,929					\$933,000	Prior years updated based on expenditures, carryover shifted to FY20/21. No change to totals
	5b	Preliminary Engineering and Environmental Analysis for Transit	Preparation of environmental documents for transit project on the rail corridor resulting from the Transit Corridor Alternatives Analysis (TCAA)	TBD	\$0	\$0	\$0	\$0	\$0		\$0	Modified description per TCAA. Funds previously shown were removed - Program funds for the environmental phase at a later date, pending results from the TCAA, development of the business plan, and grant opportunities.
NA	6	Santa Cruz County Regional Conservation Investment Strategy - Grant match	Match to Wildlife Conservation Board grant for early mitigation planning for transportation projects.	FY19/20-20/21	\$4,353	\$3,807					\$8,160	No change to total. "Prior Years" carryover shown in FY20/21.
Estimated 5-Year Measure D Expenditures						\$2,017,934	\$649,010	\$201,207	\$693,433	\$208,433		

**Measure D: 5-Year Plan (FY20/21-FY24/25)****Agency/Category:** **Community Bridges - Lift Line** (4% of Measure D revenues)

Project name	Description	FY20/21	FY21/22	FY22/23	FY23/24	FY24/25	5 year total	Total Measure D funds since inception**	Schedule (year)
Driver 1 (see note below*)	Additional driver to provide expanded hours of paratransit service	\$123,191	\$127,503	\$131,965	\$135,924	\$ 140,002	\$ 658,585	\$ 1,027,458	Ongoing
Driver 2 (see note below*)	Additional driver to provide expanded hours of paratransit service	\$123,191	\$127,503	\$131,965	\$135,924	\$ 140,002	\$ 658,585	\$ 1,027,458	Ongoing
Driver 3 (see note below*)	Part-time Additional driver to provide expanded hours of paratransit service			\$ 47,132	\$ 48,546	\$ 50,245	\$ 145,923	\$ 145,923	Start FY22/23
Driver Trainer	To support safety and service training for paratransit drivers	\$ 63,740	\$ 66,927	\$ 70,274	\$ 72,382	\$ 74,553	\$ 347,876	\$ 497,646	Ongoing
Executive Assistant/Dispatcher	To support additional paratransit rides	\$ 63,661	\$ 67,274	\$ 69,628	\$ 71,717	\$ 71,717	\$ 343,997	\$ 504,748	Ongoing
Outreach/Publicity	Materials and videos to promote paratransit ride availability	\$ 5,848	\$ 5,848	\$ 6,023	\$ 6,023	\$ 6,204	\$ 29,947	\$ 49,366	Ongoing
Consultants / Project Managers	Facility project management-architects, environ review, design	\$ 45,354	\$ 45,163				\$ 90,517	\$ 132,242	During capital projects
Operations Facility	Reserve for projected Acquisition, construction and/or renovation expenses	\$229,000	\$248,055	\$267,298	\$265,667	\$ 265,550	\$ 1,275,569	\$ 2,600,729	Ongoing
Vehicle Equipment Reserve	Vehicle/ Equipreplacement, matching funds, project procurement and implimentation	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	15000	\$ 75,000	\$ 164,397	Ongoing
<b>Total</b>		<b>\$668,984</b>	<b>\$703,272</b>	<b>\$739,285</b>	<b>\$751,183</b>	<b>\$ 763,273</b>	<b>\$ 3,625,998</b>	<b>\$ 6,149,966</b>	

\*Operating costs include driver support (Mechanic, IT Support, Fleet manager, Program Supervisor) salaries and fringes, vehicle operations such as vehicle maintenance and repair, fuel, vehicle Insurance, communications expenses, as well as taxes and licenses related to paratransit services. It also includes a prorated allocation of costs such as general liability insurance, staff training and other indirect costs.

## Measure D: 5-Year Plan (FY20/21-FY24/25)

**Project name:**

**Location:**

**Description:**

**Purpose/Need/Benefits:**

Community Bridges - Lift Line Vehicle and Equipment Acquisition	
N/A	
Lift Line Paratransit Vehicles & Equipment	
<p>Fund reserves that can be used vehicle procurement projects, including fleet vehicles that cannot be funded through 5310, replace ageing and or worn shop equipment, improvements and or upgrades to maintenance/operations facility. Provide project matchign funds to leverage state funding.</p> <p>1) LCTOP Electric vehicle and 2 level III charging stations, CTSA to experiment going green, alternative fuels, environmentally friendly vehicle program.</p> <p>2) Vehicle Reserve Fund for additional grant funded matching funds.</p> <p>3) Replace old and worn shop equipment such as vehicle hoist, rolling bridge jacks, tire mounting equipment. (Shop equipment is no longer funded through 5310).</p> <p>4) <i>Maintenance of current leased facility, with improvements such as install better lighting, new hot water heater, fix leaking roof, and make upgrades to building, bathrooms and offices.</i></p>	

**Schedule (estimated)**

**Total Cost by Phase**

Measure D Funds

Matching Funds

LCTOP	Equipment Reserve		Total
2020-2021	2020-2025		
\$ 217,485			\$ 217,485
\$ 15,000	\$ 60,000		\$ 75,000
10 pass E-bus, 2 lvl III chargers	Future projects and matching funds		

## Measure D: 5-Year Plan (FY20/21-FY24/25)

**Project name:**

**Location:**

**Description:**

**Purpose/Need/  
Benefits:**

<b>Community Bridges - Lift Line Operations Facility</b>
<b>Watsonville</b>
<b>Lift Line Administrative offices, maintenance facility,fleet parking</b>
<p>Purchase of property and renovation of a operations facility housing the entire CTSA Lift Line operations in one location. We had originally planned on purchasing land after year 5 and building out a new facility. In June of 2019 Lift Line purchased a suitable \$3M property at 545 Ohlone Pkwy, Watsonville CA, with an estimated additional \$1.8M of renovations and other expenses. Measure D facility reserve funds were used for a \$500K down payment and closing costs, financing \$2.5M. In June of 2020, Measure D funds were used to make a \$200K principal payment on a 5-year \$1M owner carry note, and are being utilized in the renovation costs and other associated expenses. If funding returns to pre COVID-19 levels, and the budget allows, the plan is continue to pay \$200K for four more years to pay the owner carry note, with a remaining \$1.5M financed.</p> <p><b>New Facility to include the following but not limited to;</b></p> <ol style="list-style-type: none"> <li>1) Operational offices</li> <li>2) Dispatch &amp; Intake station</li> <li>3) Driver holding area (extra board) and lockers.</li> <li>4) Breakroom</li> <li>5) Maintenance shop</li> <li>6) Proper Vehicle Hoists (Large Bus &amp; Mini Vans)</li> <li>7) Electric Charging / Fuel Station (time and money)</li> <li>8) Wash Station</li> <li>9) Shop Ventilation System</li> <li>10) Hazardous Waste storage</li> <li>11) Solar Bus Ports</li> </ol>

**Schedule**

**Total Cost by Phase**

Measure D Funds

Capital Campaign/  
Donations

Commercial  
Loan/Financing

Envir. Review	Design	Acquisition	Renovation	Contingency/ Fees	Total
2019-2021	2019-2021	2019-2020	2019-2025	2020-2025	
\$ 124,297	\$ 202,903	\$ 3,099,532	\$ 1,500,000	\$ 272,250	\$ 5,198,982
\$ 124,297	\$ 202,903	\$ 799,532	\$ 2,682,729		\$ 3,809,461
			\$ 142,431	\$ 272,250	\$ 414,681
		\$ 2,300,000			\$ 2,300,000

**Other Info:**

### **Personnel/Consultants:**

Personnel	76,810
Legal	7,500
Bidding Expense	6,500

### **Pre-Development:**

Architecture Design	202,903
Survey / Engineering	43,200
Permits, Inspections and Fees	16,524

### **Acquisition:**

Purchase of Property w/closing costs	3,099,532
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### **Construction/Renovation:**

Construction / Renovation	1,500,000
Permits, Inspections and Fees	64,573
Equipment / Furnishings	75,000
Contingency / Utility Fees	106,440

**Total Preliminary Cost** **5,198,982**



## PROJECT FACT SHEET

Updated July 2020

# Active Transportation: Coastal Rail Trail Segment 5

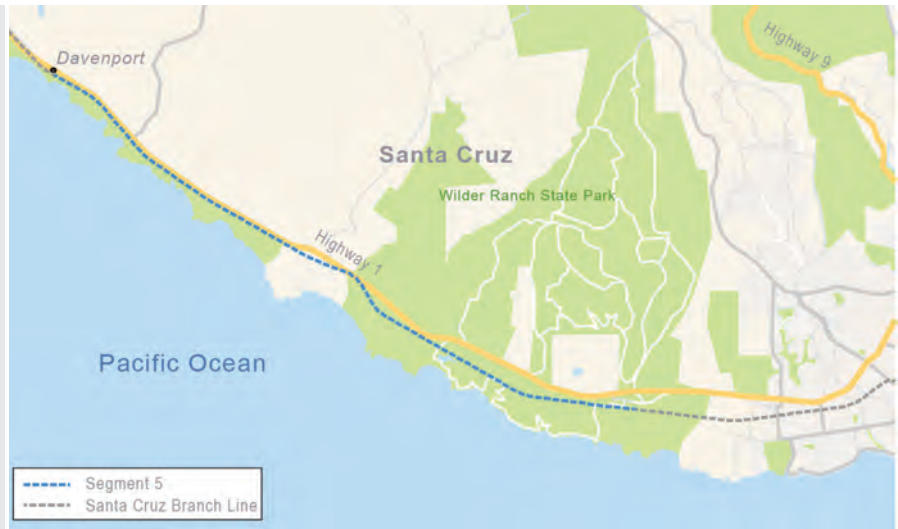
### Project Description

The Coastal Rail Trail Segment 5 (as defined in the Monterey Bay Sanctuary Scenic Trail {MBSST} Network Master Plan) proposes to construct 7.5 miles of the MBSST's rail trail spine between Wilder Ranch and Davenport. Segment 5 would be a new multi-use paved path with striping, parallel unpaved path and shoulder, and parking improvements along the scenic North Coast in Santa Cruz County.

The goals of this project are to provide an accessible bicycle and pedestrian path adjacent to the rail right-of-way for active transportation, recreation, coastal viewshed appreciation, and environmental/cultural education along the existing rail corridor, consistent with the MBSST Network Master Plan. When constructed, this project will be one portion of the planned 32-mile Coastal Rail Trail network that traverses the entire coastline of Santa Cruz County.

Segment 5 is divided into two phases which will be built together should funding be secured. Phase I covers 5.4 miles from Wilder Ranch to Panther/Yellowbank Beach and is fully funded. Phase II spans 2.1 miles from Panther/Yellowbank Beach to Davenport and includes new parking lots in Davenport and at Panther/Yellowbank Beach, improved access to the parking lot at Bonny Doon beach, and a pedestrian crossing in Davenport.

**\* Please note that the North Coast Rail Trail is still in the design and construction planning phase and is not open to the public. Members of the public should not enter the right-of-way until the RTC announces that construction of the trail has been completed and the trail is open for public use.**



### Project Highlights

- ▶ ADA-accessible trail that maximizes ocean views and scenic coastal vistas along historical and agricultural landscapes
- ▶ 7.5-mile continuous paved bicycle and pedestrian trail connecting Wilder Ranch to Davenport
- ▶ Provides car-free alternative access to numerous beaches and recreational facilities along the coast
- ▶ Links to existing and future trails (such as Wilder Ranch, San Vicente Redwoods, etc.) creating bike/pedestrian access from the City of Santa Cruz to Davenport
- ▶ Safety and mobility improvements along a scenic portion of the County adjacent to Highway 1 with the addition of two new parking lots and improvements to a third, restrooms, and a pedestrian crossing in Davenport

### Project Status/Schedule

The RTC completed the Environmental Impact Report in 2019. CFL is scheduled to complete the federal environmental document in 2020, with final design expected in 2021. Preconstruction activities will be complete in Spring 2021 and the project is scheduled to go to construction in 2021 pending funding availability.



# Active Transportation: Coastal Rail Trail Segment 5

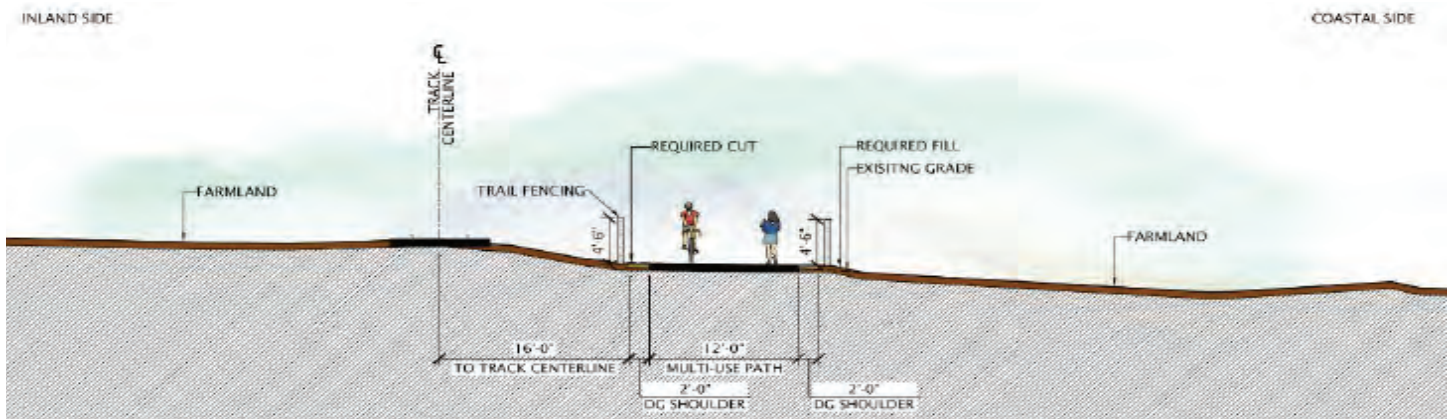
## Project Delivery Strategy

In partnership with the Federal Highway Administration (FHWA) - Central Federal Lands (CFL), the RTC is leading the project delivery. The RTC completed the Environmental Impact Report for the entire 7.5 mile-long Segment 5 project. The RTC is using Measure D, Federal Lands Access Program (FLAP), Coastal Conservancy, and Land Trust of Santa Cruz County funds to leverage other potential grant opportunities. CFL is completing the federal environmental clearance and leading the design of the entire 7.5-mile segment. The RTC is leading the acquisition of any right-of-way needed for the project. Although CFL will lead the construction phase, there is currently only enough funding to complete construction of the southerly 5.4 miles, from Wilder Ranch to Panther/ Yellowbank Beach. The RTC will continue to investigate other state and federal opportunities to complete the construction funding plan. The RTC has dedicated funding for the Davenport crosswalk, which can be separated and advanced early, once Caltrans approvals are received.

## Total Programming

Estimated Total Cost	\$22M
Funding Sources	
Measure D (Active Transportation)	\$6M
Other Secured*	\$11M
Need	\$5M

\*Includes Central Federal Lands (FLAP Grant), Land Trust of Santa Cruz County, and RSTPX funds.





## PROJECT FACT SHEET

Updated July 2020

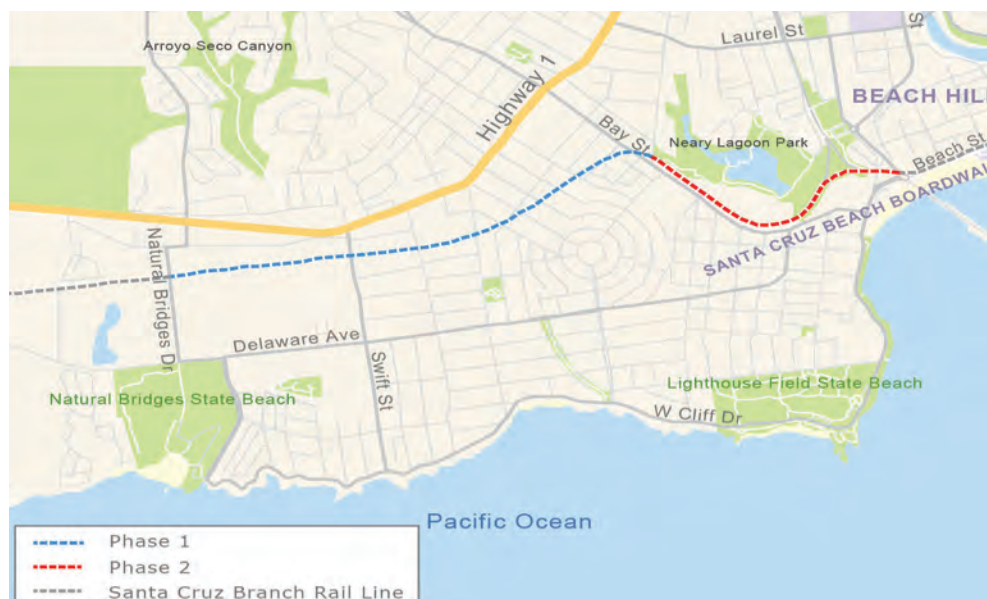
# Active Transportation: Coastal Rail Trail Segment 7

## Project Description

The Coastal Rail Trail Segment 7 project (as defined in the Monterey Bay Sanctuary Scenic Trail {MBSST} Network Master Plan) proposes to construct 2.1 miles of the MBSST's rail trail spine between Natural Bridges Drive and Pacific Avenue at the Santa Cruz Wharf. The existing facility is along the publicly-owned railroad right-of-way. Alternate routes have high bicycle and pedestrian crash histories, making this a high priority project in mid-Santa Cruz County.

The goals of this project are to increase the numbers of people biking and walking, improve safety and mobility of non-motorized users, and to provide high-quality connections to schools, parks, and community facilities. When constructed, this project will be one portion of the planned 32-mile rail trail network that parallels the entire coastline of Santa Cruz County.

The Segment 7 project is at the epicenter of several existing trail networks such as Younger Lagoon Reserve and Antonelli Pond Park, and will also provide connections to Natural Bridges State Beach, the West Cliff Drive bike/pedestrian path, and the Wilder Ranch path.



## Project Highlights

- Provides a low stress, off-street dedicated bicycle and pedestrian trail, improving safety and connectivity to schools, employment centers, and transit facilities
- Over 30,000 residents live within 1 mile of the corridor, where 9 schools and 28 parks are located
- Provides a safer car-free alternative to Mission Street and connects to the Beach Street bikeway
- Enhances mobility and transportation for disadvantaged communities

## Project Delivery Strategy

The City of Santa Cruz is leading the project delivery. The City is delivering Segment 7 in stages due to funding availability. Phase I, from Natural Bridges to Bay/California, is fully funded. Phase II requires additional funds for construction. The City is targeting California Department of Parks and Recreation Proposition 68, SB1-Active Transportation Program, and federal grant opportunities to fully fund the construction of Phase II.



# Active Transportation: Coastal Rail Trail Segment 7

## Total Programming (in thousands)

Estimated Total Cost	\$19,808
Funding Sources	
Measure D (Active Transportation)	\$2,100
Other Secured*	\$7,369
Need	\$10,339

\*Includes Coastal Conservancy, Congressional Earmark, FORT/BSCC Donations, Measure D - Local (City of Santa Cruz), City of Santa Cruz, and STIP funds.

## Project Status/ Schedule

Phase I is under construction and expected to be completed in late summer 2020. Phase II is environmentally cleared and design is complete. Once funding and a minor section of right-of-way is acquired, Phase II can go to construction.



Preliminary Project Rendering



## PROJECT FACT SHEET

Updated July 2020

# Active Transportation: Coastal Rail Trail Segments 8 & 9

## Project Description

The Coastal Rail Trail Segments 8 and 9 project (as defined in the Monterey Bay Sanctuary Scenic Trail {MBSST} Network Master Plan) includes 2.5 miles of the MBSST's rail trail spine between Pacific Street in the City of Santa Cruz and 17th Avenue in the unincorporated area of Santa Cruz County. The existing facility is along the publicly-owned railroad right-of-way.

The goals of this project are to increase the numbers of people biking and walking, improve safety and mobility of non-motorized users, and provide high-quality connections to schools, parks, and community facilities. When constructed, this project will be part of a planned 32-mile rail trail network that traverses the entire coastline of Santa Cruz County. A part of the Segment 8 project, the San Lorenzo River Railroad Trestle trail widening, was accelerated ahead of the rest of the segment and was completed in May 2019.

Segments 8 and 9 are particularly challenging due to three new bridges and four at-grade crossings.

The project received \$3M in Active Transportation Program (ATP) funds for pre-construction efforts. Voter-approved Measure D transportation funds are being used as the local match for this project as is \$1.5M from the non-profit Land Trust of Santa Cruz County.



## Project Highlights

- ▶ Provides a dedicated bicycle and pedestrian trail, improving safety and connectivity to schools, employment centers, and transit facilities
- ▶ Connects to the Beach Street bikeway and Segment 7, connecting the west and east sides of Santa Cruz
- ▶ Includes a new bicycle and pedestrian bridge at Rodeo Gulch
- ▶ Includes 10' multi-use path across the Santa Cruz Harbor, cantilevered off the Harbor rail bridge
- ▶ Connects to downtown Santa Cruz via the San Lorenzo River levee trails
- ▶ Provides a 10' multi-use path across the San Lorenzo River, cantilevered off the San Lorenzo River Railroad Trestle
- ▶ Extends through the Seabright neighborhood to Live Oak
- ▶ 48,000 residents live within 1 mile of the corridor, where 15 schools and 37 parks are located

## Project Delivery Strategy

The City of Santa Cruz is leading the project delivery. The City is delivering Segment 8 in stages due to funding availability. The City fully funded the multi-use path across the San Lorenzo River with an innovative approach, cantilevering off the existing rail trestle with a system that used lightweight decking. The City is funding the remaining pre-construction work with grants from the Land Trust and the state's Active Transportation Program. The City is targeting SB1-Active Transportation Program and federal grant opportunities to fully fund the construction of Phase II.



# Active Transportation: Coastal Rail Trail Segments 8 & 9

## Total Programming (in thousands)

Estimated Total Cost	\$	34,634
Funding Sources		
Measure D (Active Transportation)	\$	2,000
Other Secured*	\$	6,369
Need	\$	26,265

\* Includes Measure D - Local (City of Santa Cruz), NRA, TDA, ATP, and Land Trust funds.

## Project Status/Schedule

The multi-use path cantilevered off the San Lorenzo River Railroad Trestle was completed in 2019. The City expects to complete the environmental, design, and right-of-way work by 2022. Construction is dependent on acquiring additional funding.



Preliminary project rendering



## PROJECT FACT SHEET

Updated July 2020

# Active Transportation: Coastal Rail Trail Segments 10 & 11

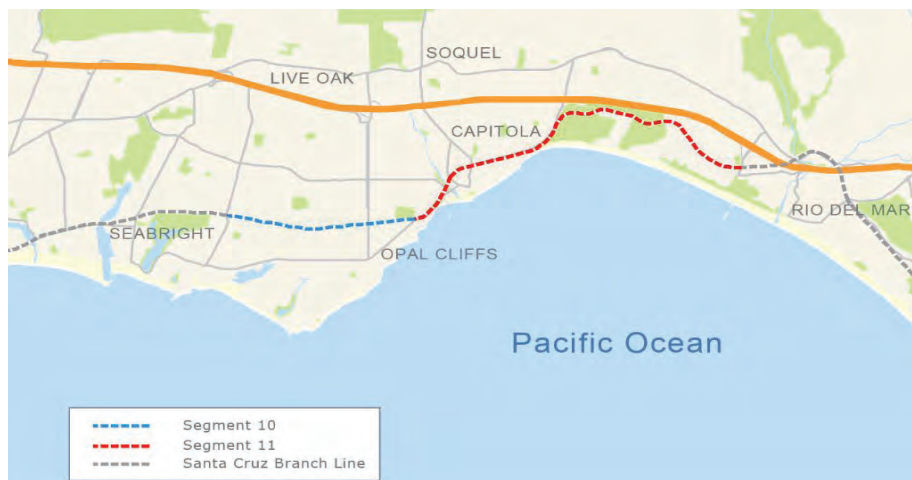
## Project Description

The Coastal Rail Trail Segments 10 and 12 project (as defined in the Monterey Bay Sanctuary Scenic Trail {MBSST} Network Master Plan) proposes to construct 4.7 miles of the MBSST's rail trail spine between 17th Avenue in the unincorporated area of Santa Cruz County known as Live Oak through Jade Street Park in the City of Capitola, then down the coast to State Park Drive.

The goals of this project are to increase the proportion of trips accomplished by biking and walking, improve safety and mobility of non-motorized users, and to provide high-quality connections to schools, parks, and community facilities. When constructed, this project will connect to a proposed 32-mile Coastal Rail Trail network that parallels the entire coastline of Santa Cruz County.

Segment 10 is particularly challenging due to right-of-way constraints requiring realignment of one mile of the railroad track bed. The project includes a 200-foot span pre-engineered bicycle and pedestrian bridge over Rodeo Gulch Creek on the inland side of the rail trestle bridge.

Segment 11 is particularly challenging due to extreme topography, including bridge structures at Soquel Creek, New Brighton State Beach, and Borregas Creek.



## Project Highlights

- ▶ Provides a dedicated bicycle and pedestrian trail, improving safety and connectivity to schools, commercial centers, and transit facilities
- ▶ Includes seven new bicycle and pedestrian bridges
- ▶ Over 49,000 residents live within one mile of the corridor
- ▶ 14 schools, 26 parks, and New Brighton and Seacliff State Beaches are within one mile of the corridor
- ▶ Enhances mobility and transportation for disadvantaged communities

## Project Delivery Strategy

The County is advancing the environmental, design, and right-of-way phases of the project (between 17th Avenue and Live Oak) with \$4 million of Measure D in order to position the project for construction grants, including SB1-Active Transportation Program and potential federal grant opportunities. This project can be phased to smaller sections as funding becomes available. This project currently does not include the Capitola trestle. The Capitola trestle will be studied separately after the Alternatives Analysis for transit in the rail right-of-way. The City of Capitola is leading the delivery of a small section of the trail from City Hall to Monterey Avenue.



## PROJECT FACT SHEET

Updated July 2020

# Active Transportation: Coastal Rail Trail Segments 10 & 11

### Total Programming (in thousands)

Estimated Total Cost	\$	66M
Funding Sources		
Measure D (Active Transportation)	\$	4M
Other Secured	\$	0
Need	\$	62M



### Project Status/Schedule

The project, with the exception of the Capitola trestle, is in the environmental phase, which is expected to be completed in 2020 to early 2021. The final design phase is expected to begin in fall 2021 to late 2022. The project is expected to go to construction in 2024 pending funding availability.





## PROJECT FACT SHEET

Updated July 2020

# Active Transportation: Coastal Rail Trail Segment 18

## Project Description

The Coastal Rail Trail Segment 18 (as defined in the Monterey Bay Sanctuary Scenic Trail {MBSST} Network Master Plan) proposes to construct 1.2 miles of the MBSST's rail trail spine from Lee Road to Walker Street in the City of Watsonville connecting the downtown to the existing trail network in the Watsonville Slough Wetlands and a future trail to Pajaro Valley High School. The facility will be along the publicly-owned railroad right-of-way.

The goals of this project are to increase the number of people biking and walking, improve safety and mobility of non-motorized users, and provide high-quality connections to schools, parks, and community facilities. When constructed, this project will be part of a planned 32-mile rail trail network that parallels the entire coastline of the Santa Cruz County.



## Project Highlights

- ▶ Provides a dedicated bicycle and pedestrian trail, improving safety and connectivity to schools, residential areas, and employment centers
- ▶ 1.2-mile continuous paved bicycle and pedestrian trail connecting the City of Watsonville to the Watsonville Slough Wetlands trail network
- ▶ Connects to the Monterey County Monterey Bay Sanctuary Scenic Trail Network
- ▶ Over 22,000 residents live within one mile of the trail
- ▶ 12 schools and 12 parks are within one mile of the trail
- ▶ Enhances mobility and transportation for disadvantaged communities

## Project Delivery Strategy

The City of Watsonville is leading the project delivery. The City is delivering Segment 18 in stages due to funding availability and the time needed to get new crossing agreements approved by the California Public Utilities Commission (CPUC). Phase I, from Ohlone Parkway to a Watsonville Trail Network trailhead, is fully funded. Phase II requires additional funds for construction. The City is targeting SB1-Active Transportation and federal grant opportunities to fully fund the construction of Phase II.



# Active Transportation: Coastal Rail Trail Segment 18

## Total Programming (in thousands)

Estimated Total Cost	\$9,306
Funding Sources	
Measure D (Neighborhood & Active Transportation)	\$4,010
Other Secured*	\$2,906
Need	\$2,390

\*Includes ATP, County, FORT, Land Trust, City of Watsonville, RTC and STIP funds

## Project Status/Schedule

The environmental phase was completed in 2015. Phase I is expected to be open in fall 2020. Phase II is in the final design phase, which is expected to be completed in 2021. Phase II is expected to go to construction in 2021, depending on approval of CPUC crossing agreements and securing remaining funds needed to fully fund construction.



Preliminary project rendering



## PROJECT FACT SHEET

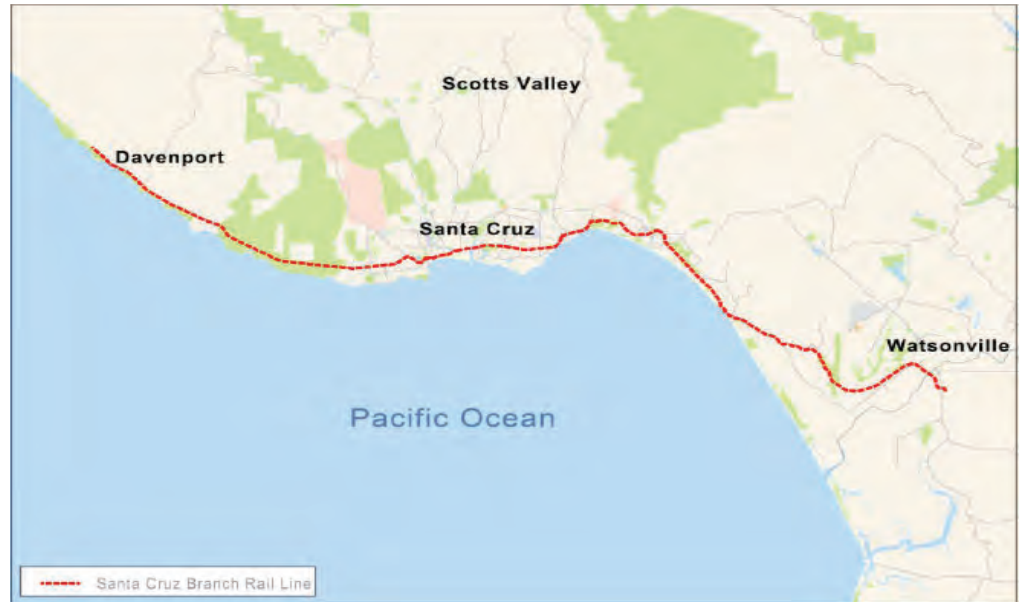
Updated December 2019

# Active Transportation: RTC PM and Maintenance

## Santa Cruz Branch Rail Line

The 32-mile Santa Cruz Branch Rail Line (SCBRL) is a continuous transportation corridor that spans the length of the county offering tremendous potential for new mobility options for residents and visitors alike. In 2013, the RTC adopted the Monterey Bay Sanctuary Scenic Trail Network Master Plan and certified a programmatic Environmental Impact Report. The Coastal Rail Trail, serving as the system's spine, is a result of a 20-year effort to purchase the SCBRL, which was first established in 1876. On October 12, 2012, the RTC successfully closed escrow, placing title of the branch line into public ownership with the commitment of facilitating passenger and freight service, as well as creating a multi-use bicycle and pedestrian trail.

This important transportation corridor is within one mile of more than 80 parks, 25 schools, approximately half of the county's population, provides access to the Monterey Bay National Marine Sanctuary at several key locations, and connects to regional and state rail lines.



## RTC Project Management and Maintenance

The RTC is responsible for managing the overall development of the Coastal Rail Trail corridor, including oversight, technical assistance, and implementing some of the project development work for segments of the trail.

The RTC is also responsible for maintaining the portion of the right-of-way outside of the railroad easement. The short-line railroad operator, Saint Paul & Pacific Railroad, is responsible for maintaining the infrastructure within the railroad easement.

It is important to maintain the corridor in order to:

- ▶ Retain the integrity of the land to support future increased transportation use
- ▶ Support existing storm water drainage systems that flow along and across the corridor
- ▶ Limit impacts to adjacent properties from trees or sediment

The RTC has a Preventative Maintenance Program that outlines procedures for RTC staff to carry out maintenance operations, with individual inquiries being tracked using ArcGIS, a mapping and analytics platform. Regular inspections and repair or cleanup work within the right-of-way will maintain the corridor for future use and limit impacts to adjacent jurisdictions and private property.

General property management of a railroad right-of-way must account for federal railroad law and oversee various activities, such as access for utility companies or local government jurisdictions.



# Active Transportation: RTC PM and Maintenance

## Program Highlights

### Maintenance

- ▶ Semiannual inspections of full corridor
- ▶ Track and process individual requests from neighbors or local jurisdictions for maintenance
- ▶ Future trail maintenance agreements for constructed segments
- ▶ Annual clearing of drainage facilities and grass mowing
- ▶ Removal of encampments, trash, or problem trees as needed
- ▶ Other vegetation control as needed

### Other Property Management

- ▶ Management of utility crossings and leases
- ▶ Processing of right-of-entry agreements
- ▶ Addressing illegal encroachments, altered drainage, and dumping of sediment and trash from adjacent property owners
- ▶ Trail Segment Maintenance



## Total Programming (in thousands)

### Funding Sources

Measure D	~\$1.25M/year
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## PROJECT FACT SHEET

Updated July 2020

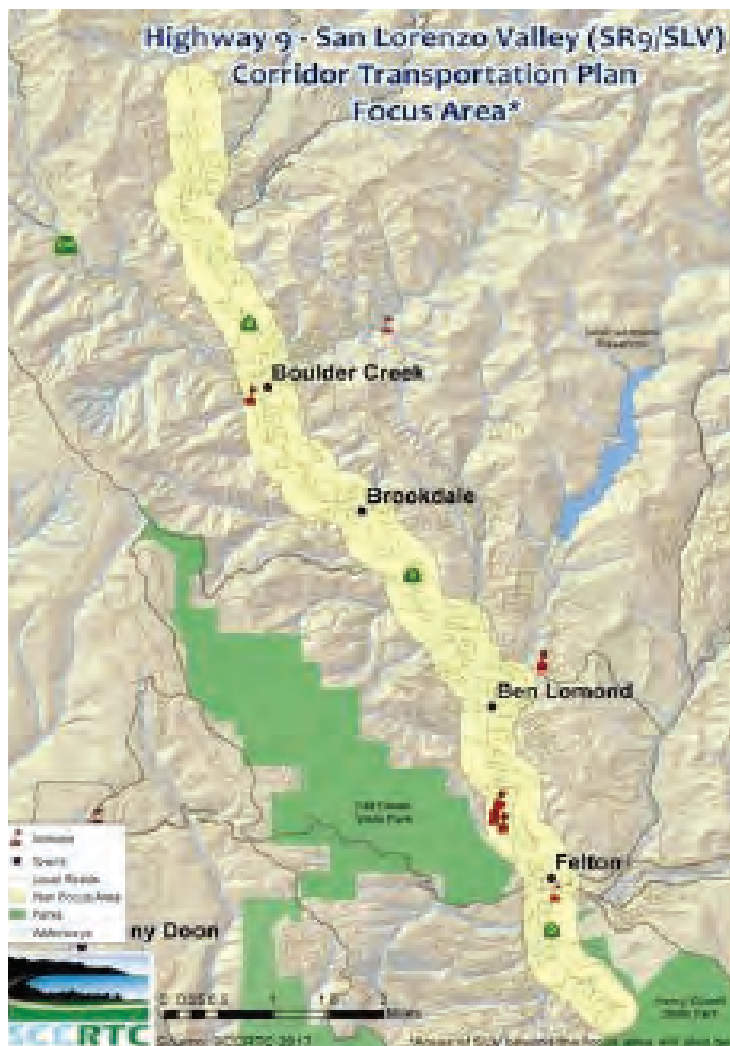
# Neighborhood Projects: San Lorenzo Valley Highway 9 Corridor Improvements

## Project Description

Highway 9 serves as the “Main Street” and economic corridor for the San Lorenzo Valley (SLV) towns of Felton, Ben Lomond, Brookdale, and Boulder Creek, and is an interregional arterial connecting Silicon Valley and Santa Cruz. It is the backbone for the movement of people and goods through the SLV and is the only direct route linking the four SLV towns.

There are significant transportation concerns throughout the SLV. This mountainous area has high collision rates, narrow curving roadways frequently impacted by steep terrain, significant gaps in bicycle and pedestrian facilities, a lack of walkways to many of the bus stops, traffic backups at a number of choke points, as well as pavement, drainage, and other assets in disrepair.

Measure D designates \$10 million for transportation projects in the Highway 9 corridor that will improve travel for residents of the SLV. Since Measure D, state, federal, and other local revenues are limited, a first step in identifying priority projects was the development of a comprehensive Highway 9 San Lorenzo Valley Complete Streets Corridor Plan. Building on past public input and planning activities, the plan identifies, evaluates, and prioritizes transportation projects on Highway 9 and connecting county roads through the SLV that can be implemented in the short- and mid-term to address challenges along the corridor. The plan focuses on safety for pedestrians, bicyclists, and motorists; multi-modal access to schools, businesses, and bus stops; traffic operations, pavement conditions, drainage, and other needs in this travel corridor.



## Total Programming (in thousands)

<b>Total Funding Secured</b>	<b>\$</b>	<b>10,821</b>
<b>Funding Sources</b>		
Measure D (Neighborhood)	\$	10,000
Other*	\$	821

\*Includes HSIP Grant (Fed), Caltrans Planning Grant, and Match (TDA, RTC Reserve Fund & RPA) funds.



# Neighborhood Projects: San Lorenzo Valley Highway 9 Corridor Improvements

## Priority Projects

The Highway 9 Corridor Plan identifies over 30 priority projects for the corridor, including the following:

- ▶ Pedestrian and bicycle paths to SLV schools and modifications to improve traffic flow along the schools' entrances
- ▶ Modifications to Felton, Brookdale, Ben Lomond, and Boulder Creek town centers to create safer pedestrian walking and crossing facilities, reduce speeding, and improve access to businesses
- ▶ Corridor-wide roadway maintenance, storm damage repairs, and emergency preparedness; pedestrian safety and visibility improvements; and shoulder widening for bicycles

The plan will be used to secure grants and facilitate subsequent design, environmental review, and construction of these and other priority projects.

## Project Delivery Strategy

The RTC, Caltrans, and the County of Santa Cruz are working together to deliver components of the various complete streets projects. Caltrans has agreed to construct the crosswalk improvements that were awarded Highway Safety Improvement Program (HSIP) funds by the end of 2020. The RTC is working with Caltrans on two Program Initiation Documents (PIDs). The first PID was funded by Caltrans and focused on improving safety for pedestrians and cyclists in the segment of Hwy 9 between Kirby Street and the three-school campus in Felton. It was completed in spring 2020 and the project is now moving into the Project Approval & Environmental Documentation (PA&ED) phase. The second PID is funded by Measure D and covers the remaining projects in the Complete Streets Plan. Once the complete streets PID is complete in 2021, the RTC plans to use Measure D funds to leverage state and federal grants to fund construction of additional improvements. Caltrans and RTC are also currently collaborating on incorporating complete streets elements identified in the Plan into other Caltrans-led PIDs in the San Lorenzo Valley.





## PROJECT FACT SHEET

Updated July 2020

# Neighborhood Projects: Highway 17 Wildlife Crossing

## Project Description

Caltrans, the Santa Cruz County Regional Transportation Commission, the Land Trust of Santa Cruz County, and resource agencies have partnered to construct a wildlife undercrossing on Highway 17 near Laurel Road in Santa Cruz County.

The Santa Cruz Mountains are home to a variety of wildlife species including endangered and threatened species. The area of Highway 17 at Laurel Road has been identified as a critical linkage for two core wildlife habitat areas on either side of the highway.

Highway 17 is the major freeway connection between the San Francisco Bay Area and the Monterey Bay Region through the Santa Cruz Mountains. More than 65,000 vehicles travel the highway each day (24 million vehicles a year). The dense traffic, concrete median barriers, and lack of culvert undercrossings or bridges make Highway 17 a major barrier for wildlife moving through the Santa Cruz Mountains. Many wildlife (including mountain lions, bobcats, and deer) have been hit trying to cross Highway 17 near Laurel Road.

Highway 17 at Laurel Road is built over a large natural drainage, an ideal place to install a bridge to allow animals to travel beneath the highway. At the project location, 460 acres of mostly undeveloped land on both sides of the highway have been preserved in a conservation easement by the Land Trust of Santa Cruz County.



## Project Highlights

- ▶ Provides safe passage for wildlife to cross under Highway 17 near Laurel Road
- ▶ Bridges two core wildlife habitat areas on each side of Highway 17
- ▶ Highway 17 at Laurel Road is built over a large natural drainage, an ideal place to install a bridge to allow animals to travel beneath the highway
- ▶ Collaborative project between the Regional Transportation Commission, Land Trust of Santa Cruz County, and Caltrans

## Project Delivery Strategy

Caltrans is leading the project delivery. The pre-construction phases are funded with Caltrans State Highway Operation and Protection Program funds. The RTC is using Measure D funds to leverage additional SHOPP and Land Trust funds for construction. The RTC plans to administer an inter-program loan between the Highway Corridor investment category and Wildlife Crossing project to ensure enough Measure D funds are available for this project to start construction in 2021.



# Neighborhood Projects: Highway 17 Wildlife Crossing

## Total Programming (in thousands)

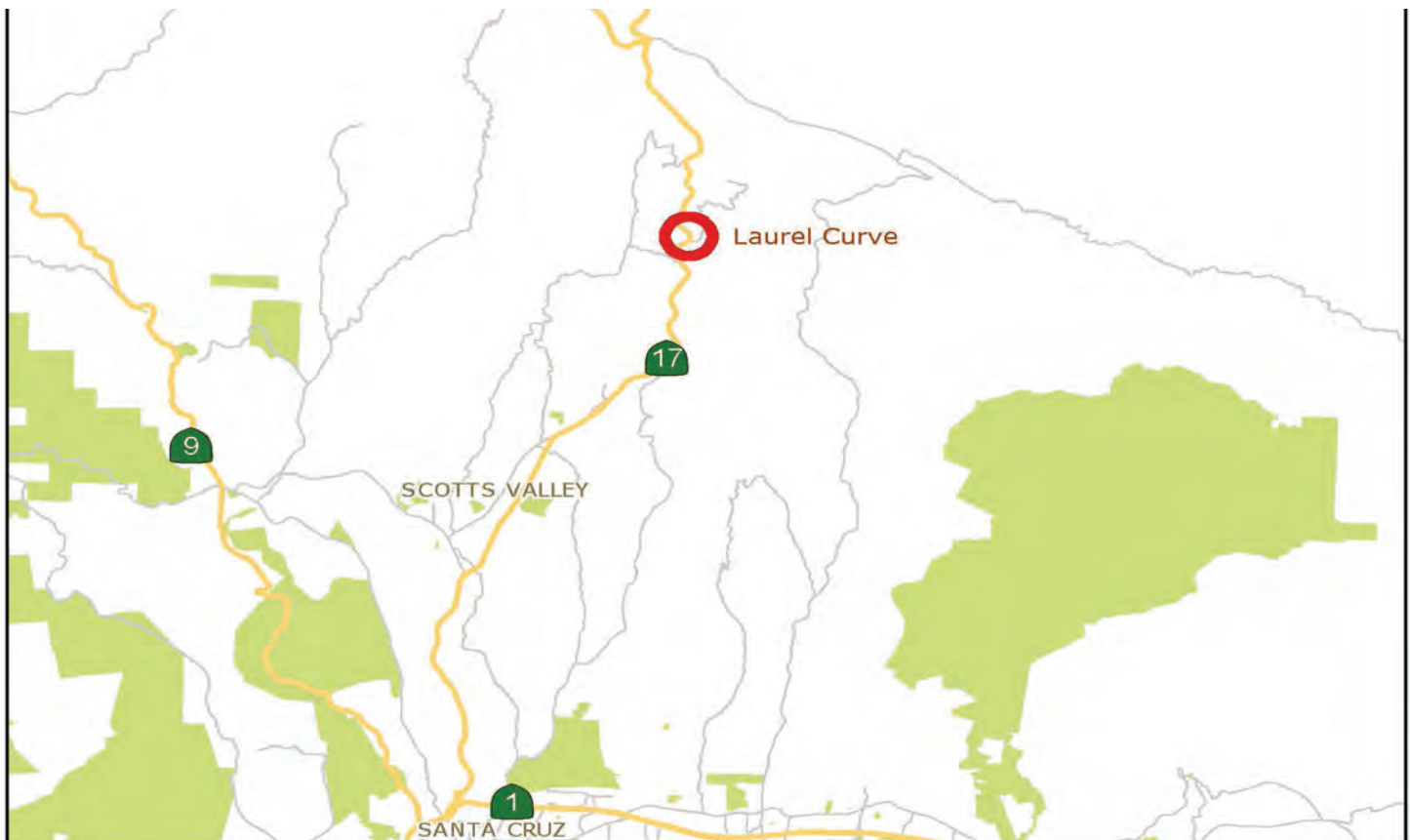
Estimated Total Cost	\$12,474
Funding Sources	
Measure D (Neighborhood) *	\$5,000
Other Secured **	\$7,437

## Project Status/Schedule

This project has completed the environmental phase. The final design phase began in 2018 and is expected to be completed in 2020. Construction is expected to begin in 2021.

\*Includes loan payments (principal and interest)

\*\*Includes Land Trust and SHOPP funds.



## Funding Partners





## PROJECT FACT SHEET

Updated July 2020

## Highway Corridor: Highway 1 Aux Lanes, BOS (41st Avenue to Soquel Drive), and Chanticleer Bicycle/Pedestrian Overcrossing

### Project Description

The project will construct northbound and southbound auxiliary lanes and bus-on-shoulder improvements between the 41st Avenue and Soquel Avenue/Drive interchanges, and construct a new bicycle and pedestrian overcrossing at Chanticleer Avenue. Historically, this section of Highway 1 has been the busiest in the county, serving over 100,000 vehicles a day, providing access to the primary regional commercial/retail activity centers on 41st Avenue and regional medical facilities located on Soquel Drive. The auxiliary lanes will connect the on-ramps with the next off-ramp, thereby extending the weaving and merging distance between the ramps, improving traffic operations, and reducing cut-through traffic diverting to local streets and neighborhoods.

The bicycle/pedestrian overcrossing at Chanticleer Avenue provides an alternative route for bicyclists and pedestrians currently using the Soquel or 41st interchanges to cross over Highway 1. The overcrossing will be lighted, 12- to 14-foot wide, and will incorporate aesthetic treatments consistent with the visual character of the corridor and the adjacent community.

### Unified Corridor Investment Study

Recognizing the need to address both existing transportation problems and future needs of Santa Cruz County, a Unified Corridor Investment Study (UCS) was undertaken to consider transportation options between Santa Cruz and Watsonville along three of the most important north to south transportation routes in the County, including the Highway 1 corridor. The study provides a rigorous analysis of how various groups of projects or scenarios advance the transportation goals of Santa Cruz County.



### Project Highlights

- ▶ Improves traffic operations on Highway 1
- ▶ Improves bicycle and pedestrian connectivity to regional destinations and transit by providing a dedicated crossing for active transportation users at Chanticleer Avenue
- ▶ Adds infrastructure for buses to travel in the auxiliary lanes between interchanges and on the outside shoulder through interchanges
- ▶ Measure D funds are being used to accelerate the project development process
- ▶ Construction ready in early 2021, pending availability of funds

### Project Delivery Strategy

The RTC is leading the delivery of this project. Measure D-Highway Corridor funds and other RTC discretionary funds will be used to complete the work necessary to ready the project for construction, and as a match for future SB1 and federal construction grants. This project has environmental clearance and is currently competing for Cycle 2 of the SB1 Solutions to Congested Corridors Program, Local Partnership Program, and Active Transportation Program competitive funds.



## PROJECT FACT SHEET

Updated July 2020

# Highway Corridor: Highway 1 Aux Lanes, BOS (41st Avenue to Soquel Drive), and Chanticleer Bicycle/Pedestrian Overcrossing

## Project Funding (in thousands)

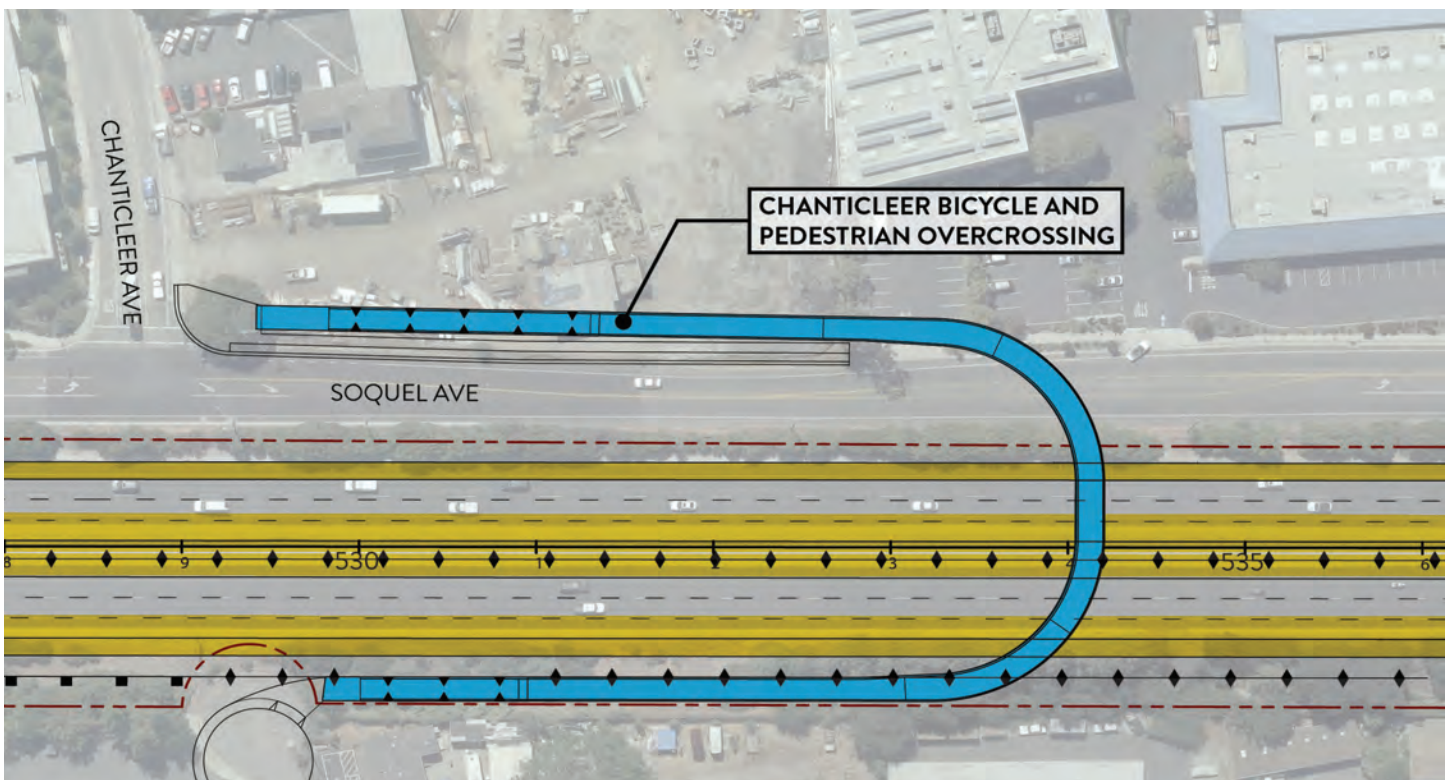
Estimated Project Cost	\$	37,828
Funding Sources		
Measure D (Highway)	\$	1,976
Other Secured*	\$	10,469
Needed	\$	25,383

\*Includes STIP and HIP funds.



## Project Status/Schedule

The Unified Corridor Investment Study was completed in 2019. The Environmental Impact Report was certified in 2019. The final design phase is currently underway and is expected to be completed in 2020. The project is expected to go to construction in 2021.





## PROJECT FACT SHEET

Updated July 2020

# Highway Corridor: Highway 1 Aux Lanes, BOS (Bay Avenue/Porter Street to State Park Drive), and Mar Vista Bicycle/Pedestrian Overcrossing

## Project Description

The project will construct northbound and southbound auxiliary lanes and bus-on-shoulder improvements between the Bay Avenue/Porter Street and State Park Drive interchanges and replace the existing Capitola Avenue local roadway overcrossing. This section of Highway 1 is one of the busiest in the county, providing access to the City of Capitola, Soquel and Aptos villages, and Cabrillo College. The auxiliary lanes will connect the on-ramps with the next off-ramp, thereby extending the weaving and merging distance between the ramps, improving traffic operations, and reducing cut-through traffic diverting to local streets and neighborhoods.

The new Capitola Avenue overcrossing will include enhanced bicycle and pedestrian facilities to improve connectivity for bicyclists and pedestrians between Soquel Drive to the north and the future Coastal Rail Trail to the south. The overcrossing, soundwalls, and retaining walls will incorporate aesthetic treatments consistent with the visual character of the corridor and the adjacent community.

The project also includes a new bicycle and pedestrian overcrossing (POC) at Mar Vista to provide a safe link between schools, the beach, residential neighborhoods and retail centers on each side of Highway 1. This POC was one of three bicycle and pedestrian overcrossings identified in the Highway 1 Corridor Investment Plan.



## Project Highlights

- ▶ Improves traffic and safety operations on Highway 1
- ▶ Reduces cut-through traffic diverting to local streets and neighborhoods by adding auxiliary lanes between Bay Avenue/Porter Street and State Park Drive
- ▶ Improves bicycle and pedestrian connectivity to regional destinations and transit by providing enhanced bicycle and pedestrian facilities for active transportation users at Capitola Avenue
- ▶ Adds infrastructure for buses to travel in the auxiliary lanes between interchanges and on the outside shoulder through interchanges
- ▶ Improves bicycle and pedestrian connectivity to regional destinations and transit by providing a dedicated crossing for active transportation users
- ▶ Connects neighborhoods, schools, parks/beaches and commercial centers

## Project Delivery Strategy

The RTC is leading the delivery of this project. Measure D-Highway Corridor funds and other RTC discretionary funds will be used to complete the work necessary to ready the project for construction, and as a match for future SB1 and federal construction grants. Environmental clearance is expected to be obtained by 2021. The project is also competing for Cycle 2 of the SB1 Solutions to Congested Corridors Program and Local Partnership Program competitive funds.



## PROJECT FACT SHEET

Updated July 2020

# Highway Corridor: Highway 1 Aux Lanes, BOS (Bay Avenue/Porter Street to State Park Drive), and Mar Vista Bicycle/Pedestrian Overcrossing

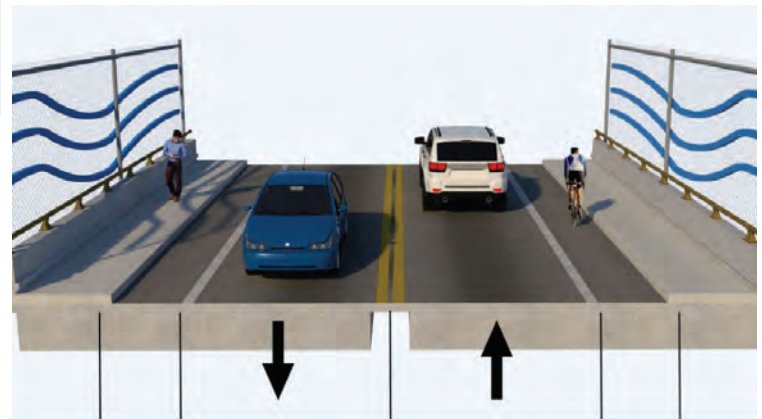
## Project Funding (in thousands)

<b>Estimated Total Cost</b>	<b>\$ 88,955</b>
<b>Funding Sources</b>	
Measure D (Highway)	\$ 15,983
Other Secured*	\$ 5,741
Need	\$ 67,231

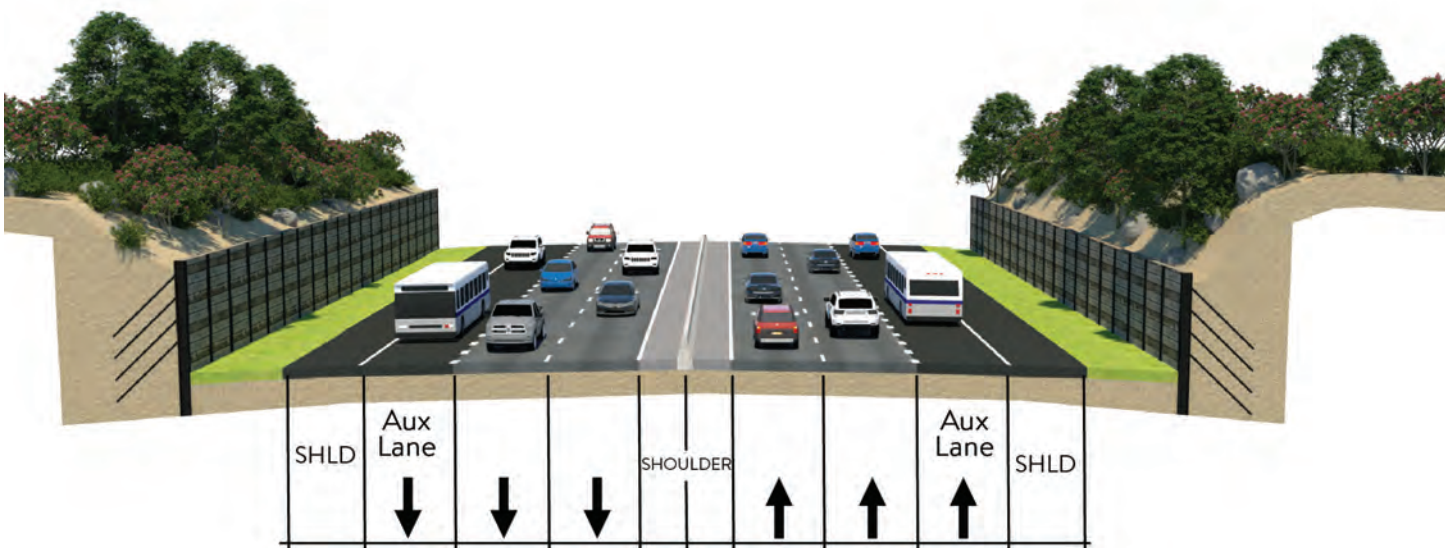
\* Includes STIP funds.

## Project Status/Schedule

The project is in the environmental phase, which is expected to be completed in 2021. Final design is expected to begin in 2020 and be completed by 2022. The project is expected to go to construction in 2022.



Preliminary rendering of Capitola Avenue Overcrossing



Preliminary rendering of auxiliary lanes



## PROJECT FACT SHEET

Updated July 2020

## Highway Corridors: Highway 1 Aux Lanes and BOS (State Park Drive to Freedom Boulevard), and Coastal Rail Trail Segment 12

### Project Description

The project will construct northbound and southbound auxiliary lanes between the State Park Drive and Freedom Boulevard interchanges, replace the two existing railroad bridges between the State Park Drive and Rio del Mar interchanges, and widen the Aptos Creek bridge. This section of Highway 1 provides access to Aptos Village, Rio del Mar, Aptos High School, and Aptos Hills/Corralitos. The auxiliary lanes will connect the on-ramps with the next off-ramp, thereby extending the weaving and merging distance between the ramps, improving traffic operations, and reducing cut-through traffic diverting to local streets and neighborhoods.

The existing railroad bridges will be replaced with longer span bridges to accommodate the addition of auxiliary lanes on Highway 1. The new bridges will also be able to accommodate future high-capacity public transit and trail to improve multimodal transportation across the County. The new bridges, soundwalls, and retaining walls will incorporate aesthetic treatments consistent with the visual character of the corridor and the adjacent community.

This project also includes construction of Segment 12 of the Coastal Rail Trail, a bicycle and pedestrian trail along an approximately 1.25-mile segment of the Santa Cruz Branch Rail Line right-of-way from State Park Drive to Rio Del Mar Boulevard. The Santa Cruz Branch Rail Line corridor is an active freight line and is owned by the RTC.



### Project Highlights

- ▶ Improves traffic and safety operations on Highway 1
- ▶ Adds infrastructure for buses to travel in the auxiliary lanes between interchanges and on the outside shoulder through interchanges
- ▶ Reduces cut-through traffic diverting to local streets and neighborhoods by adding auxiliary lanes between State Park Drive and Freedom Boulevard
- ▶ Replaces two existing railroad bridges and widens the Highway 1 Aptos Creek bridge
- ▶ Accommodates future high-capacity public transit on the new railroad bridges
- ▶ Multimodal options to increase corridor throughput
- ▶ Improves active transportation connectivity

### Project Delivery Strategy

The RTC is leading the delivery of this project. Measure D-Highway Corridor funds and other RTC discretionary funds will be used to complete the work necessary to ready the project for construction, and as a match for future SB1 and federal construction grants. By obtaining environmental clearance by early 2022, this project can compete for cycle 3 of the SB1 Solutions to Congested Corridors Program, Local Partnership Program, and Active Transportation Program competitive funds.



## PROJECT FACT SHEET

Updated July 2020

# Highway Corridors: Highway 1 Aux Lanes and BOS (State Park Drive to Freedom Boulevard), and Coastal Rail Trail Segment 12

## Project Funding (in thousands)

<b>Estimated Total Cost</b>	<b>\$</b>	<b>101,414</b>
<b>Funding Sources</b>		
Measure D (Highway)	\$	14,514
Other Secured	\$	0
Needed	\$	86,900



## Project Status/Schedule

The environmental phase of this project is expected to begin in 2020 and be completed in 2021. The design phase is expected to begin in 2021. The project is expected to go to construction in 2024 pending availability of funding.



Preliminary rendering of new railroad bridge



## PROJECT FACT SHEET

Updated July 2020

# Highway Corridors: Cruz511

## Program Description

For more than 35 years, the RTC has offered transportation demand management (TDM) services to Santa Cruz County with the goal of using the existing transportation system more effectively by assisting travelers to use various modes of transportation, especially sustainable transportation modes. TDM programs use a multi-pronged approach to incentivize and support mode share changes to non-drive alone methods of transportation.

Cruz511, the RTC's TDM service, provides a comprehensive website of resources for travel options around the county, including a trip planner, bicycle maps, accessible travel options, and an interactive traffic map with real-time information on travel speeds, incident details, and lane closures on county roads and state highways. Knowledgeable travel counselors are also available to help people understand their options for getting around.

The Cruz511 program works with non-profits and community-based organizations to deliver messaging around transportation safety. Staff works closely with agencies implementing Vision Zero plans and campaigns around the county by providing resources and guidance. Cruz511 also provides a hazard reporting system where members of the public can report issues that impede access and mobility on our roadway networks.

In 2019, Cruz511 partnered with RideAmigos to launch MyCruz511, a commuter engagement and incentives hub for changing the way people commute to reduce traffic and pollution. The platform offers end-users a commuter dashboard, unified trip planner, workplace challenges, and gamification for sustainable commuting.

The MyCruz511 platform now open to all users! Register or login at [my.cruz511.org](http://my.cruz511.org). Use the trip planner to discover commute options. Log your commute trips for a chance to win prizes.



## Program Highlights

- ▶ Provides sustainable commute choices to residents through coordination with major employers in the county
- ▶ Hosts an online and mobile platform to make sustainable commute choices easier for all people to access
- ▶ Coordinates with Metro to promote and encourage transit usage
- ▶ Provides education and informational messaging regarding safety and mobility options to the public

## Total Programming (in thousands)

<b>Total Funding</b>	<b>\$ 2,295</b>
<b>Funding Sources</b>	
Measure D (Highway)	\$ 1,300
Other Sources**	\$ 995

\*Amounts show money programmed beginning in FY17/18 when Measure D funds first became available.

\*\*Includes STBG, RSTPX, STIP, SAFE, City of Santa Cruz and Fund Interest



## PROJECT FACT SHEET

Updated July 2020

# Highway Corridors: Safe on 17

## Program Description

The Highway 17 corridor was identified as a high-collision corridor in 1998 as a result of collision data analysis and recommendations of local, regional, county, and state agencies. The Safe on 17 Task Force was formed to develop and implement collision reducing strategies, such as additional CHP enforcement, traffic safety improvements, and public education. These strategies focus on preventing the occurrence of the top five Primary Collision Factors in fatal and injury collisions including driving at unsafe speeds, vehicle right-of-way violations, improper turning, and improper lane change.

The Task Force is comprised of representatives from the Santa Cruz County Regional Transportation Commission (RTC), the San Francisco Bay Area's Metropolitan Transportation Commission (MTC), the California Highway Patrol (CHP), the California Department of Transportation (Caltrans), local police and fire departments, legislators' offices, and the media. The RTC and MTC provide \$100,000 annually for enhanced CHP enforcement using Service Authority for Freeway Emergencies (SAFE) funds. SAFE funds come from a \$1 registration fee on all vehicles in the region and fund the highway call box system, Freeway Service Patrols on Highways 1 and 17 in addition to extra CHP enforcement on Highway 17, and other motorist-aid services. The RTC provides an additional \$50,000 annually to the program from Measure D funds.



## Program Highlights

- ▶ Multi-agency, multi-jurisdictional effort to reduce injury and fatal collisions on Highway 17
- ▶ Encourages safer driving and deters traffic violations with extra CHP enforcement
- ▶ Implements road safety improvements to reduce wet weather and run-off-road collisions through guardrail upgrades, shoulder widening projects, and pavement surface treatments
- ▶ Increases safe driving practices, especially on mountainous highway roads, through education and public outreach

## Meeting Schedule

The Safe on 17 Task Force meets twice a year to share information about transportation projects and collisions on Highway 17 and traffic operation systems in Santa Cruz County. Meetings are open to the public and all are welcome to attend. A teleconference option is available for those unable to attend meetings in person.

SAFE ON 17 MEETINGS	LOCATION	ADDRESS
3rd Wednesday in March	CHP San Jose	2020 Junction Ave., San Jose, CA
3rd Wednesday in September	RTC office	1523 Pacific Ave., Santa Cruz, CA



# Highway Corridors: Safe on 17

## Total Programming (in thousands)\*

<b>Total Funding</b>	<b>\$ 975</b>
<b>Funding Sources</b>	
Measure D (Highway)	\$ 275
Other Secured**	\$ 700

\*Amounts show money programmed beginning in FY17/18 when Measure D funds first became available.

\*\*Includes MTC-SAFE and DMV-SAFE funds.





## PROJECT FACT SHEET

Updated July 2020

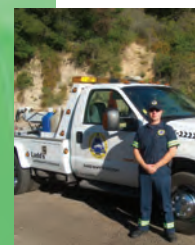
# Highway Corridors: Freeway Service Patrol

## Program Description

The Santa Cruz County Regional Transportation Commission (RTC) operates the Freeway Service Patrol (FSP) program in Santa Cruz County in conjunction with the Department of Transportation (Caltrans) and the California Highway Patrol (CHP). This program consists of two tow trucks patrolling Highway 1 from Highway 9 to State Park Drive and Highway 17 from Mount Herman Road to the Santa Clara County Line.

FSP tow trucks remove disabled vehicles from the highway at no cost to motorists. They reduce congestion on the highway by quickly clearing accidents, debris, and other incidents, and allowing traffic to return to normal conditions. They commonly perform tasks such as changing a flat tire, jump-starting a vehicle, or providing gas. Service is available during weekday commute hours and on a limited schedule on weekends.

The FSP program is designed to reduce congestion, improve safety, and reduce fuel consumption and auto emissions by minimizing the congestion associated with collisions and other incidents. The benefit/cost ratio for the Santa Cruz County FSP program is 4:1.



## Program Highlights

- ▶ Reduces the number of traffic jams by quickly clearing accidents, debris, and other incidents
- ▶ Lessens the chain of further accidents and bottlenecks caused by passing drivers
- ▶ Saves fuel and cuts air-pollution emissions by reducing stop-and-go traffic
- ▶ Helps stranded motorists

## Service Schedule

	WEEKDAYS		WEEKENDS	
	AM	PM	Saturday	Sunday
<b>Hwy 1</b>	6:00-9:00 a.m.	3:30-6:30 p.m.	No regular weekend service*	
<b>Hwy 17</b>	6:30-9:30 a.m.	3:30-6:30 p.m.	None	1:00-7:00 p.m.

\*Special weekend service is provided during Spring Break and Summer.



## PROJECT FACT SHEET

Updated December 2019

# Rail Corridor: Infrastructure Preservation

## Program Description

The Santa Cruz County Regional Transportation Commission (RTC) acquired the Santa Cruz Branch Line (SCBRL) in 2012 for \$14.2M to expand transportation options and alternatives to driving, and plan for the future mobility needs of Santa Cruz County residents and visitors. The 135-year-old rail corridor spans 32-miles from Davenport to Watsonville and connects to regional and state rail lines.

The short-line railroad operator, St. Paul & Pacific Railroad, currently provides freight rail service to a number of local construction, agricultural, beverage, and biofuel companies through an Administration, Coordination, and License Agreement with the RTC. Freight rail service helps to reduce traffic and greenhouse gases as one rail car load generally removes four truck trips from roadways and freeways. Big Trees & Pacific Railroad currently operates seasonal and special event recreational rail service on a portion of the Santa Cruz Branch Rail Line. St. Paul & Pacific Railroad also plans to operate some recreational rail service.

Measure D funds are used for inspections and repairs to the 29 railroad bridges, as well as repairs and upgrades to railroad signals, grade crossings, and the railbed to meet the Federal Railroad Administration (FRA) Requirements for a short-line railroad.

In 2017, severe winter storms damaged the line at several locations. The RTC is working on securing necessary permits for the repairs and expects construction to occur over two seasons. Phase I will start in 2020 and Phase II on the North Coast will start in 2021, as permits are received.



## Program Highlights

Rail Preservation Efforts:

- ▶ Inspections and repairs of railroad bridges on an ongoing basis
- ▶ Storm damage repairs and clean up resulting from the 2017 winter storms, the majority of which will be funded by state and federal disaster assistance relief funds
- ▶ Capital Maintenance efforts to comply with FRA requirements, including repair and rehabilitation of railroad track infrastructure, grade crossings, signals, and signage as needed

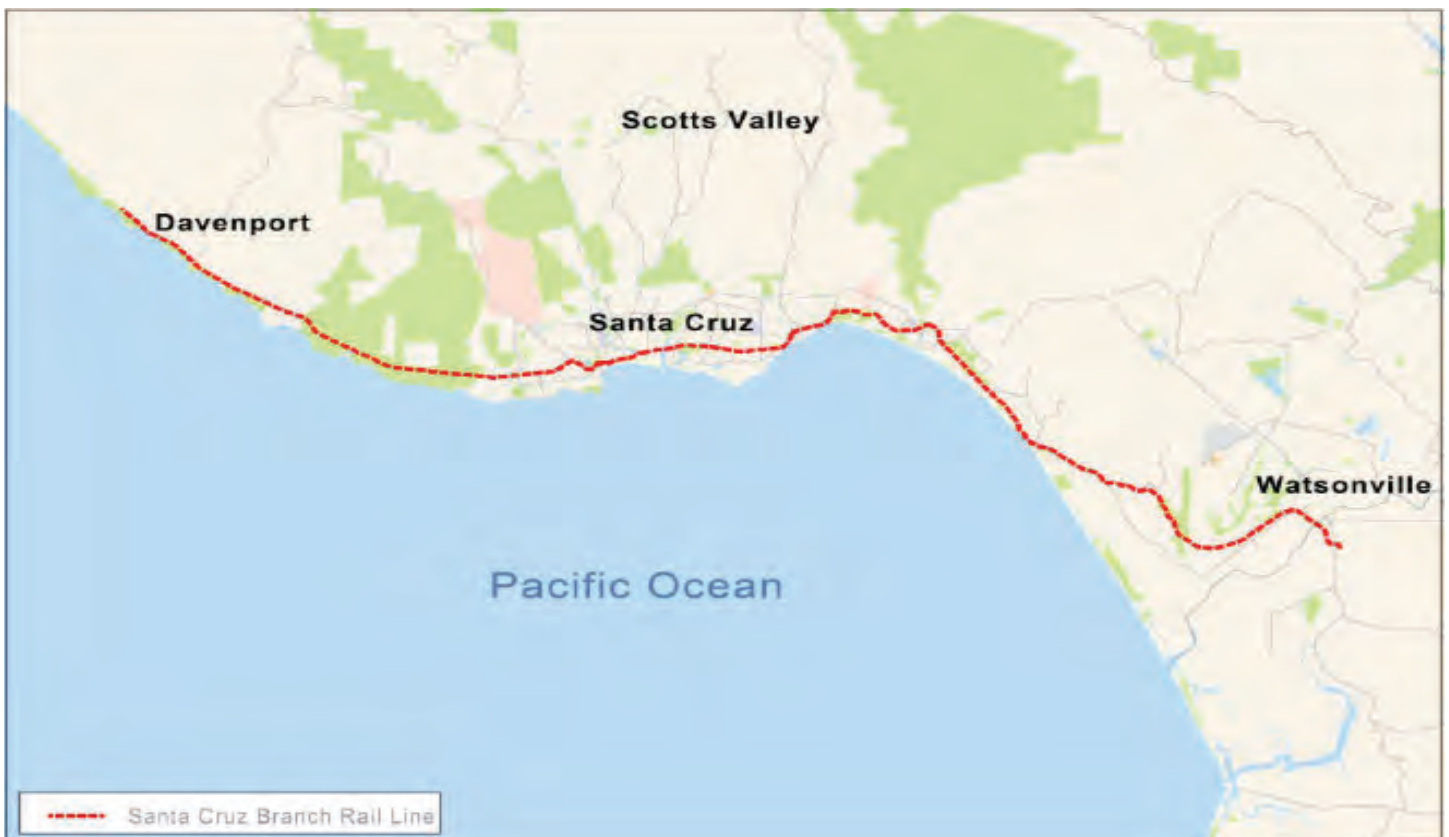
## Total Programming (in thousands)

Total Funding Secured	\$	7,955
Funding Sources		
Measure D (Rail)	\$	5,089
Other Sources*	\$	2,866

\*Includes RSTPX and FEMA funds.



# Rail Corridor: Infrastructure Preservation





## PROJECT FACT SHEET

Updated December 2019

# Rail Corridor: Analysis of Options

## Program Description

The 32-mile Santa Cruz Branch Rail Line is a continuous transportation corridor offering tremendous potential for new mobility options for residents and visitors alike. In October 2012, the RTC completed acquisition of this 135-year-old transportation resource bringing it into public ownership with the objective of increasing transportation options and opportunities. The rail corridor spans the county from Davenport to Watsonville, runs parallel to the Highway 1 corridor, and connects to regional and state rail lines at Pajaro Station. This important transportation corridor is within one mile of more than 80 parks, 25 schools, approximately half of the county's population, and provides access to the Monterey Bay National Marine Sanctuary at several key locations. Freight rail service is currently provided by St. Paul & Pacific Railroad to a number of companies for commodities such as construction materials, agricultural products, beverages, and biofuels. Big Trees Railroad currently operates recreational rail service on the Santa Cruz Branch Rail Line. St. Paul & Pacific Railroad also plans to operate recreational rail service in the future.

Future uses may include the following:

- High-capacity public transit
- Freight rail service
- Recreational passenger rail service
- Bicycle & pedestrian trail

## Unified Corridor Investment Study

Recognizing the need to address both existing transportation problems and future needs of Santa Cruz County, a Unified Corridor Investment Study (UCS) was undertaken to consider transportation options between Santa Cruz and Watsonville along three of the most important north to south transportation routes in the county, including the Santa Cruz Branch Rail Line Right-of-Way. The study provides a rigorous analysis of how various groups of projects or scenarios advance the transportation goals of Santa Cruz County. In January 2019, the RTC accepted the Final UCS which includes protecting the rail corridor for high-capacity public transit and collaborating with Santa Cruz METRO to consider transit options along the rail right-of-way.



## Total Programming

Total Funding Secured	\$1M
Funding Sources	
Measure D (Rail)	\$1M
Other Secured*	\$387

\*Includes FTA 5304-Sustainable Community Planning Grant, and State Highway Account Grant (Caltrans) funds.



# Rail Corridor: Analysis of Options

## Alternatives Analysis

The outcome from the 2019 Unified Corridor Investment Study was to reserve the Santa Cruz Branch Rail Line (SCBRL) for high-capacity public transit adjacent to a bicycle and pedestrian trail and to work with Santa Cruz METRO to perform an Alternatives Analysis. The Alternatives Analysis will evaluate public transit investment options that provide an integrated transit network for Santa Cruz County utilizing all or part of the length of the rail right-of-way between Pajaro Station and Shaffer Road as a dedicated transit facility, adjacent to the proposed Monterey Bay Sanctuary Scenic Trail. The transit network along the SCBRL will link to proposed future interregional connections to the Bay Area, Monterey, Gilroy, and beyond. A performance-based planning approach 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 residents, businesses, and visitors. The Alternatives Analysis is expected to be completed in January 2021. The final deliverable from the Alternatives Analysis is a business plan for implementing public transit on the rail right-of-way.

### Next Steps

The next steps will be an analysis of the rail trestle crossing in Capitola and future environmental analysis of transit on the rail corridor. The RTC will likely need to secure additional grant funds for feasibility and environmental work, depending on the final scope of the proposed project.

ALTERNATIVES ANALYSIS SCHEDULE	
Consultant Contract Finalized	November 2019
Outreach Plan	December 2019
Goals & Performance Measures	February 2020
Input on Alternatives	January 2020
Draft Results	September 2020
Final Alternatives Analysis Report	January 2021

