



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

AGENDA

1:30pm - 3:30pm

Tuesday, February 9, 2021

NOTE: TELECONFERENCE

Join the online meeting to see presentations:

<https://us02web.zoom.us/j/83374314333>

Online meeting ID: 833 7431 4333

Dial-in number (US): +1 669 900 9128

Members of the public may not attend this meeting in person. Comments and questions may be shared with the Committee through teleconference audio in real time, or by prior written submission to amarino@sccrtc.org.

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. [View full executive order.](#)

- 1. 1:30pm — Call to Order**
- 2. 1:30pm — Introductions**
- 3. 1:35pm — Oral communications**
- 4. 1:40pm — Additions or deletions to the consent or regular agenda**

1:42pm- CONSENT AGENDA

All items appearing on the consent agenda are considered to be minor or non-controversial and will be acted upon in one motion if no member of the E&D TAC or public wishes an item be removed and discussed on the regular agenda. Members of the E&D TAC may raise questions, seek

clarification or add directions to Consent Agenda items without removing the item from the Consent Agenda as long as no other E&D TAC member objects to the change.

- 5. Approve Minutes from November 17, 2020 — pg. 5**
- 6. Receive RTC Meeting Highlights — pg. 9**
- 7. Receive Transportation Development Act Revenues Report — pg. 13**
- 8. Receive 2021 E&D TAC Meeting Schedule — pg. 14**
- 9. Receive FY 20-21 TDA Claims Calendar — pg. 15**
- 10. Receive Information Items — pg. 16**
 - a. Draft 2021 Long Range Development Plan and Draft Environmental Impact Report Announcement**
 - b. "A Serious Injury Changed Cyclist Ian Mackay's Life. Trails Helped Him Rebuild It"**
 - c. UC Davis Development of an Innovation Corridor Testbed for Shared, Electric, Connected, and Automated Transportation Webinar**
- 11. Committee Chair and Vice Chair Election Notice — pg. 32**
- 12. Pedestrian Hazard Report — pg. 33**

REGULAR AGENDA

- 13. 1:55 pm — Receive Program Updates — pg. 37**
 - a. Volunteer Center
 - b. Community Bridges — FY 20/21 TDA-STA Quarterly Report
 - c. Santa Cruz Metro
 - d. SCCRTC
 - e. Pedestrian Ad-hoc Subcommittee
- 14. 2:15 pm — 2021 Preliminary Draft Unmet Paratransit and Transit Needs List — pg. 38**
- 15. 2:30 pm — E&D TAC Appointment Recommendations — pg. 50**

16. **2:40 pm — Pedestrian Projects Ad-hoc Subcommittee Liaison Appointment — pg. 64**
17. **2:50 pm — City of Santa Cruz Article 8 Transportation Development Act Allocation Request — pg. 65**
18. **3:05 pm — Draft Constrained Project List and Financial Element for 2045 Regional Transportation Plan — pg. 71**
19. **3:20 pm — FY20/21 Low Carbon Transit Operations Program (LCTOP) — pg. 143**
20. **3:30 pm — Adjourn**

Next meeting: 1:30 pm, April 13, 2021 via teleconference

HOW TO REACH US

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

ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES

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

SERVICIOS DE TRADUCCIÓN/TRANSLATION SERVICES

Si gusta estar presente o participar en esta junta de la Comisión Regional de Transporte del condado de Santa Cruz y necesita información o servicios de traducción al español por favor llame por lo menos con tres días laborables

de anticipo al (831) 460-3200 para hacer los arreglos necesarios. (Spanish language translation is available on an as needed basis. Please make advance arrangements (at least three days in advance by calling (831) 460-3200.

TILE VI NOTICE

The RTC operates its programs and services without regard to race, color and national origin in accordance with Title VI of the Civil Rights Act. Any person believing to have been aggrieved by the RTC under Title VI may file a complaint with RTC by contacting the RTC at (831) 460-3212 or 1523 Pacific Avenue, Santa Cruz, CA, 95060 or online at www.sccrtc.org. A complaint may also be filed directly with the Federal Transit Administration to the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.

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

DRAFT MINUTES

1:30pm - 3:30pm

Tuesday, November 17, 2020

NOTE: TELECONFERENCE

Join the online meeting to see presentations:

<https://us02web.zoom.us/j/85885187858>

Online meeting ID: 858 8518 7858

Dial-in number (US): +1 669 900 9128

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1. Roll call

The meeting was called to order at 1:35 p.m.

Members present:

Kirk Ance, CTSA (Lift Line)

Deborah Benham, 5th District

Janet Edwards, 1st District

Patty Talbot, Social Services Provider – Seniors

Lisa Berkowitz, CTSA (Community Bridges)

Veronica Elsea, 3rd District

Tara Ireland, Social Service Provider – Persons of Limited Means

Caroline Lamb, Potential Transit User (Disabled)

John Daugherty, SCMTD (Metro)

Unexcused absences:

Martha Rubbo, 4th District

Alex Weske, Social Service Provider – Disabled

Paul Elerick, 2nd District

RTC staff present:

Amanda Marino, Transportation Planner
Amy Naranjo, Transportation Planner
Ginger Dykaar, Senior Transportation Planner
Brianna Goodman, Transportation Planner

Others present:

Matt Marquez
Pete Rasmussen, METRO
Claire Gallogly, City of Santa Cruz
Ray Cancino, Community Bridges
Amelia Conlen, Ecology Action

2. Introductions
3. Oral communications
4. Additions or deletions to consent and regular agendas

None.

CONSENT AGENDA

5. Approved minutes from August 11, 2020

A motion (Ance/Edwards) was made to approve the minutes. The motion passed unanimously, with members Kirk Ance, Deborah Benham, Janet Edwards, Patty Talbot, Lisa Berkowitz, Veronica Elsea, Tara Ireland, Caroline Lamb, and John Daugherty voting in favor.

6. Received RTC Meeting Highlights
7. Received Information Items
 - a. Santa Cruz METRO Boosts Safety Measures Amid Pandemic
 - b. METRO's Commitment to Safety
 - c. Cleveland #BusStopMoves
8. Received Pedestrian Hazard Report
9. Received 2021 State and Federal Legislative Programs
10. Accepted Correspondence from the public

A motion (Berkowitz/ Ireland) was made to approve the consent agenda. The motion passed unanimously, with members Kirk Ance, Deborah Benham, Janet Edwards, Patty Talbot, Lisa Berkowitz, Veronica Elsea,

Tara Ireland, Caroline Lamb, and John Daugherty voting in favor.

REGULAR AGENDA

11. Received Program Updates

a. Volunteer Center – FY 20-21 Report

Committee member Tara Ireland communicated the impacts of COVID-19 on the Volunteer Center's transportation services and provided updates on the Grocery Shopper Program through July 2020 to September 2020.

b. Community Bridges

Committee member Kirk Ance and Ray Cancino communicated the impacts of COVID-19 on Community Bridge's transportation services and the current status of Lift Line's new essential services programs.

c. Santa Cruz Metro

Committee member John Daugherty provided an update on Santa Cruz Metro's level of service and COVID-19 impacts.

d. SCCRTC

Amanda Marino, Transportation Planner, communicated the status of the SCCRTC serving as the Access Fund Administrator for the TNC (Transportation Network Companies) Access for All Program created by the California Public Utilities Commission.

e. Pedestrian Ad-hoc Subcommittee

Committee members Veronica Elsea, Deborah Benham, and John Daugherty provided an update and discussed next steps on the Safe Pedestrian Intersection Design Project.

No action taken.

12. City of Santa Cruz Slow Streets

Claire Gallogly, City of Santa Cruz Transportation Planner, presented an overview of the City of Santa Cruz Slow Streets Program. The committee received information on the locations,

updates, and impacts of the program.

No action taken.

13. Transit Corridor Alternatives Analysis and Rail Network Integration Study – Performance Measure Analysis and Proposed Locally Preferred Alternative

Ginger Dykaar, Senior Transportation Planner, presented to the committee the performance measure results and proposed locally preferred alternative of the Transit Corridor Alternatives Analysis and Rail Network Integration Study.

A motion (Lamb/Edwards) was made to prioritize clean fuel rail transit options including flexible vehicle design accommodating the most riders possible with mobility devices. The motion passed with members Kirk Ance, Deborah Benham, Janet Edwards, Patty Talbot, Lisa Berkowitz, Veronica Elsea, Caroline Lamb, and John Daugherty voting in favor. Committee Member Tara Ireland was not present for this vote.

14. Santa Cruz County Active Transportation Plan

Amelia Conlen, Ecology Action Planner, solicited input via email aconlen@ecoact.org.

No action taken.

15. Draft Scotts Valley Active Transportation Plan

Amelia Conlen, Ecology Action Planner, solicited input via email aconlen@ecoact.org.

No action taken.

Meeting adjourned at approximately 3:38 pm.

The next E&D TAC meeting is scheduled for Tuesday, February 9, 2021 at 1:30 p.m. at the RTC Office, Santa Cruz. NOTE: Teleconference may be necessary due to COVID-19.

Respectfully submitted, Amanda Marino, Staff



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Guy Preston, Executive Director
Luis Pavel Mendez, Deputy Director*

Santa Cruz County Regional Transportation Commission (RTC) December 3, 2020 Meeting Highlights

Election of 2021 Chair and Vice Chair

The Regional Transportation Commission (RTC) voted unanimously to name Commissioner Aurelio Gonzalez as chair and Commissioner Sandy Brown as vice chair of the commission for 2021.

Director's Report

Regional Transportation Commission (RTC) Executive Director Guy Preston announced that the California Transportation Commission approved \$107.2 million in grant funding for the RTC's Watsonville-Santa Cruz Multimodal Corridor Program Cycle 2 Project at its Dec. 2 meeting. The Cycle 2 Project includes improvements on Highway 1 between Soquel Avenue/Drive and State Park Drive and on Soquel Avenue/Drive between La Fonda Avenue to State Park Drive. The project will increase safety and throughput on this congested corridor with an innovative package of projects to improve and integrate transit, active transportation, and highway/local roadway modes of travel.

Highway 41st Avenue to Soquel Drive Auxiliary Lanes and Bus-on-Shoulder Project Contract Amendment

The Regional Transportation Commission (RTC) approved an amendment to the contract with the County of Santa Cruz for right of way for the Highway 1 Auxiliary Lanes and Bus-on-Shoulder Project between 41st Avenue to Soquel Drive interchanges which includes a new bicycle/pedestrian overcrossing at Chanticleer Avenue. The right of way needs for this project include partial acquisitions for the construction of the bicycle and pedestrian overcrossing. The RTC also approved a resolution authorizing the Executive Director to enter into a Cooperative Agreement with the County of Santa Cruz for off-site mitigation plantings and riparian habitat at Anna Jean Cummings County Park. The project is expected to impact 71 trees of various species, which will require mitigation. RTC staff worked with the County of Santa Cruz Department of Parks, Open Space, and Cultural Services staff to prepare a conceptual planting plan.

[Upcoming RTC and Committee Meetings](#)

Due to precautions associated with COVID-19 (coronavirus), **all RTC and committee meetings will be held by teleconference only until further notice.** Please check the RTC website [<https://sccrtc.org/meetings/calendar/>] or call 460-3200 to confirm meeting and teleconference information. Agendas are posted to the website at least 3 days before the meeting. Meetings may be canceled if there are no action items to be considered by the committee.

The RTC is committed to its compliance with the Americans with Disabilities Act (ADA) during this time of national emergency. Please contact the RTC at least 3 days in advance of a meeting if special accommodations are needed. If any document, webpage, meeting, or recording is inaccessible to you, kindly notify us at info@sccrtc.org or by calling 831-460-3200.

Regional Transportation Commission

Thursday, January 14, 2020, 9:00 a.m.

Bicycle Advisory Committee Special Meeting

Monday, December 14, 2020, 6:00 p.m.

CANCELLATION: Elderly & Disabled Transportation Advisory Committee

~~Tuesday, December 8, 2020, 1:30 p.m.~~

Interagency Technical Advisory Committee

Thursday, December 17, 2020, 1:30 p.m.

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



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Santa Cruz County Regional Transportation Commission (RTC) January 14, 2021 Meeting Highlights

Transit Corridor Alternatives Analysis and Rail Network Integration Study – Final Draft Report and Locally Preferred Alternative

The Regional Transportation Commission (RTC) received information and provided input on the [Transit Corridor Alternatives Analysis and Rail Network Integration Study \(TCAA/RNIS\) Final Draft Report](#) including the locally preferred alternative. A public hearing was held to receive comments from the public. Based on the information received at the meeting, staff will edit and finalize the TCAA/RNIS report for the Commission to consideration at the February 4, 2021 RTC Meeting.

Contract award for vegetation control along the Santa Cruz Branch Rail Corridor

As part of the RTC's preventative maintenance program for the SCBRL, staff inspects the infrastructure a minimum of twice annually and procures construction contractors as needed to perform maintenance activities. As part of recent preventative maintenance inspections as well as concerns from local police and fire departments for encampment and fire risk, staff identified several areas requiring vegetation control. Staff developed and presented a plan with two potential approaches to controlling weeds and invasive regrowth for the areas that need this work, one that included the application of pre-emergent herbicide and one that only included the clearing of vegetation followed by mowing. The Commission did not approve either approach and asked staff to research non-hazardous products that can be used to control the weeds, and to research the development of a pest management policy for the longer term. Staff will bring additional information to the Commission at an upcoming meeting.

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Regional Transportation Commission

Thursday, February 4, 2021, 9:00 a.m.

Bicycle Advisory Committee Special Meeting

Monday, February 8, 2021, 6:00 p.m.

Elderly & Disabled Transportation Advisory Committee

Tuesday, February 9, 2021, 1:30 p.m.

Interagency Technical Advisory Committee

Thursday, January 21, 2021, 1:30 p.m.

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

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
TDA REVENUE REPORT
FY 2020/2021**

MONTH	FY19 - 20 ACTUAL REVENUE	FY20 - 21 ESTIMATE REVENUE	FY20 - 21 ACTUAL REVENUE	DIFFERENCE	DIFFERENCE AS % OF PROJECTION	CUMULATIVE % OF ACTUAL TO PROJECTION
JULY	1,060,892	928,210	1,016,646	88,436	9.53%	109.53%
AUGUST	645,861	565,086	748,355	183,269	32.43%	118.19%
SEPTEMBER	905,653	792,386	932,896	140,509	17.73%	118.03%
OCTOBER	1,069,443	935,692	1,164,146	228,454	24.42%	119.89%
NOVEMBER	711,628	622,628	670,297	47,670	7.66%	117.91%
DECEMBER	853,153	746,453	866,405	119,952	16.07%	117.61%
JANUARY	897,534	785,283	898,170	112,887	14.38%	117.14%
FEBRUARY	1,026,294	897,939				
MARCH	734,870	642,963				
APRIL	686,821	600,923				
MAY	407,395	356,444				
JUNE	739,394	646,921				
TOTAL	9,738,939	8,520,928	6,296,914	921,176	10.81%	74%

Note:

I:\FISCAL\TDA\MonthlyReceipts\FY2021\FY2021 TDA Receipts.xlsx\FY2021



Elderly & Disabled Transportation Advisory Committee ~ Annual Meeting Schedule ~ 2021

- **Most meetings are held on the 2nd Tuesday of even numbered months at 1:30 pm in the SCCRTC Conference room or via teleconference as needed. One meeting held annually in an alternate location.**
- **This is a draft list of meeting topics. Additional transportation planning, policy and funding items and committee items are discussed, as needed. Please check the RTC website for the current packet agenda (posted about 3 days before the meeting).**

February 9	Review Preliminary Draft Unmet Needs Review TDA Calendar Review Roster/Membership update Review Meeting Schedule
April 13	Review <u>draft</u> TDA Claims for Volunteer Center, Community Bridges and METRO Elect Chair and Vice Chair Recommend Final Unmet Needs list
June 8	Transp. Planning, Policy and Funding Items, as needed Transp. Project and Service Items, as needed
August 10	Transp. Planning, Policy and Funding Items, as needed Transp. Project and Service Items, as needed
October 12	Transp. Planning, Policy and Funding Items, as needed Transp. Project and Service Items, as needed
December 14	Transp. Planning, Policy and Funding Items, as needed Transp. Project and Service Items, as needed
Info items:	Minutes from last meeting Monthly TDA Revenues (get from latest RTC packet) RTC Highlights (w/o meeting list) Letters from the committee Agency Updates , including Quarterly TDA reports Committee Appointments
As Needed:	Recommend TDA Claims from local jurisdictions Review Updates to Guide for Specialization Review Triennial Performance Audit (every 3 years) Review Coordinated Plan (update every 4 years) Other timely items that are within the purview of the committee

Parking: There is a parking structure located at the corner of Locust and Cedar.

Bus: The Pacific Station MetroCenter, a destination for most buses, is approximately four blocks down Pacific Avenue. The following bus route stops on Cedar Street approximately one block from the office: the 'Route 10 via High' while outbound from the MetroCenter toward UCSC.

FY 2021-22 Funding Cycle Calendar

Article 8 Transportation Development Act

March

- 11 **Commission's Budget & Administration/Personnel Committee** considers preliminary FY 2020-21 budget including TDA estimates
- 31 **CTSA, Volunteer Center, and METRO** submit draft claims (including the claim form and back up materials) to the Regional Transportation Commission Staff (RTC Staff) to be included in the April E&D TAC packet.

April

- 1 **RTC** considers revised budget including TDA allocations
- 13 The **E&D TAC** reviews the *Volunteer Center, CTSA, and METRO* draft claims for expending the TDA funds along with back up materials
- 13 **RTC staff** notifies recipients if revisions to the FY 20-21 TDA claims are necessary
- 19 **CTSA, Volunteer Center and METRO** send the final claim materials to the RTC staff. **RTC staff** prepares the SCCRTC resolution and staff report for the RTC meeting. Recommendations of approval by RTC staff for CTSA and Volunteer claim recommendations will be contingent on approval from the City of Santa Cruz to act as the claimant.

May

- 6 **RTC** acts on the claims and the resolution prepared by SCCRTC staff approving the Article 8c TDA claims. The resolution will outline the amount of the claim, the payment amounts and schedule and the reporting requirements.
- 10 The **CTSA** and **Volunteer Center** submit to the City of Santa Cruz TDA materials and a request for the City of Santa Cruz to act as the claimant
- 21 The **City of Santa Cruz** acts to approve by resolution an authorization to direct the City Manager to execute an agreement with the Volunteer Center and CTSA allowing the City to act as a claimant for TDA funds obtained from the Commission.

June

- 7-18 **RTC fiscal officer** readies paperwork to begin payment of claims at the beginning of the fiscal year.

[Bold italics indicate the responsible party.]

DRAFT 2021 LONG RANGE DEVELOPMENT PLAN AND DRAFT ENVIRONMENTAL IMPACT REPORT RELEASED TODAY →



UC Santa Cruz has released the Draft 2021 Long Range Development Plan (LRDP) that will guide the physical development of new academic, housing, and support uses necessary to achieve the campus mission. The 2021 LRDP establishes a land use framework for academic and administrative space needs, housing, open space, recreation and other land uses that ultimately facilitate the appropriate siting of capital projects. Pursuant to the California Environmental Quality Act a Draft Environmental Impact Report (Draft EIR), which evaluates the environmental impacts of the 2021 LRDP, has also been released for public review.

The 60-day public review period for the Draft EIR is Thursday, January 7, 2021 through Monday, March 8, 2021. View the Notice of Availability of the Draft EIR [here](#).

ONLINE PUBLIC SESSIONS WILL BE HOSTED ON

**WEDNESDAY,
FEBRUARY 3, 2021
5-7 PM**

**THURSDAY,
FEBRUARY 4, 2021
5-7 PM**

Draft EIR Public Review Period
January 7, 2021 - March 8, 2021

To participate and view the Draft 2021 LRDP and Draft EIR visit the [LRDP Information](#) page. In an effort to support review and help the public navigate through the 2021 Draft EIR, UC Santa Cruz has also developed a community handbook that can be found [here](#).

lrdep.ucsc.edu

To view this email message as a web page, click [here](#).

[Home](#) > [Trailblog](#) > A Serious Injury Changed Cyclist Ian Mackay's Life. Trails Helped Him Rebuild It.

A Serious Injury Changed Cyclist Ian Mackay's Life. Trails Helped Him Rebuild It.

Posted 08/27/19 by [Scott Stark](#) in [America's Trails](#), [Trail Use](#), [Health and Wellness](#)



Ian Mackay, founder of Ian's Ride (second from left), at the foot of Mount Rainier with friends Jesse Collens, Kenny Salvini and Todd Stabelfeldt | Photo by Teena Woodward

This story was reprinted from the Fall 2019 issue of (/magazine/) Rails to Trails (/magazine/) magazine in an edited format.

It takes a certain kind of dedication to get out on a trail every day. Like, every day. Seven days a week. Rain or shine. Scorching days, freezing days and every kind of day in between. “The last day I missed was Halloween 2016,” said Ian Mackay. He surpassed consecutive day number 1,000 in July.



Ian Mackay, founder of Ian's Ride | Photo courtesy Ian Mackay

He wasn't always so dedicated, though. A self-described avid cyclist in college, he certainly spent time outdoors, but it took nearly losing everything to instill the passion he has today. “I was 26 years old when I broke my neck,” Mackay explained. He was cruising home from classes at the University of California Santa Cruz in 2008 on a bike path when he hit a patch of gravel, lost control and slammed headfirst into a tree. “My helmet probably saved my life,” he said, but the impact left him paralyzed from the neck down.

“You never can expect something like that,” he said. “You can't plan for that. Your whole life gets turned upside down. It was ... a dark time for me.” He moved back to his hometown of Port Angeles, Washington, to live with his mother and spent a couple of years trying to figure out how to live his new life as a quadriplegic. Understandably depressed, he said it took some time to come to grips with his condition, spending “a couple years sitting around watching the Andy Griffith Show.”

“That trail is where I found my solace.”

—Ian Mackay, Founder, Ian's Ride

Nature's the Best Medicine



Ian Mackay on the trail | Photo courtesy Ian Mackay

A motorized wheelchair powered by sip-and-puff inputs coupled with the ever-improving voice recognition capabilities of a smartphone offered Mackay a degree of independence, and allowed him to get outside without a caregiver at his side at all times. The Olympic Discovery Trail (<http://www.olympicdiscoverytrail.org>), a rail-trail that runs near his home, called to him. “That trail is where I found my solace,” Mackay said. “I was a field biologist before. I spent a ton of time outside.” Now, he said, “I could start exploring the Pacific Northwest on my own and appreciate those loves I had before I was injured.”

Those loves grew into a passion and, from there, a dedication. “Nature’s the best medicine,” he said. “I love it out there. It can be easier to be out there than inside—though I have caregivers and family who might disagree when they have to shovel snow for me.”

As Mackay’s daily forays on his nearby trail proved successful, he found himself putting in up to 20 miles a day on his chair. After two years of daily explorations, Mackay felt that he’d exhausted all the trail options in his area and was looking for something more challenging. “I joked with my mom about riding across the state. She laughed—but within a few months we ironed out the details and made it happen.”

Those details included provisions for charging and swapping out battery packs for his motorized chair, and a small cadre of helpers to support the 11-day trip. The ride, from Canada south across Washington and into Portland, Oregon, “inspired a lot of people, I guess,” Mackay explained in an understated way.

“The more we can get people out exploring our world, the better they’ll be for it.”

—Ian Mackay

Ian’s Ride



Ian Mackay, founder of Ian's Ride, out on the trail | Photo courtesy Ian Mackay

With the help of supporters interested in helping him create a nonprofit organization, Ian's Ride (<http://www.iansride.com>) was born in late 2017 to help continue Mackay's work toward outdoor advocacy. Along the way, Mackay has become a prominent voice for people with disabilities and an advocate for more accessible trails. He's given multiple talks on the subject, delivered the keynote address for the Washington Bike Summit, been named a trail leader by the Washington Trails Association (<https://www.wta.org/>), and personally lobbied his congressional delegation during a trip to Washington, D.C. "It's given me a bigger platform," said Mackay.

And his inspiring rides keep on rolling, too: He recently wrapped up a 500-mile rail-trail and on-road ride from Coeur d'Alene, Idaho, to Port Angeles, and he embarked in August 2019 on a Sea to Sound trip to traverse 70 miles of the wheelchair-accessible portions of the Olympic Discovery Trail.

One of the more gratifying elements for Mackay has been the opportunity "to get more people in wheelchairs out on trails," he said, citing a friend named Todd Stabelfeldt who Mackay described as a "boardroom" personality to his own "breakroom." Stabelfeldt joined the Coeur d'Alene ride, and "I saw his smile and excitement, pushing his chair and seeing how far he could go. It made me appreciate what I was doing to see someone whose world isn't trails really enjoying it." And, he added, Stabelfeldt has gone out on more rides since then.

"My motto is 'get outside,'" affirmed Mackay. "The more we can get people out exploring our world, the better they'll be for it."

Leveling the Playing Field



Ian Mackay has spent 1,000 consecutive days out on a trail as of July 2019. | Photo courtesy Ian Mackay

For a man dependent on relatively smooth surfaces that his powered wheelchair can handle, he's adamant that he doesn't want "to pave the world. I'm a naturalist at heart," he said. "I love our wild lands; I just want to be able to access them." He recounted stories of bolts literally shaking loose from his chair—and feeling like his teeth weren't far behind—after extended trips on rough surfaces, and suggested that there were steps trail designers could take to better accommodate people with limited mobility. The most obvious step, he said, is to avoid using steps altogether, along with steep slopes whenever possible; he suggested that switchbacks be used instead.

The biggest obstacle for wheelchairs users, though, is often not the surface itself, he explained, but the uneven transitions between trail and trestle, or other places where two different trail surfaces meet. "It's almost a step sometimes. It's the same thing for a road bike; those can flatten a tire," he stated, noting that it was probably simplest for designers to keep stroller-pushing parents in mind. "Their needs generally align with folks in chairs."

Mackay has talked to Washington State officials about reconsidering the way that accessible trails are designated; all too often, he said, a prominent sign designating a trail as such "means it's a paved, half-mile, 1 percent grade that doesn't include much" of what a wheelchair-bound user might want to see. He suggests that with a rating system akin to ski slopes, users could make informed decisions about whether to try for punishing black diamonds or go easy with a gentle green route. "What's accessible for me [in a powered wheelchair] might not be as accessible to someone in a manual wheelchair," he noted.

Big Wheels Keep on Turnin'



Ian Mackay's father, Scott, hitches a lift from his son in the town of Sequim during the homestretch of Mackay's ride across Washington in 2018. | Photo by Josh Sutcliffe

Mackay has had discussions with his wheelchair manufacturer about a touring version that would be better suited for the kinds of long-distance routes he tackles. "Wheelchair touring is more of a thing now," he said. "Range is an important factor, and a more outdoor-focused version is in demand." In the absence of a commercially available long-distance chair, Mackay swapped out his stock batteries for large, high-efficiency lithium units and worked with an electrical engineer friend to wire in a second battery that mounts to a custom-fabricated tray on the back of his chair. "I can get my chair to go 50-plus miles on a charge, at least on flat ground," he affirmed.

It would be fantastic, said Mackay, to get someone like Tesla's Elon Musk interested in pursuing improved battery technology for people in the disability community, doing for powered wheelchairs what the company has done for cars.

A further-enhanced touring version of his chair was on Mackay's mind as he talked about someday rolling along a completed 3,700-mile [Great American Rail-Trail](http://www.railstotrails.org/greatamericanrailtrail) (<http://www.railstotrails.org/greatamericanrailtrail>) to Washington, D.C.; the first leg of the still-developing route is the Olympic Discovery Trail that he knows so well. "It's definitely on my mind. I might need a slightly faster chair."

Tagged with:

[Champions \(/trailblog/?tag=Champions\)](/trailblog/?tag=Champions)

[Design Strategies \(/trailblog/?tag=Design+Strategies\)](/trailblog/?tag=Design+Strategies)

[Featured Magazine Articles \(/trailblog/?tag=Featured+Magazine+Articles\)](/trailblog/?tag=Featured+Magazine+Articles)

[Great American Rail-Trail \(/trailblog/?tag=Great+American+Rail-Trail\)](/trailblog/?tag=Great+American+Rail-Trail)

DEVELOPMENT OF AN INNOVATION CORRIDOR TESTBED FOR SHARED ELECTRIC CONNECTED AND AUTOMATED TRANSPORTATION

Matthew Barth
 Yeager Families Professor of Engineering
 Director of UCR's Center for Environmental Research and Technology
 NCST Associate Director at UC Riverside



CE-CERT RESEARCH FOCUS: AIR QUALITY, TRANSPORTATION AND ENERGY



Clean Air
 Quantifying and Measuring Emissions
 Toxic, Ozone and PM formation

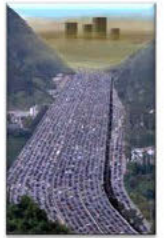


Renewable Fuels
 Aqueous Processing of Biomass to Fuels
 Thermochemical Processing of Biomass to Fuels

Renewable Electricity & Smart Grids
 Advanced Solar Energy Production
 Energy Storage
 Energy Management

Climate Change Impacts
 Impacts of our fuels
 Cloud formation & impacts

Sustainable Transportation
 Intelligent Transportation Systems
 Connected and Automated Vehicles
 Electric and Hybrid vehicle integration
 Ecodriving, Shared Vehicle Systems



UC RIVERSIDE ADVANCED TRANSPORTATION RESEARCH

Shared Mobility:

- carsharing, ride hailing companies (e.g., Uber, Lyft), and advanced transit
- Drivers: Internet connectivity, convenience, and transportation costs



Electrification:

- electric drivetrains are becoming more common
- New regulations coupled with technological advances in motors, controls, and batteries



Connectivity:

- Vehicles are increasingly "connected"
- Drivers: cellular communications, dedicated short range communications

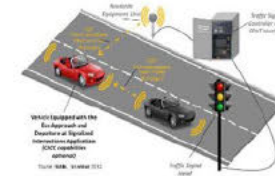


Automation:

- Vehicle automation is emerging in many forms
- Automation comes with many social implications



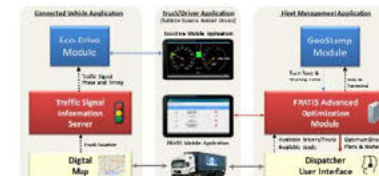
UCR'S CONNECTED AND AUTOMATED VEHICLE APPLICATION DEVELOPMENT AND TESTING



Variations of Intersection Management



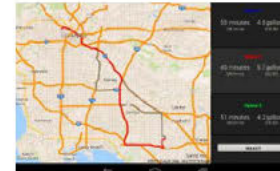
Arterial Roadway Management



Variations of Dynamic Eco-Driving Techniques



Dynamic Powertrain Management



Eco-Routing



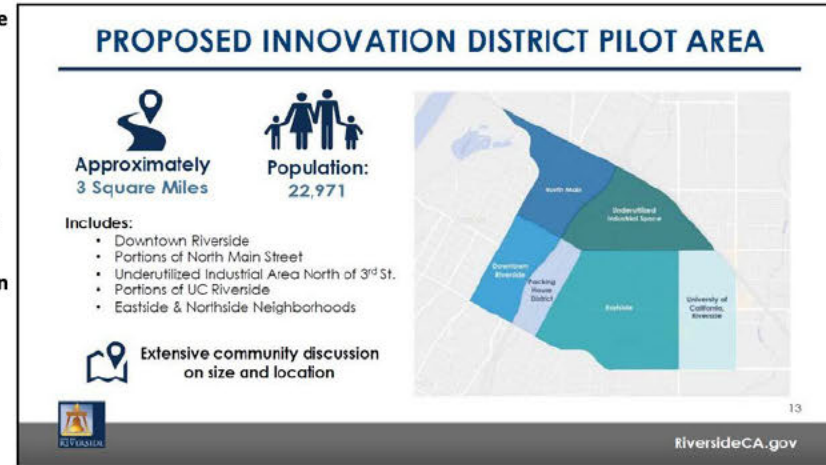
Sustainable Freight

EXAMPLE CONNECTED VEHICLE TESTBEDS ACROSS CALIFORNIA



CITY OF RIVERSIDE: INNOVATION DISTRICT

- Enhance Eastside and Northside Neighborhoods
- Better tie together UCR with downtown Riverside
- Enhance Hunter Business Park
- Make Downtown Riverside a regional employment, governmental, arts and entertainment center

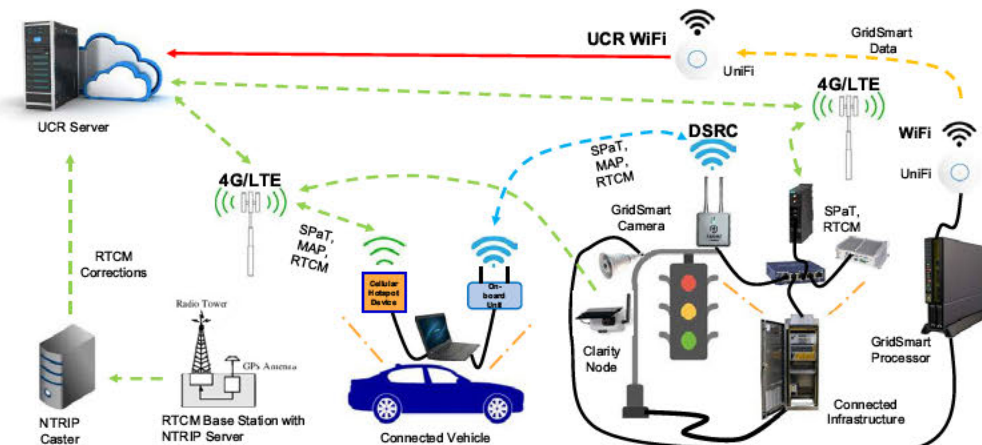


CITY OF RIVERSIDE INNOVATION CORRIDOR: RESEARCH TESTBED

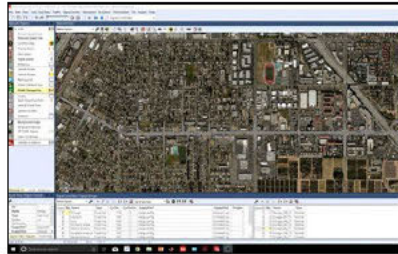
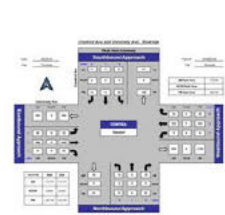


- Six mile section of University Avenue between UC Riverside and downtown Riverside
- All traffic signal controllers are being updated to be compatible with SAE connectivity standards
- UCR and the City partnered to install Dedicated Short Range Communication modems at several traffic signals
- UCR is also equipping corridor with new generation air quality sensors and video analytics
- Corridor is being used for connected and automated vehicle experiments (light-duty vehicles, ARPA-E hybrid bus, etc.)

INNOVATION CORRIDOR INFRASTRUCTURE ARCHITECTURE



MODELING THE INNOVATION CORRIDOR



- Complementing real world testing, modeling enables the projection of mobility and environmental benefits from the wide-scale adoption of shared, electric, connected and automated vehicle technologies
- The corridor is used to conduct connected and automated vehicle studies at signalized intersections. Vehicles can communicate with the infrastructure (e.g., signal's phase and timing) and adjust their speed to reduce energy consumption and improve throughput.

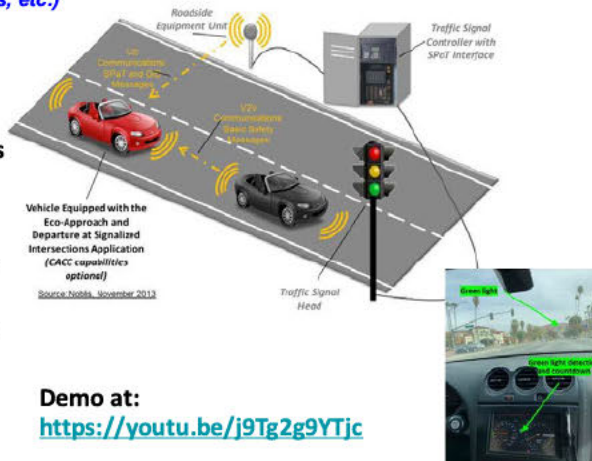
Hardware-in-the-Loop Modeling on the Innovation Corridor



CONNECTED VEHICLE RESEARCH: MANAGING VEHICLE DYNAMICS

*Eco-Approach and Departure at Signalized Intersections
(aka GLOSA, TOSCo, Intelligent Signals, etc.)*

- Application utilizes traffic signal phase and timing (SPaT) data to provide driver recommendations that encourage "green" approaches to signalized intersections
- Example scenarios:
 - Coast down earlier to a red light;
 - Modestly speed up to make it (safely) through the intersection on green
- Energy Savings: 10% - 20%
- Modest mobility improvements



Simulation Modeling...



Eco-Approach and Departure at Signalized Intersections: Field Studies

Variables under Study:

- Mixed traffic
- Multi-intersections
- Actuated signal prediction
- Turning movements
- Road grade
- lane positioning
- MAP messaging
- Roadside messages (queue prediction)
- Combination with CACC

Technology	Location	Scenario	Communication	Energy Savings	Ref
EAD with Fixed Signals	Richmond, CA	1	4G/LTE	14%	[1]
	Riverside, CA	1	DSRC	11%-28%	[2]
	McLean, VA	1	DSRC	2.5%-18%	[2]
EAD with Actuated Signals	Riverside, CA	1	DSRC	5-25%	[3]
	Palo Alto, CA	2	DSRC	7%	[4]
GlidePath (HMI-assisted)	McLean, VA	1	DSRC	10-20%	[5]

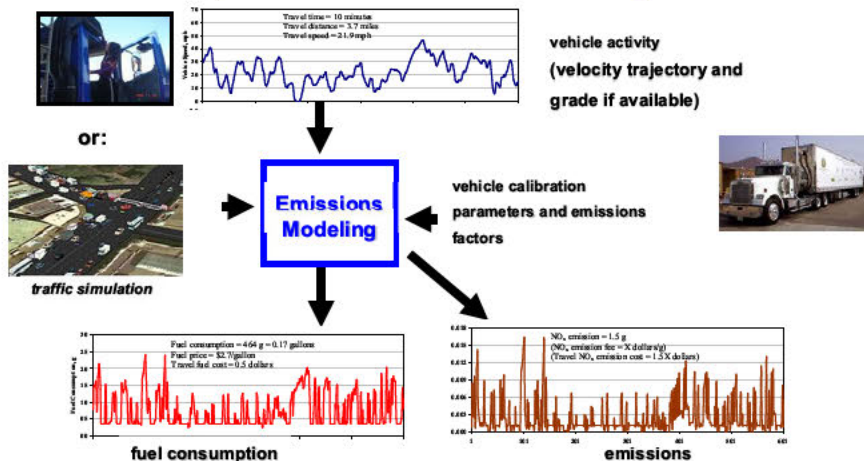
Scenario 1: Single Vehicle; Scenario 2: Mixed Traffic

Research Paper: Evaluating the Environmental Impacts of Connected and Automated Vehicles - Potential Shortcomings of a Binned-Based Emissions Model

- Goal: compares different energy and emissions modeling approaches for analyzing connected and automated vehicles
- Also measured energy and emissions from a set of vehicles
- Model comparison: EPA MOVES model and CMEM modal emissions model
- Hypothesis: because MOVES uses a binning approach, it is likely underestimating the true energy and emissions savings that occur when connected and automated vehicle applications smooth traffic flow

Oswald, D., Scora, G., Williams, N., Hao, P., & Barth, M. (2019). "Evaluating the Environmental Impacts of Connected and Automated Vehicles: Potential Shortcomings of a Binned-Based Emissions Model", *Proceedings of the 2019 IEEE Intelligent Transportation Systems Conference (ITSC)*. doi:10.1109/itsc.2019.8917014

Project-Level Emission Modeling



Motor Vehicles Emission Simulator (MOVES)

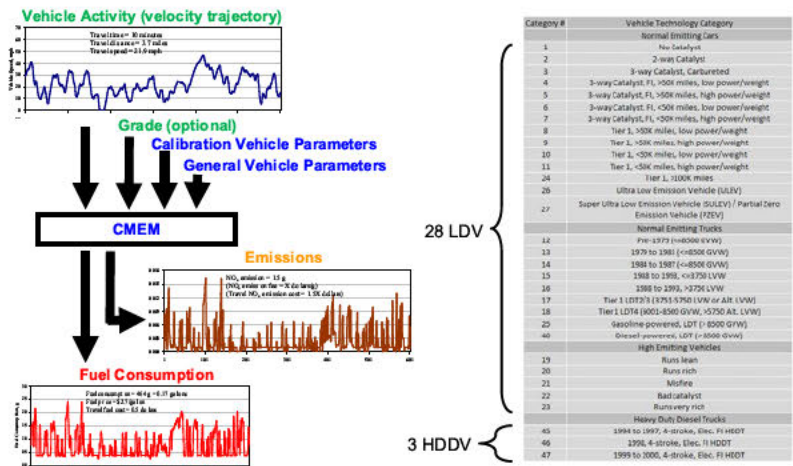
- Data-Driven Emission Model
- Developed by the U.S. Environmental Protection Agency (EPA)
- Uses a Binning Approach for Vehicle Operation Mode (OpMode) and Emission Factors

VSP (kW/ton)	Speed (mph)		
	0-25	25-50	50+
11	21		
12	22		33
13	23		
14	24		
15	25		35
		27	37
16		28	38
		29	39
		30	40

- Vehicle Specific Power (VSP) is an estimate of the power demand on the engine during driving
- Calculated using the second-by-second speed values in a driving schedule, along with information about the type of vehicle being operated.
- Equation:
 - $VSP = (A * Speed + B * Speed^2 + C * Speed^3 + Mass * Speed * Accel) / Mass$
 - Where:
 - VSP is in kW/metric Ton
 - Speed is in meters/second (mps)
 - Accel is in meters/second²
 - A is rolling resistance term in KW / mps
 - B is friction term in KW / mps²
 - C is aerodynamic drag term in KW / mps³
 - Mass is in metric tons (1000 kg)



Comprehensive Modal Emission Model (CMEM)



Experiments

- Tests were performed along the Innovation Corridor (3 intersections)
- Two light-duty vehicles were tested at the same time with real-world traffic
 - One vehicle was employing the eco-approach and departure application
 - One vehicle driving normally
- Model parameters were calibrated specifically for the test vehicles



Experiment Video



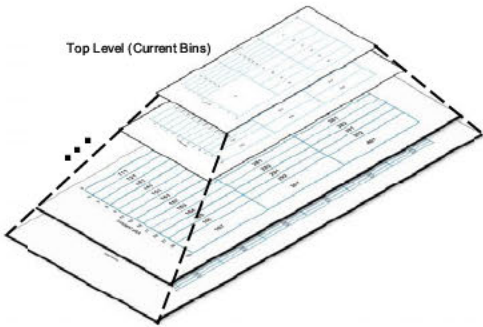
Results

		No EAD	EAD	Improvement
Actual	CO ₂ (g/ml)	430.7	402.3	6.6%
	Fuel (g/ml)	137.63	128.5	6.63%
CMEM	CO ₂ (g/ml)	439.9	419.83	4.5%
	Fuel (g/ml)	138.97	132.5	4.65%
MOVES-based binning	CO ₂ (g/ml)	475.4	462.69	2.67%
	Fuel (g/ml)	151.87	147.8	2.7%



Paper Conclusions and Future Work

- Binning model overestimated overall fuel consumption by 13.1%
- Traffic Smoothing effects tend to get washed out in MOVES due to bin size
- MOVES can be preserved and enhanced with a sub-binning approach
- MOVES could be used at different “resolutions” using a Bin-Pyramid approach; original MOVES model is preserved



Oswald, D., Scora, G., Williams, N., Hao, P., & Barth, M. (2019). “Evaluating the Environmental Impacts of Connected and Automated Vehicles: Potential Shortcomings of a Binned-Based Emissions Model”, *Proceedings of the 2019 IEEE Intelligent Transportation Systems Conference (ITSC)*. doi:10.1109/itsc.2019.8917014

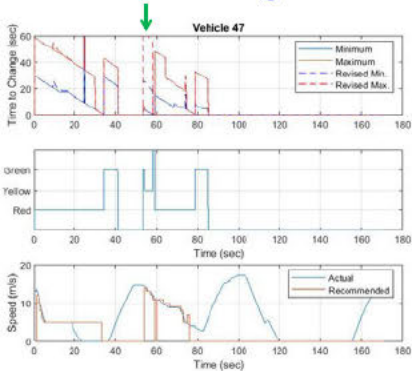
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Additional Current and Future Activities Utilizing the Innovation Corridor

CURRENT WORK: IMPROVED RESULTS FOR ACTUATED SIGNALS

- With fixed-timed signals, it is easy to plan vehicle speed trajectories driving through intersections
- Fixed-time signals will provide the highest energy/emission savings
- It is much more challenging to plan vehicle dynamics for **actuated signals** (e.g., cross traffic can trigger a light change)
- We are improving the trajectory planning algorithms for actuated signals, resulting in improved energy/emissions savings

Extended Planning Horizon

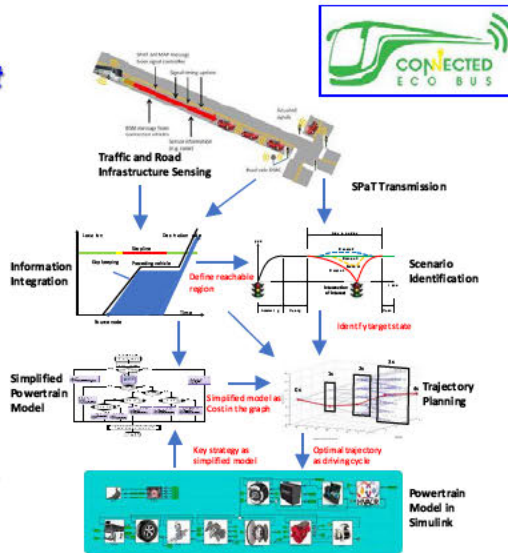


Connected Eco-Bus an ARPA-E NEXTCAR project



Key Technical Achievements:

- Developed an innovative vehicle-powertrain eco-operation system for plug-in hybrid electric buses through co-optimization of vehicle dynamics and powertrain controls, achieving 20+% energy efficiency increase
- Developed three key innovative velocity trajectory planning modules: *Eco-Approach and Departure at Signalized Intersections*; *Eco-Stop and Launch*; and *Eco-Cruise*
- Developed innovative powertrain modules: *Efficiency Based Powertrain Controls*, *Intelligent Energy Management*
- Developed a new hardware-in-the-loop development and testing approach called *Dyno-in-the-Loop (DiL)* testing



CONNECTED ECO-BUS EFFICIENCY BREAKDOWN TABLE

Efficiency Improvements Due to Control Strategies:

Strategy		Description	Savings	Source
Vehicle Dynamics (VD) Control	Eco-Approach and Departure	Determines energy-efficient speed profile based on Signal Phase and Timing information	5% - 20%	Traffic simulation & field studies
	Eco-Stop and Launch	Determines energy-efficient speed profile for decelerating to and accelerating from bus stops and stop signs	3% - 17%	Numerical simulation
	Eco-Cruise	Determines cruising speed profile based on look-ahead traffic and terrain conditions	Up to 10%	Numerical simulation
	Integrated VD	Combined vehicle dynamics control strategies <i>on target corridor</i>	8% - 14%	Traffic simulation;
Powertrain (PT) Control	Efficiency-Based PT Control	Optimizes both the engine and motor/generator operation by managing transmission and battery state-of-charge	13 - 15%	Simulation
	Intelligent Energy Management	Optimizes power split between ICE and electric motor for the vehicle speed and power demand profiles	3 - 8%	Simulation
Integrated VD&PT Control		Integration of above strategies with VD&PT co-optimization <i>on target corridor</i>	18% - 24% 16% (DIL)	Simulation DIL

LANE-LEVEL MAPPING AND POSITIONING

- Many Connected and Automated Vehicle applications require lane-level positioning accuracy and maps
- Achieving lane-level position accuracy in all conditions is challenging
- Research is underway to establish lane level accuracy for the Innovation Corridor

Williams, N., & Barth, M. (2020) "A Qualitative Analysis of Vehicle Positioning Requirements for Connected Vehicle Applications", *IEEE Intelligent Transportation Systems Magazine*, doi:10.1109/mts.2019.2953521



AIR QUALITY FRONTIER: DECISION-ENABLING TECHNOLOGY

Smart calibrated flexible monitoring



Clarity Movement

Wearable pollutant sensors



Applied Particle Technology

High-resolution mobile monitoring



UOR LINE/AVOCADO Lab

Near real-time integrated models



C-LINE

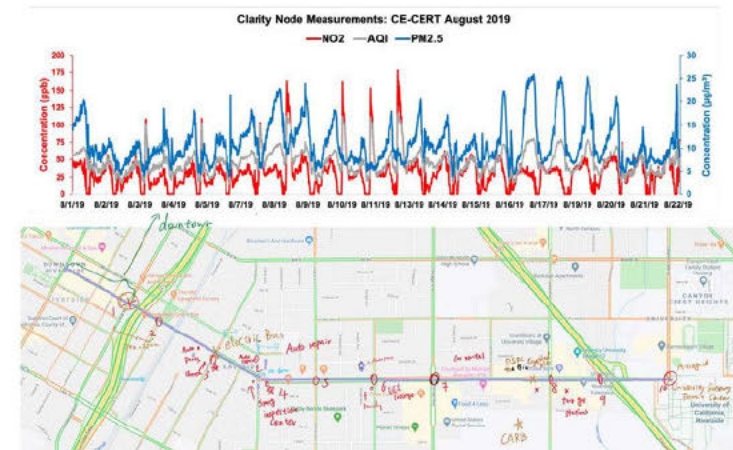
Air Quality Monitoring along Riverside's Innovation Corridor

Goals:

- Deploy a 10-node Clarity monitoring network along the Innovation Corridor
- Monitor PM_{2.5} and NO₂ at high-traffic intersections, upwind and downwind of US-91 and US-60
- 15 second measurements uploaded directly to the cloud



Professor Sunni Ivey:
<https://www.iveyilab.com/>



CAMERA SYSTEMS AND VIDEO ANALYTICS

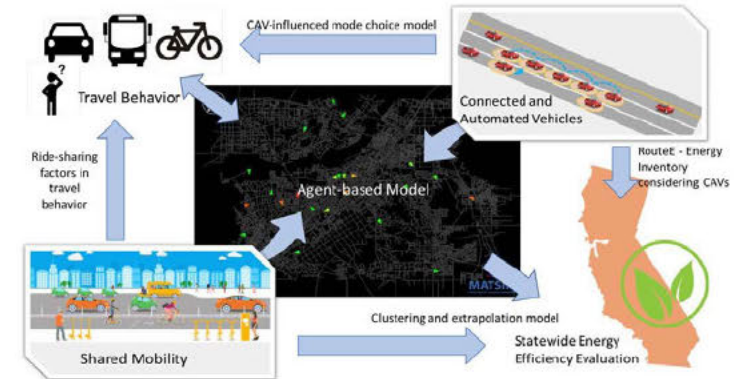
GRIDSMART Video Analytics System

- Currently being installed at University and Iowa intersection
- Will provide accurate traffic counts, turning movements, etc.
- Potential to track not only vehicles, but also bicycles and pedestrians



Focus on Shared Mobility in Riverside

- CE-CERT is leveraging its travel demand activity based modeling
- Using BEAM (Behavior, Energy, Autonomy, Mobility) model developed at LBNL



Modeling Shared Mobility in Riverside

- Specific Scenario Evaluation:
 - StratoShare carsharing system rollout & Expansion Plans
 - City of Riverside TNC Policies: pick up and drop offs at specific locations
 - City of Riverside Micro-Mobility Policies: considering geo-fencing locations
 - Transit: Light Rail, Bus Rapid Transit, Clean Bus Rule
- Metrics:
 - Mobility improvements (traffic throughput)
 - VMT reductions by enabling other modes
 - Energy and emissions reductions
 - Access in disadvantaged communities



Demo at: <https://www.youtube.com/watch?v=C-owmP8laGA&feature=youtu.be>

City of Riverside TCC Grant (Strategic Growth Council) UCR & City Collaboration



UCR Tasks:

- Track and Analyze metrics and data
- Provide Training
- Provide Recommendations for implementing strategies & technologies
- Synergize other on the ground projects

Conclusions and Future Activities

- Continue to expand the capabilities and use of the **Innovation Corridor Testbed** → part of the CalTestBed program (California Energy Commission)
- Expand research and real-world experiments in shared, electric, connected, and automated vehicles
- Integrate transportation and air quality data and models
- Future: expand vehicle communication capability: DSRC → C-V2X, 5G
- Future: co-optimization of intersection management and vehicle dynamics
- Migrate developed technology to other testbeds and pilots

THANK YOU!



Kanok Boriboonsomsin
Researcher Engineer



Guoyuan Wu
Associate Research Engineer



Peng Hao
Assistant Research Engineer



Mike Todd
Principal Development Engineer



Nigel Williams
Assistant Specialist (postdoc)



Alexander Vu
Assistant Development Engineer



Cesunica Ivey
Assistant Professor



David Oswald
PhD Student



Saswat Nayak
PhD Student



TO: Elderly and Disabled Transportation Advisory Committee
FROM: Amanda Marino, Transportation Planner
RE: Committee Chair and Vice Chair Election at the April Meeting

RECOMMENDATIONS

This is for your information only.

BACKGROUND

Below is an excerpt from the RTC/Committee's rules and regulations:

A Chairperson and Vice Chairperson for each Committee shall be elected to serve for a term of one year. The Committee shall elect its officers at the first meeting following the March SCCRTC meeting of every year. The Chairperson shall preside at all meetings of the Committee. The Chairperson shall maintain order and decorum at the meetings, decide all questions of order, and announce the Committee's decisions. The Vice Chairperson shall perform the duties of the Chairperson in his or her absence. In the event both officers are absent from the Committee, the majority of quorum may appoint a presiding officer for that meeting. All officers shall continue in their respective offices until their successors have been elected and have assumed office.

DISCUSSION

At your April 13, 2021 Elderly and Disabled Transportation Advisory Committee (E&D TAC) meeting, elections will take place for the E&D TAC chair and vice chair. As noted in the bylaws, the term is one year and elections take place annually on the first meeting following the March RTC meeting which is April 13, 2021.

Members are encouraged to forward nominations, including self nomination, to the RTC staff prior to the April meeting. Chairing the E&D TAC is an excellent opportunity and staff recommends that all members strongly consider deepening their committee experience by taking a turn as chair. The April staff report will include all nominations received. An election will be held, and the chair will begin presiding immediately.

Date	First Name	Last Name	Location	Cross Street	City	Category	Additional Comments	Forwarded to	Forwarded Date	Response
12/31/21	Kelley	Jones	207 Sea Ridge Rd	McGregor Dr	Aptos	Ped: Pavement cracks, Plant overgrowth or interference, Debris on sidewalk	Their trees have become too over grown to walk and see sidewalk safely. I recently tried to clean some up myself because the dead limbs are hitting people in the face. Many complaints from local walkers.	DPW	01/27/21	1/27/21 Dorothy Morgan: Hello SCCRTC, Thank you for your email. I have forwarded this to our Road Maintenance Dispatch who will review and respond to you directly. 1/27/21 Road Maintenance Dispatch: Service request issued 21-000185
12/25/20	Richard	Stover	209 Columbia St	Clark Ave	Santa Cruz	Ped: Plant overgrowth or interference	If a vehicle parks close to the curb it is almost impossible to get by the bushes.	Claire Gallogly, Nathan Nguyen	01/27/21	1/28/21 Claire Gallogly: Good morning, Staff will perform a field check and address this item.
12/23/20	Jon	Doe	505 Riverside Ave	San Lorenzo Blvd	Santa Cruz	Ped: Traffic signal problem	The pedestrian crossing signal does not turn green despite pressing the button.	Claire Gallogly, Nathan Nguyen	01/27/21	1/29/21 Nathan Nguyen: City contracted signal tech performed inspection on all PPB's in the intersection and found all were working and was not able to recreate the issue.
12/9/20	Philip	Boutelle	7th Ave	Bonnie St	Santa Cruz	Ped: Traffic signal problem	RRFB isn't working. If it were fixed, the trees are overgrown and blocking the west side	DPW	12/10/20	12/10/20 Jana Vargas: Good afternoon, Thank you for your email. I will forward your concerns about the intersection of 7th Avenue and Bonnie Street to our Road Maintenance Department for review and response.
12/05/20	Ella	Carroll	135 School St	N/A	Santa Cruz	Ped: Vehicles or objects blocking sidewalk	Someone abandoned a shopping cart in the middle of the side wall; I'd deal with it but I don't have a truck to take it to the dump or back to the store	Jim Burr, Claire Gallogly	12/07/20	12/7/20 Jim Burr: Ella, thanks for reporting. City crews have been notified and will respond. Report closed. No further response.
11/27/20	Rick	Hyman	128 Magnolia St	Melrose Ave	Santa Cruz	Ped: Pavement cracks, Damaged sidewalk, Other	There is a very low-hanging wire crossing the sidewalk. Also, the sidewalk is very uneven.	Jim Burr, Claire Gallogly	12/04/20	Follow up email sent on 2/1/21

Date	First Name	Last Name	Location	Cross Street	City	Category	Additional Comments	Forwarded to	Forwarded Date	Response
11/22/20	Jean	Brocklebank	966 Bostwick Ln	N/A	Santa Cruz	Ped: N/A	This hazard is located on Bostwick Lane across the street from Green Acres Elementary School. We use this sidewalk to access shops (Bay Plumbing SC Electronics) located on Soquel Avenue, to keep from walking on Soquel to our destination. But this sidewalk is not in good condition for school children either! This picture was taken on 11/16/2020.	DPW	12/03/20	<p>12/3/20 Jana Vargas: Good afternoon Jean, Thank you for your email. I will forward your concern to our Encroachment Inspector for review and response. 12/4/20 Kristine Conley: Hi Jean, Thank you for reporting the weeds blocking the sidewalk. We will send the property owners a letter, as it is their responsibility to maintain the sidewalk fronting their property. 12/4/20 Kristine Konley: Inspection on 12/4/20 at 3pm revealed that the issue has been resolved. All weeds and brush obstruction were removed from the sidewalk.</p>
11/22/20	Jean	Brocklebank	1818 Felt St	Aloha Ln	Santa Cruz	Ped: Other	This hazardous event occurred on the sidewalk where cars enter and exit a church parking lot (Center for Spiritual Living at 1818 Felt Street). Even though we have dealt with it only once, the neighbors across the street said it happens frequently. The CHP should receive a copy of this report, as we were able to get a picture of the license plate as the driver of the vehicle sped out of the parking lot (after spinning three full times to make his donut) across the sidewalk, at high speed. The pictures attached tell the story. The rope across the entrance was replaced after the car sped away, at high speed also. I see now that I cannot upload more than one picture. That is unfortunate. The CHP should receive a copy of this report, as we were able to get a picture of the license plate (7PUU942) as the driver of the JEEP vehicle sped out of the parking lot, across the sidewalk, at high speed. There is no way to attach the other two pictures that tell the entire story and show a woman on the sidewalk who had a close call with the vehicle as it exited. If you will share my email with the CHP I can send them the other two photographs. Please.	City of Santa Cruz Police	12/09/20	City of Santa Cruz Police Department notified. No follow up required.
11/19/20	Julianne	Corwin	5361 Hwy 9	N/A	Felton	Ped: Plant overgrowth or interference	N/A	Nancy Cross (CALTRANS)	11/19/20	

Date	First Name	Last Name	Location	Cross Street	City	Category	Additional Comments	Forwarded to	Forwarded Date	Response
11/15/20	William	Prusinowski	230 Brookside Ave	Button St	Santa Cruz	Ped: Traffic signal problem	The speed at which cars drive through this stretch of road is dangerous. It is the quickest and shortest route between Highway 1 and Market St. The neighbors enjoy no stop signs, but speeders should have to slow for speed bumps or safe streets signals. If you must include Stop signs, that is alright, but the speeders are more likely to hit animals and pedestrians due to being unable to stop when we step out between cars or pull out of driveways. My directly next door neighbor had a stroke, and she is helped around by several family members and a transportation service pulling in and out of street spots. Her animals are often out of the house, and our corner has become very popular for cats and believe it or not, sometimes ducks from Branciforte Creek. Imagine a 60 mph speeder barreling past your house and hearing your cat get half crushed and hearing her wail in pain or immediately die on the spot. Two houses down we have 5th graders who play on skateboards like they're surfboards and you can't see them AT ALL. Rather than yell at these people/animals, can we be proactive and protect this section with 3 speed bumps? I can show you the perfect spaces. This will save lives. I've lived here since 2017 and feel this quick route has become more and more well-known. Night drivers FLY past my house and it's very dark so you know they will kill someone or something eventually.	Jim Burr, Claire Gallogly	11/16/20	11/16/20 Jim Burr: Forwarding this speeding issue to the SCPD.
11/13/20	David	Alexander	2340 CA-1	King St	Santa Cruz	Ped: Lighting problem, Traffic signal problem	The crosswalk at this location is poorly lighted to see pedestrians in the evening. Glare from the setting sun is directly in drivers eyes and its proximity to a traffic light at Swift/Mission St means traffic on Hwy 1/Mission St is often accelerating to make a light and not attentive to pedestrians. New lighting from the Hampton Inn further obscures pedestrians in the crosswalk at night. A man was killed in this crosswalk on Thursday Nov 5th in the early evening. In pavement lighting is needed, lighted cross walk alert are needed further up Mission St, and police need to enforce that crosswalk.	Nancy Cross (CALTRANS)	11/16/20	12/1/20 Nancy Cross: Good Morning David, Your request to the SCCRTC regarding lighting at the pedestrian crossing of King St. and Mission St. (Highway 1) in Santa Cruz has been forwarded to Caltrans. This concern has been sent to our Traffic Operations Department for review. We will send a reply once it has been investigated.
11/09/20	Susan	Zackovich	200 Chestnut St	Laurel St	Santa Cruz	Ped: N/A	200 block of Chestnut Street. As of about 2 weeks ago houses are again shaking badly when trucks pass. This problem was mostly corrected when sewer under railroad tracks was repaired last year.	Jim Burr, Claire Gallogly	11/10/20	11/10/20 Jim Burr: This is not a Ped Haz report. I will forward to PW Engineering but no fur her response on this chain.
11/09/20	Debbie	Bulger	232 Walnut Ave	Chestnut St	Santa Cruz	Ped: Vehicles or objects blocking sidewalk, Pole blocking walkway	Hi Scott, I saw this pole that was recently installed in front of the main fire station, right in the middle of the sidewalk. The location of this pole is surprising to say the least; did Public Works sign approve this location? I've seen people successfully navigate around it—there is open concrete on the adjacent property—but I did see someone with a cane give pause when they approached the new pole. The way they park the fire truck doesn't help; it gives the appearance that the sidewalk is blocked, until one is close enough to see the path around it. This is not acceptable. I urge all to write City Council to correct this blocking of the sidewalk. It's bad enough we have to wind our way around telephone poles installed years ago when pedestrians weren't even an afterthought. The signs can be installed off center so the pole can be much, much closer to the curb. We have fought that battle already. Debbie	Jim Burr, Claire Gallogly	11/09/20	11/9/20 Jim Burr: This has already been reported Via other means. No further response here.

Date	First Name	Last Name	Location	Cross Street	City	Category	Additional Comments	Forwarded to	Forwarded Date	Response
11/05/20	Raneta	Pomeroy	Grant St	Emeline Ave	Santa Cruz	Ped: Plant overgrowth or interference	At the corner of Emeline and Grant is a pedestrian hazard. The home on the corner has low fence with a tall rose bush obstructing the visibility for both cars and pedestrians. Cars often times make the right turn onto Grant visually unaware that a walker is stepping out close to the intersection to gain visibility checking for cars. I almost got hit yesterday as a person on foot. Way to close for comfort! I shudder thinking of children in strollers at that intersection. The address of the home is 319 Grant.	Jim Burr, Claire Gallogly	11/06/20	11/29/20 Joanna Edmonds: We have inspected the site of his reported pedestrian hazard and a compliance letter has been sent to the property owner.
10/28/20	Ernesto	De La Rosa	53 S Branciforte Ave	E Cliff Dr	Santa Cruz	Ped: No crosswalk or striping	There is an immediate need of a pedestrian crosswalk to connect the Ocean View Park downhill path to the Santa Cruz Riverwalk path. The vehicle traffic is dangerous when trying to cross access the Riverwalk Path and a pedestrian crosswalk will help mitigate and warn vehicles that pedestrians can cross. For years it has been regularly used by pedestrians trying to walk their pets, conduct exercise, bike through, or enjoy a scenic walk.	Jim Burr, Claire Gallogly	10/30/20	12/1/20 Claire Gallogly: Hi all, This project is currently underway, funded with Highway Safety Improvement Program grant funds.
10/25/20	Jennifer	Weaver	298 McGregor Dr	Perch Way	Aptos	Ped: Rough pavement or potholes, Pavement cracks, Damaged sidewalk	The concrete has been lifted in different sections due to a nearby redwood tree. It is a trip hazard that could cause substantial injury to someone.	DPW	10/30/20	11/2/20 Jana Vargas: Hello, I have forwarded your message to our Road Maintenance Dispatch. 11/2/20 Road Maintenance Dispatch: SERVICE REQUEST ISSUED 20-001592

#	Performance Measures to be Included in Quarterly Reports	CC 20,23,26,31,32,38,39					YTD % of	CC 21					YTD % of	CC 29					YTD % of	CC 24,30					YTD % of	CC36					YTD % of	Qtr Total	YTD Total
		Medical						Meals on Wheels						Taxi Scrip						Elderday						ISSP							
		July	Aug	Sept	Qtr	YTD	Goals	July	Aug	Sept	Qtr	YTD	Goals	July	Aug	Sept	Qtr	YTD	Goals	July	Aug	Sept	Qtr	YTD	Goals	July	Aug	Sept	Qtr	YTD	Goals	Qtr Total	YTD Total
1	Unduplicated Passengers per Month	201	202	208	348	348		198	185	169	235	235		16	16	16	27	27		4	3	6	8	8		0	0	0	0	0		618	618
2	Total Passenger Trips (Units of Service) per Month	1038	1041	1044	3,123	3,123	36%	767	688	697	2,152	2,152	23%	81	66	75	222	222	7%	75	70	118	263	263	1%	0	0	0	0	0	0%	5,760	5,760
3	Number of Incidents per Month	0	0	1	1	1		0	0	0	-	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		1	1
4	Number of Accidents per Month	1	0	0	1	1		0	0	1	1	1		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		2	2
5	Number of Mechanical Failures (including lift failure) per Month	0	0	0	0	0		0	0	0	-	0		n/a	n/a	n/a	n/a	n/a		0	0	0	0	0		0	0	0	0	0		0	0
6	Number of No-Shows per Month	32	63	48	143	143		14	43	46	103	103		n/a	n/a	n/a	n/a	n/a		9	0	3	12	12		N/A	N/A	N/A	0	0		0	0
7	Number of Turndowns or Referrals per Month	0	0	0	0	0		0	0	0	-	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
8	Number of Cancels per Month	197	202	192	591	591		6	5	5	16	16		0	0	0	0	0		0	0	4	4	4		N/A	N/A	N/A	0	0		611	611
9	Total Donations per Month	\$181	\$110	\$45	336	\$336					-	0					\$0	\$0					0	0		N/A	N/A	N/A	\$0	0		\$ -	\$ -
10	Number of Complaints per 1,000 Passenger Trips	0	1	0	1	1		0	0	0	-	0		n/a	n/a	n/a	0	0		0	0	0	0	0		0	0	0	0	0		1	0
10	Complaints	0	1	0	1	1		0	0	0	-	0					0	0		0	0	0	0	0		0	0	0	0	0		1	0
11	Number of Safety Incidents per 100,000 Vehicle Miles	3				3		0				0		n/a	n/a	n/a	0	0		0.0				0		0				0		3	10
12	Operating Cost per Passenger Trip				\$29.27						\$12.79						\$22.09					\$15.84						0					
13	Operating Cost per Vehicle Service Hour				\$53.86						\$69.97											\$60.17						0					
14	Passengers per Vehicle Service Hour				1.86						5.33											3.80						0					
15	Passengers per Vehicle Service Mile				0.10						0.19											0.11						0.00					
16	Van Mileage per Program				30,838						11,169											2,372						0					

AGENDA: February 9, 2021

TO: Elderly & Disabled Transportation Advisory Committee
FROM: Amanda Marino, Transportation Planner
RE: Preliminary Draft Unmet Paratransit and Transit Needs List

RECOMMENDATION

Staff recommends that the Elderly & Disabled Transportation Advisory Committee provide input into the preliminary draft unmet paratransit and transit needs list.

BACKGROUND

Local sales taxes in the amount of ¼ cent per dollar are collected by the State and allocated to the region according to the Transportation Development Act (TDA). The Regional Transportation Commission (RTC) allocates these funds according to formula as adopted in its Rules and Regulations. The majority of TDA funding is apportioned to the Santa Cruz Metropolitan Transit District. Other amounts are apportioned to the RTC for administration and planning, Community Bridges for specialized transportation, the Volunteer Center for their transportation program and to local jurisdictions for bicycle and pedestrian projects.

TDA statutes require transportation planning agencies allocating TDA funds to local streets and roads, to implement a public process, including a public hearing, to identify unmet transit needs of transit dependent or disadvantaged persons, and determine if unmet transit needs can be reasonably met. TDA statutes also require transportation planning agencies to consult with their designated social services transportation advisory councils to annually identify transit needs. Although the RTC does not allocate TDA funds to local streets and roads, and therefore is not required to perform this analysis, the RTC endeavors to solicit regular input on unmet transit and paratransit needs to provide a useful tool to assess and prioritize needs in the region. The *Unmet Needs List* related to paratransit and transit needs is used to prioritize projects as funds become available. The *Unmet Needs List* has also been included in the E&D TAC Annual Report, which outlines the Committee's accomplishments from the last year.

DISCUSSION

Serving as the social services transportation advisory council, the E&D TAC regularly hears and considers unmet paratransit and transit needs in Santa Cruz County. Unmet paratransit and transit needs are those transportation requests which are not being met by the current public transit system as identified at a public hearing or E&D TAC meeting, a transportation request that has community support, and transportation request that does not duplicate transit services provided publically or privately.

RTC staff recommends that the E&D TAC provide input on the *Preliminary Draft Unmet Paratransit and Transit Needs List* for Santa Cruz County and identify strategies for addressing each of the unmet paratransit and transit needs. RTC

staff also recommends that the E&D TAC identify one or two areas to focus on advancing in 2020.

Schedule for development of *Unmet Paratransit and Transit Needs List*:

- Feb 9 - *Preliminary Draft Unmet Paratransit and Transit Needs List* reviewed by the E&D TAC
- Feb 16 – RTC staff circulates the list to the Santa Cruz Metropolitan Transit District staff, partner agencies and RTC Advisory Committees
- April 13 – *2021 Draft Unmet Paratransit and Transit Needs List* reviewed by the E&D TAC
- April 14- May 6: Outreach for *2021 Draft Unmet Paratransit and Transit Needs List* including public notice of availability and public hearing on RTC website, in local newspapers, to RTC elderly and disabled stakeholders and transportation providers
- May 6 – Public hearing and RTC considers adoption of the *2021 Final Unmet Paratransit and Transit Needs List*

SUMMARY

TDA statutes require transportation planning agencies to consult with their designated social services transportation advisory councils to annually identify transit needs. Although the RTC does not allocate TDA funds to local streets and roads, and therefore is not required to perform an analysis of unmet transit needs, the RTC endeavors to solicit regular input on unmet paratransit and transit needs to provide a useful tool to prioritize needs in the region. RTC staff recommends that the E&D TAC provide input on the *2021 Preliminary Draft Unmet Paratransit and Transit Needs List* for Santa Cruz County and identify strategies for addressing each of the unmet needs.

Attachment 1: Preliminary Draft Unmet Transit Needs List

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2021 Preliminary Draft Unmet Paratransit and Transit Needs

Prioritization of Need:

H - High priority items are those items that fill a gap or absence of ongoing of service.

M - Medium priority items that supplement existing service.

L - Low priority items should become more specific and then be planned for, as funds are available.

1-3 Graduated scale indicates to what extent the need, if addressed, would: increase the number of individuals who are within a 30-minute transit trip to key destinations; improve safety; support economic vitality by way of decreasing transportation costs; or, improve cost-effectiveness of transportation services.

Strategies:

- Proposals and suggestions to address need, including programs and projects.

General

1. **H1** - Safe travel paths between senior and/or disabled living areas, medical facilities, educational facilities, employment locations, retail centers, entertainment venues, bus stops, and/or railroad crossings.
 - Improve accessibility at and to bus stops - such as, but not limited to, sidewalk and crosswalk improvements connecting destinations frequented by senior and disabled individuals and transit stops such as, but not limited to, those identified in the RTC Safe Paths of Travel Final Report.
 - Secure funding assistance to make Safe Paths of Travel improvements.
 - Expand publicity regarding sidewalk maintenance.
2. **H1** - Transportation services to areas with high concentrations of seniors, disabled and low income individuals.
 - Support alternative transportation programs, such as vanpool programs, serving low income and senior housing areas outside of the transit service area in south county.
 - Explore pilot projects, such as regularly scheduled paratransit trips two-three times per week, to serve residents.
 - Secure funding for taxi voucher programs for senior and low income individuals.
 - Provide affordable and desirable housing for seniors and low income individuals within the existing transit service area.

- Provide incentives for senior and social services and medical and social services providers to be located in existing transit service areas.
 - Support programs that encourage ridesharing to destinations popular with seniors or high concentrations of seniors.
 - Seek volunteer drivers to provide transportation services.
 - Evaluate on-demand transit services.
3. **H3** - Transportation services for low-income families with children, including transportation for people transitioning from welfare to work.
- Support welfare to work programs and training programs.
 - Support transportation programs dedicated to serving low-income families with children.
 - Seek volunteer drivers for transportation family members to visits at detention facilities.
 - Provide taxi vouchers to low income families.
 - Reinstate ride to work programs.
 - Provide youth bus passes to low income households
4. **H1** - Transportation services for caregivers of senior and disabled clients.
- Support programs providing transportation for caregivers to clients.
 - Provide taxi voucher to caregivers.
 - Reinstate ride to work programs.

Paratransit/Specialized Transportation Services

5. **H1** - Coordinated and seamless-to-the-public system of specialized transportation with a Mobility Management Center (central information point, one stop shop).
- Assess feasibility and seek funds for development/start-up of the center, and assess entities already providing information and referral services).
 - Utilize information technology solutions to provide transit information that is accessible to all users.
6. **H1** - Wheel chair accessible vehicles for taxis and transportation network company services
- Monitor the Transportation Network Company (TNC) Access for All program.
 - Evaluate other comparable options to provide services (i.e new companies, subcontract with services equipped with wheelchair vehicles).
 - Provide on demand paratransit service.
7. **M1** - Paratransit service for the people who lost paratransit service due to changes in Santa Cruz Metro ParaCruz program in 2015.

- Support policies that expand ADA mandated paratransit service area.
 - Support programs providing specialized transportation to areas outside the ADA-mandated paratransit service area for a fee or at no cost.
 - Expand taxi voucher program.
8. **M1** – Access to paratransit services on all holidays.
- Extend existing paratransit services to holidays.
 - Support taxi voucher programs.
9. **H2** - Specialized transportation for areas outside the ADA-mandated paratransit service area for medical, non-medical trips.
- Secure funding for taxi voucher programs.
 - Provide affordable and desirable housing for seniors and disabled individuals within ADA paratransit service area.
 - Provide incentives for senior and social services to be located in transit service areas.
 - Support programs providing specialized transportation to areas outside the ADA-mandated paratransit service area for a fee or at no cost.
 - Support continuous funding for transportation to medical services.
 - Seek volunteer drivers to provide transportation services from areas not served by transit or ADA paratransit service.
 - Identify priority origins and destinations outside the ADA service area.
10. **M1** - Free or low-cost paratransit options
- Provide funding for programs that provide discounted and free paratransit rides
 - Support programs that provide on-demand ADA accessible rides.
11. **H2** - Direct paratransit and accessible transit connections with neighboring counties- including Monterey (Pajaro), San Benito, Santa Clara and other points north.
- Establish direct inter-regional fixed route accessible transit service.
 - Develop plan to coordinate between agencies providing specialized transportation services in neighboring counties.
 - Support programs providing inter-regional specialized transportation for a fee or at no cost.
 - Establish feeder services to inter-regional accessible transit services.

12. **M1** - Affordable transportation for dialysis and other medical appointments, including 'same day' specialized transportation services for medical trips, on a continuous basis.
 - Support continuous funding for 'same day' transportation to medical services.
 - Support continuous funding for no or low-cost specialized transportation to medical appointments.
 - Increase capacity of existing programs providing transportation to dialysis and other medical appointments.
 - Secure funding for taxi voucher programs.
13. **M2** - Transportation for programs that promote senior and disabled individuals health, safety and independence including, but not limited to, all senior meal sites in the county, the stroke centers, medical facilities, and senior activity centers.
 - Support continuous funding for transportation services to meal sites.
 - Provide transit and paratransit services to medical service centers.
 - Support volunteer drivers to provide transportation services.
14. **M2** - Conduct targeted outreach to seniors, people living with disabilities, and transportation service providers to provide information about transportation options and safety.
 - Provide safe driving and transit information at locations with concentrations of seniors.
 - Support field trips to events by bus ("Mobility Trainer" and "Bus by Choice" models)
 - Annual updates to transportation service providers including, but not limited to, providers included in the Guide for Specialized Transportation about paratransit service options.
15. **L2** - Publicity about existing specialized transportation services including ADA paratransit, non-ADA paratransit, taxi services, Medi-Cal rides and mobility training for people to use regular fixed route buses.
 - Streamline communication activities by establishing a central point of contact within health providers to disseminate information about specialized transportation services.
 - Support continuous funding for communication and outreach activities.
16. **H2** - Volunteer drivers in Santa Cruz County particularly in south-county and San Lorenzo Valley.
 - Expand outreach efforts to recruit drivers and promote services.
 - Support for the Volunteer Center Transportation Program.

17. **M2** - Affordable special care trips and gurney vehicle for medically fragile individuals and those needing "bed to bed" transportation.
 - Provide vouchers for specialized care trips.
 - Identify a service provider for gurney trips and assist in procurement of a vehicle for services.
 - Partner with assisted living and hospice care to provide services.
 - Publicize availability of services, if available.
18. **M3** - Ongoing provision of ADA Paratransit certification, provided by Santa Cruz Metro, at group facilities.
 - Provide on-site services to reach a greater number of individuals.
19. **M3** - Specialized transportation services for people living with a cognitive impairments, dementia or mental health diagnosis.
 - Provide on demand transportation services for people living with a mental health diagnosis.
 - Provide services designated to assisting people with mental illness navigate transit and paratransit eligibility requirements.
20. **L2** - Specialized transportation for 'same day' low cost non-medical trips.
 - Expand taxi voucher program.
 - Support "on-call" volunteer drive programs.
21. **L3** - Anticipate growing demand for services by projecting funding needs for specialized transportation (including fixed route, ADA and non-ADA Paratransit) to provide transportation services to the senior population expected to increase over the next 15 to 30 years.
 - Identify funding needs for paratransit over a 15-30 year horizon.
 - Designated funding source for paratransit service.
22. **M1** - Provide increased UCSC on-campus paratransit service between campus to campus destinations.
 - Increase existing UCSC specialized transportation services to supplement increased demand.

Paratransit/Specialized Transportation Capital

23. **H1** - ParaCruz operating facilities.
 - Acquire and develop permanent operations and maintenance facility for ParaCruz to reduce operating cost.
 - Increase funding opportunities for paratransit capital projects.
24. **M2** - Consolidated Transportation Services Agency operating facilities.

- Acquire and develop permanent operation and maintenance facilities for Consolidated Transportation Services Agency.
 - Increase funding opportunities for paratransit capital projects.
25. **H2** - Paratransit vehicle replacements.
- Increase funding opportunities for paratransit capital projects including funding for electric vehicles and/or zero emission vehicles.
 - Take measures to include electric vehicles as option for purchase in the Section 5310 grant program.
26. **M1** – Electric Vehicle Charging Stations
- Support funding for electric vehicle charging infrastructure.

Transit Services

27. **H1** – Greater frequency and span of transit service in densely populated areas with a mix of land uses.
- Increase service level between downtown Santa Cruz and Capitola Mall Transit Center through the Live Oak corridor.
 - Enhance service on Mission Street.
 - Extend transit service hours later in the evening and early in the morning serving Cabrillo College and commercial centers of Santa Cruz/Live Oak/ Watsonville.
 - Enhance service to employment entities.
 - Enhance service on Scotts Valley Drive.
28. **H1** – Greater evening frequency and span of transit service in coverage-oriented areas, in keeping with METRO service standards.
- San Lorenzo Valley Route 35 variants (Mt. Store and Country Club)
 - Local Watsonville services
 - La Selva Beach
29. **M1** – More transit service to UCSC.
- Increase weekend and weekday UCSC service.
 - Increase service to UCSC campus.
 - Increase service to the University of Santa Cruz employment center in Scotts Valley.
30. **H1** - More interregional and cross county transit services.
- Increase Hwy 17 weekend service frequency.
 - Provide transit service from Santa Cruz County to Los Gatos.
 - Provide direct transit service to San Jose Airport.
 - Enhance Monterey County to Santa Cruz County service.

- Support for an integrated transit network, which includes transit services on a dedicated transit facility on the rail right-of-way consistent with the Unified Corridor Investment Study.
 - Provide transit service from San Lorenzo Valley to Los Gatos.
 - Provide direct transit connection between Live Oak and San Jose Diridon Station.
31. **M1** – Free and low-cost transportation options, including fixed-route transit services.
- Support programs that provide transportation services, including, but not limited to bus services, for a reduced or no fee.
 - Seek volunteer drivers to provide transportation services.
 - Support programs that allow seniors and disabled individuals to ride free during designated time periods.
32. **M2** – More transit service between primary destinations in Santa Cruz County.
- Provide service between Capitola Mall and Cabrillo.
 - Expand transit service to new residential and commercial areas in Watsonville.
 - Improve north - south transit connections (ex. Soquel Ave/Drive \ to coastal communities).
 - Support for an integrated transit network, which includes transit services on a dedicated transit facility on the rail right-of-way consistent with Unified Corridor Investment Study.
 - Provide single trip service.
33. **M2** - More transit service to facilities providing medical, health and other social services.
- Provide transit service to medical facilities.
 - Provide medical, health, and social services within the existing transit service area.
34. **M2** - Access to transportation services on all holidays.
- Provide regular Santa Cruz Metro service on holidays.
 - Support taxi voucher programs.
 - Support volunteer transportation services.
35. **M2** - Easier and faster transit trips system wide.
- Enhance connections through increasing the span and frequency of service.
36. **M2** - Faster run times on transit routes.
- Investigate opportunities for transit priority lanes and signal priority.

- Pursue right turn pockets for bypass lanes for buses service and transit priority on Soquel Ave/Drive and Freedom consistent with the Unified Corridor Investment Study.
 - Consider direct services between more locations, reducing need for transfers.
37. **M2** - Intra-community service in Santa Cruz County communities.
- Develop San Lorenzo Valley circulator.
 - Develop Scotts Valley circulator.
 - Investigate need for intra-community and neighborhood transit services
 - Consider partnerships with ride-hail and/or taxi services for first/last mile connections.
38. **L2** - Transit service to major tourist destinations.
- Provide transit service to Waddell Creek and North Coast and Highway 17 direct service to Boardwalk on weekends.
39. **L2** - Commuter transit service.
- Extend Highway 17 service to Watsonville, or improve connections between Watsonville-Santa Cruz service and Highway 17 service.
 - Provide faster commute option for transit riders between SLV and Santa Cruz.
40. **L3** - Special event services.
- Establish program to coordinate with Santa Cruz Visitor Center and partner agencies to provide special event services.

Transit Capital

41. **M1** – Bus stops.
- Provide ADA compliant bus stops.
 - Prioritize bus stop improvements and shelter replacement based on high usage by seniors and people with disabilities.
 - Install braille and raised numbers on bus signage at bus stops indicating which bus routes are being offered at each stop (or a technology-based way finding alternative).
 - Provide the ability to lower the height of braille for wheelchair access.
 - Provide benches at bus stops
42. **M1** – Maintenance of existing transit facilities.
- Support funding for maintenance of bus stops, parking lots, transit centers, buildings.

43. **H1** – Bus replacement: Replace buses beyond useful life as needed including buses, including buses providing rural service.
- Support funding for transit capital improvements.
 - Support funding for electric vehicle bus replacements and electric vehicle charging stations.
44. **H1** - Transit station improvements.
- Investigate options for renovation or redevelopment of Santa Cruz Metro Center.
 - Coordinate improvements to Capitola Transit Center with Capitola Mall ownership.
45. **H2** - Faster transit travel times.
- Installation of transponders on all buses for signal priority on major corridors improving traffic flow, reducing travel time, and improving on-time performance.
 - Support and seek funding for bus on shoulder on Highway 1.
46. **H1** – Dedicated transit facilities.
- Right-of-way improvements and stations along Santa Cruz Branch Rail Line if a bus rapid transit (BRT) or rail service is developed consistent with the Unified Corridor Investment Study.
 - Multimodal transfer facilities at stations along the Santa Cruz Branch Rail Line if BRT or rail service is developed.
47. **H3** - New equipment to assist with real-time operations, security, scheduling and planning.
- Automated Vehicle Location (AVL) System to provide better monitoring of on-time performance and more accurate data reporting.
 - Automatic Passenger Counting (APC) system to make mandatory reporting more efficient and improve data for service planning.
 - Install audio and video surveillance system for all buses.
 - Install audio and video surveillance system for all buses
 - Electronic fare payment for more convenient payment options and to speed up boarding.
 - Modernize planning and scheduling software for more efficient service planning and better community outreach.
48. **M3** – More multimodal connections to transit.
- Construct park and ride lots in strategic locations along inter-city routes that lack adequate feeder service.

- Bike lockers and/or bike share stations at key locations to facilitate first/last mile of travel.

49. **M3** - Wifi expansion on buses.

- Install wifi equipment at all facilities and on all buses.
- Partner with private companies to provide wifi.

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TO: Elderly and Disabled Transportation Advisory Committee

FROM: Amanda Marino, Transportation Planner

RE: Elderly and Disabled Transportation Advisory Committee (E&D TAC) New Member Appointments

RECOMMENDATION

RTC staff recommends that the E&D TAC recommend that the RTC appointment new members and member alternate positions to fill vacancies on the E&D TAC.

BACKGROUND

Seats on the Elderly & Disabled Transportation Advisory Committee (E&D TAC) correspond to City and Supervisorial District seats on the Regional Transportation Commission (RTC). Commissioners may nominate individuals for Committee and RTC consideration. In early December, RTC staff conducted public outreach regarding vacant seats on the Bicycle Advisory Committee, Measure D Oversight Committee, and the Elderly and Disabled Transportation Advisory Committee.

DISCUSSION

Based on the public outreach, interest was expressed by four individuals and resulting in four applications received for the Elderly & Disabled Transportation Advisory Committee. In an effort to accommodate all interested applicants, staff recommends new positions noted as *pending* in the attached roster ([Attachment 1](#)). The applicants include **Tara Ireland, Kirk Ance, Eileen Wagley, and Rick Chace** with their full applications in the same order in [Attachment 2](#).

In addition, there are vacancies for the member and alternate positions representing Social Service Provider – Senior (County) and Social Service Provider – Disabled (County). Staff is working to recruit applicants to fill vacancies and welcomes recommendations from Commissioners. The application and more information about the Committee are available on the RTC webpage.

RTC staff recommends that the E&D TAC recommend that the RTC appoint new members and member alternate positions to fill vacancies on the E&D TAC as shown in [Attachment 1](#).

SUMMARY

The Elderly & Disabled Transportation Advisory Committee (E&D TAC) functions best when all committee membership and alternate positions are filled. Four individuals have expressed interest in joining the E&D TAC. Staff recommends that new member and alternate positions be filled as shown (see [Attachment 1](#) for current roster).

Attachment 1: February 2021 E&D TAC Roster
Attachment 2: Member Applications Form



Santa Cruz County Regional Transportation Commission
ELDERLY & DISABLED TRANSPORTATION ADVISORY COMMITTEE (E&D TAC)
SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC)

Membership Roster
February 2021
 (Membership Expiration Date)

Members	Representing	Alternate
Clay Kempf (2022)	Social Services Provider - Seniors	Patty Talbot (2022)
vacant	Social Services Provider - Seniors (County)	vacant
Alex Weske (2023)	Social Service Provider - Disabled	vacant
vacant	Social Service Provider - Disabled (County)	vacant
Tara Ireland (Pending)	Social Service Provider - Persons of Limited Means	vacant
Lisa Berkowitz (2022)	CTSA (Community Bridges)	vacant
Kirk Ance (Pending)	CTSA (Lift Line)	Jesus Bojorquez (2022)
Eileen Wagley (Pending)	SCMTD (Metro)	Daniel Zaragoza (2022)
Michael Pisano (2023)	Potential Transit User (60+)	Patricia McVeigh (2023)
Caroline Lamb (2023)	Potential Transit User (Disabled)	Rick Chace (Pending)

Supervisory District Representatives		
Members	Representing	Alternate
Janet Edwards, Vice Chair (2023)	1st District (Koenig)	Phil Kipnis (2023)
Paul Elerick (2023)	2nd District (Friend)	vacant
Veronica Elsea, Chair (2022)	3rd District (Coonerty)	vacant
Martha Rubbo (2023)	4th District (Caput)	Patricia Fohrman (2023)
Deborah Benham (2022)	5th District (McPherson)	Ed Hutton (2023)

Staff: Amanda Marino, Regional Transportation Commission

COMMITTEE APPOINTMENT APPLICATION

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

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

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

PLEASE TYPE OR PRINT CLEARLY

Name: Tara Ireland

Home address: [REDACTED]

Mailing address (if different): _____

Phone: [REDACTED]

E-mail: [REDACTED]

Length of residence in Santa Cruz County: 17 years

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

ED&TAC

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

I have served on the ED&TAC Commission for the last 2 years. In addition I serve on various Volunteer Center of Santa Cruz County Committees.

Relevant Work or Volunteer Experience

Organization	Town or Address	Position	Dates
Volunteer Center of Santa Cruz County	1740 17th Ave. Santa Cruz, CA 95062	Senior Programs Manager	5/2015- Current
City of Santa Cruz Parks and Recreation	323 Church Street Santa Cruz, CA 95060	Special Classes Coordinator	11/2009- 6/2014

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

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

Tara E. Ireland
Signature

January 13, 2021
Date

How did you learn about this opportunity?

☐ newspaper
☐ radio
☐ internet

☐ flyer
☐ friend/family member
☐ other

Return Application to:

SCCRTC
Elderly & Disabled Transportation Advisory Committee
1523 Pacific Avenue
Santa Cruz, CA 95060
fax: 460-6178 email: gblakeslee@sccrtc.org

Questions or Comments: (831) 460-3200

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



January 22, 2021

Dear Committee Members,

Over the last few years it has been my honor to serve on the ED&TAC Committee representing the Volunteer Center of Santa Cruz County, Transportation/Grocery Shopper Program.

In 2020 we modified the Transportation Program to meet the needs of seniors during the pandemic and created the Grocery Shopper Program so that seniors could shelter in place and receive volunteer grocery support from their previous volunteer drivers. The program has been a huge success and continues to grow.

I would like the opportunity to continue to serve on the ED&TAC Committee. My position at the Volunteer Center and as a direct service provider for our senior and disabled population allows me to provide a unique perspective on behalf of this often under represented segment of our community. I would like to continue to represent and share this perspective by continuing to serve on the ED&TAC Committee.

Sincerely,

Tara Ireland
Volunteer Center
Senior Programs Manager

Connecting our community for good through our 19 programs at locations throughout Santa Cruz County.
www.scvolunteercenter.org | info@scvolunteercenter.org | 831-427-5070



COMMITTEE APPOINTMENT APPLICATION

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

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

PLEASE TYPE OR PRINT CLEARLY

Name: *Kirk Ance*

Home address: [REDACTED]

Mailing address (if different): [REDACTED]

Phone: [REDACTED]

E-mail: [REDACTED]

Length of residence in Santa Cruz County: *32 Years*

Position(s) I am applying for: *E&D TAC Member*

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

I have been an E&D TAC Member for over nine years.

Relevant Work or Volunteer Experience

Organization	Town or Address	Position	Dates
Community Bridges/ Lift Line (CTSA)	Watsonville	Director Current Position	1998 to Current

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

I would like to remain on this committee to continue my support for the elderly and disabled residents. My qualifying experience is that I have worked for the Santa Cruz County CTSA (Lift Line) for over 22 years and understand transportation and it's needs for the elderly and disabled.

My accomplishments on the committee have been being part of a group that makes decision and moves things forward on behalf of the elderly and disabled in a positive and dedicated manner. Also reaching out and meeting unmet needs such as adding to the out of county transportation program and adding a new same day rides program.

The committee's endeavors that most interest me are all of them however I have the most knowledge with transportation.

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


Signature

1/26/21
Date

Return Application to: SCCRTC
Elderly & Disabled Transportation Advisory Committee
1523 Pacific Avenue
Santa Cruz, CA 95060
fax: 460-6178 email: gblakeslee@sccrtc.org

Questions or Comments: (831) 460-3200

COMMITTEE APPOINTMENT APPLICATION

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

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

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

PLEASE TYPE OR PRINT CLEARLY

Name: EILEEN WAGLEY

Home address: [REDACTED]

Mailing address (if different): [REDACTED]

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

E-mail: [REDACTED]

Length of residence in Santa Cruz County: 22 YEARS

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

☒ METRO REPRESENTATIVE ☐

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

Relevant Work or Volunteer Experience

Organization	Town or Address	Position	Dates
SANTA CRUZ METRO TRANSIT DISTRICT	110 VERNON ST SANTA CRUZ CA 95060	PARATRANSIT ELIGIBILITY COORDINATOR	DEC 2000 TO PRESENT

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

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


Signature

01-14-2021
Date

How did you learn about this opportunity?

☐ newspaper
☐ radio
☐ internet

☐ flyer
☐ friend/family member
☒ other *APPOINTED BY METRO
TO FILL METRO VACATED POSITION.*

Return Application to:

SCCRTC
Elderly & Disabled Transportation Advisory Committee
1523 Pacific Avenue
Santa Cruz, CA 95060
fax: 460-6178 email: gblakeslee@sccrtc.org

Questions or Comments: (831) 460-3200

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SCRTC E&D TAC
APPLICATION STATEMENT
EILEEN WAGLEY
01-14-2021

I am currently working for Santa Cruz METRO as Paratransit Eligibility Coordinator. In this capacity, I process all applications for ADA paratransit and determine what accommodations METRO can provide to its passengers.

METRO's mission is: *To provide a public transportation service that enhances personal mobility and creates a sustainable transportation option in Santa Cruz County through a cost-effective, reliable, accessible, safe, clean and courteous transit service.* One of E&D TAC's objectives is to determine first-hand the needs of our community's transit-dependent elderly and disabled persons. My appointment to this committee would be beneficial to the public that we both serve. Our agencies would be able to share information, suggestions, consider options, and cooperatively make informed decisions.

On a personal note, I have been a transit rider my whole life. Born and raised in Cleveland, Ohio, I grew up riding Cleveland's RTA Route 22 from my west side working-class neighborhood to my job Downtown. Before COVID, I was a daily user of SCMTD's fixed route, particularly Routes 66 and 68.

I hold a Bachelor of Arts (Graduate 1984 Magna Cum Laude) from Kent State University, one of the most accessible and pedestrian-friendly campuses in the nation before required by the ADA.

I have worked for both the Johnson City (Tennessee) Medical Center's Director of Oncology and Salinas Valley Memorial Hospital's Director of Volunteer Services specializing in file management, federal reporting, staffing, in-service training and public information and marketing.

My public service history includes Kent State University's Career Planning and Placement Center and The University of Tennessee Department of Research and Technology Development and U.S. Depository / Map Library and I am a 2009 kidney donor to my sister, who, I am happy to say, is alive and well and living in Mansfield, Ohio.

COMMITTEE APPOINTMENT APPLICATION

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

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

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

PLEASE TYPE OR PRINT CLEARLY

Name: Rick Chace

Home address: [REDACTED]

Mailing address (if different): [REDACTED]

Phone: [REDACTED]

E-mail: [REDACTED]

Length of residence in Santa Cruz County: 25 Years

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

☒ Elderly & Disabled ☐ _____

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

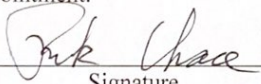
UCSC Transportation Assistant Manager
2014 To current

Relevant Work or Volunteer Experience

Organization	Town or Address	Position	Dates
UCSC University of California	Santa CRUZ Ca.	Manager over Para Transit 2 Bus Service	2014 to Current
Aptos Limousine	Aptos Ca.	owner/Manager	1996 to 1999

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

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


Signature

12-6-2020
Date

How did you learn about this opportunity?

☐ newspaper

☐ radio

☒ internet

☐ flyer

☐ friend/family member

☐ other

Return Application to: SCCRTC
Elderly & Disabled Transportation Advisory Committee
1523 Pacific Avenue
Santa Cruz, CA 95060
fax: 460-6178 email: gblakeslee@scrtc.org

Questions or Comments: (831) 460-3200

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Santa Cruz County Regional Transportation Commission

As a long-standing member of the Santa Cruz community, my experience qualifies me to join the Regional Transportation Commission's Citizen Advisory Committee. I have recently become a senior and have an extensive background in transportation.

Moving to Santa Cruz County in 1967, I remember how difficult it was to get around without bus service. In the early 1970's, the first Metro services started, and that changed and improved the lives of people without cars.

As a young man I went to Alaska to work on the Pipeline as a professional union truck driver, establishing a career in transportation. I returned to Santa Cruz County in 1986, attended Cabrillo College and UCSC, earned a counseling Credential, and worked for several years in the Santa Cruz area as a counselor.

In the mid 1990's, I returned my focus back to transportation as owner/ operator of Aptos Limousine & Transportation, a Santa Cruz County based charter and airport transportation company. The company then merged with West Coast Limousines & Sedans, where I worked as a manager.

I then worked as a manager for San Jose International Airport in the shuttle department. I have been at my current position at UCSC since 2013, working as an Assistant Transportation Manager. My job responsibilities include managing University bus Services and coordinating transportation of disabled staff and students.

I believe that my diverse background as a transportation professional gives me an excellent perspective on understanding my community's current transportation issues as well and future needs. I would be an asset as a committee member, and I look forward to hearing from you.

Sincerely

Rick Chace

[REDACTED]

[REDACTED]

[REDACTED]

TO: Elderly and Disabled Transportation Advisory Committee
FROM: Amanda Marino, Transportation Planner
RE: Pedestrian Projects Ad-hoc Subcommittee Liaison Appointment

RECOMMENDATION

RTC staff recommends that the E&D TAC recommend approval of the appointment of five liaisons to serve as a point of contact for local jurisdictions to communicate pedestrian needs and concerns.

BACKGROUND

In a presentation to the Interagency Technical Advisory Committee (ITAC) on October 22, 2020, the Pedestrian Projects Ad-hoc Subcommittee illustrated examples of intersection designs that present challenges to pedestrians as well as features that worked well. The Subcommittee prepared a list of questions for project sponsors in order to better understand how decisions are made and where there are opportunities for input on intersection design. The goal of this presentation was to start a dialog to establish possible routine collaboration to include pedestrian needs and concerns in the early design and planning phases for intersection modification.

DISCUSSION

The intent of the liaison is to establish processes which incorporate input from pedestrians, including the Pedestrian Projects Ad-hoc Subcommittee, early in project development. The appointed liaison will be aware of upcoming projects and maintain regular contact with each jurisdiction, thereby permitting earlier responses to capital projects. The liaisons will also assist in the follow-up of items brought to attention by members of the public using the RTC's pedestrian hazard report forms. The liaison is expected to make contact with the local jurisdiction when needed and will not require a regular meeting schedule.

SUMMARY

The Pedestrian Projects Ad-hoc Subcommittee is requesting that the E&D TAC recommend approval to create liaison positions in order to increase awareness of capital projects and communication with local jurisdictions. Once approved, committee members will be asked to volunteer to fill the liaison positions.

AGENDA: February 9, 2021

TO: SCCRTC Elderly & Disabled Transportation Advisory Committee
FROM: Tommy Travers, Transportation Planner
RE: City of Santa Cruz Article 8 Transportation Development Act Allocation Request

RECOMMENDATION

Staff recommends that the Elderly & Disabled Transportation Advisory Committee (E&D TAC) recommend to the Regional Transportation Commission approval of the City of Santa Cruz's Article 8 Transportation Development Act allocation claim for the Pacific Avenue Sidewalk project

BACKGROUND

Each year the Regional Transportation Commission allocates Article 8 Transportation Development Account (TDA) funds to local jurisdictions for bikeway and pedestrian projects. TDA funds allocated to a local jurisdiction may be rolled over from one fiscal year to the next. There are sufficient TDA Santa Cruz funds not yet allocated to a project. TDA claims with pedestrian components must be reviewed by Elderly & Disabled Transportation Advisory Committee and those with bicycle amenities must be reviewed by the Bicycle Advisory Committee (BAC) prior to approval by the Regional Transportation Commission.

DISCUSSION

The City of Santa Cruz submitted a letter ([Attachment 1](#)) and TDA Claim ([Attachment 2](#)) requesting \$50,000 in new allocations to the Pacific Avenue Sidewalk project. This funding will cover anticipated cost increases for the project which is funded by the city's Measure D local funds and the Regional Surface Transportation Program Exchange, approved by the RTC in 2017. The project is located between Front and Second streets, near the two roundabouts on Pacific Avenue. Pedestrians currently travel in the street, behind diagonally parked cars. The project will result in an accessible sidewalk, parallel parking, and a bike lane. A storm water ponding problem will also be resolved with a new drain extension to improve access and safety of all users. Construction is planned to begin in March.

Staff recommends that the E&D TAC recommend that the Regional Transportation Commission approve the City of Santa Cruz's allocation TDA claim request in the amount of \$50,000 for the Pacific Avenue Sidewalk project. The project is consistent with the RTC's Regional Transportation Plan.

SUMMARY

The City of Santa Cruz is requesting a TDA Article 8 allocation towards the Pacific Avenue Sidewalk project. Staff recommends that the Committee recommends that the Regional Transportation Commission approve the City of Santa Cruz's allocation request.

Attachments:

1. City of Santa Cruz Article 8 TDA Allocation Request Letter
2. TDA Claim Form

RECEIVED
SCCRTC

2020 NOV 17 PM 3:33

PUBLIC WORKS DEPARTMENT
809 Center Street, Room 201, Santa Cruz, CA 95060 • 831 420-5160 • Fax: 831 420-5161

November 5, 2020

Mr. Guy Preston
Santa Cruz County Regional Transportation Commission (RTC)
1523 Pacific Avenue
Santa Cruz, CA 95060

RE: City of Santa Cruz – FY 2020-21 TDA Article 8 Allocation Request

Dear Mr. Preston:

Please accept this letter as a FY 2020-21 TDA Article 8 allocation request for the following projects:

Bikeway Striping and Minor Improvements \$40,000

Pacific Avenue Sidewalk, Between Front and Second \$50,000

The Pacific Avenue Sidewalk project provides additional funding for the City's RSTPx and Measure D funded project (\$400,000) in anticipation of construction cost increases. The project constructs a new sidewalk on Pacific Avenue in the Beach Area by replacing diagonal parking with parallel parking, and also extending the bike lane. This improves safety for pedestrians and bicyclists. A storm drain will be extended to eliminate a ponding problem that impacts all road users. The Bikeway Striping project is our annual request to maintain and improve the bikeway system.

As with all City claims, the City will commit to maintain any facilities provided with these funds for 20 years and will prepare all necessary environmental review for these projects. All of the projects above are consistent with the City's Active Transportation Plan and the RTC's Regional Transportation Plan.

Please call me at 420-5422 if you have any questions or need additional information.

Sincerely,

Christophe J. Schneider
Assistant Public Works Director/City Engineer

Attachments: Claim Forms

cc: Transportation Manager (JB)
Finance Department (NG)

**Transportation Development Act (TDA) – Local Transportation Funds
CLAIM FORM
for Bike/Ped Projects**

*If you have any questions about this claim form or would like an electronic copy of the form,
please contact the Santa Cruz County Regional Transportation Commission at 460-3200.*

Project Information

1. Project Title: Pacific Avenue Sidewalk between Front and Second (Supplemental Funding)
2. Implementing Agency: City of Santa Cruz
3. Sponsoring Agency (if different) – must be a TDA Eligible Claimant:
4. TDA funding requested this claim: \$50,000
5. Fiscal Year (FY) for which funds are claimed: FY 20-21
6. General purpose for which the claim is made, identified by the article and section of the Act which authorizes such claims: Article 8 Bicycle and/or Pedestrian Facility
7. Contact Person/Project Manager: _Chris Schneider, Assistant Director/City Engineer
Telephone Number: 831-420-5422 E-mail: cschneider@cityofsantacruz.com

Secondary Contact (in event primary not available): Nathan Nguyen, Senior Professional Engineer
Telephone Number: 831-420-5188 E-mail: nnguyen@cityofsantacruz.com
8. Project/Program Description/Scope (use additional pages, if needed, to provide details such as work elements/tasks):

The project constructs new sidewalk, extends the bike lane and installs a storm drain on Pacific Avenue in the Beach Area, near the Wharf Roundabout. Currently pedestrians walk in the street behind diagonally parked cars. The parking will be realigned to be parallel to the new sidewalk which will also allow the bike lane to be extended and improve safety for both transportation modes. A storm water ponding problem will be resolved with the new storm drain extension and improve access and safety for all transportation users.

The project is primarily funded by RSTPx and the City's Measure D funds. This TDA allocation will assist with anticipated construction cost increases.

9. Number of people to be served/anticipated number of users of project/program:

Benefits all users in the Beach Area as it serves a major recreational area; the Sanctuary Center, Boardwalk, Beaches and West Cliff.

10. Project Location/Limits (attach a map and/or photos if available/applicable, include street names):

The project is on the east side of Pacific Avenue between Front Street and Second Avenue, just north of the Wharf Roundabout.

11. Justification for the project. (Why is this project needed? Primary goal/purpose of the project; problem to be addressed; project benefits; importance to the community):

Pedestrian and Bicycle safety improvements. The project is identified in the City's ATP, CIP and identified in the Beach/South of Laurel Plan. All which have received extensive public input.

12. Consistency and relationship with the 2040 Regional Transportation Plan (RTP) – please reference Project or Policy:

Project: SC-50, Pacific Ave Sidewalk.

Plan Goals and Targets: 1A, 1Bi, 1Bii, 1Dii, 1E, 1F, 2A, 3C

13. Measures of performance, success or completion to be used to evaluate project/program:

Proven crash reduction countermeasures will be constructed. Long term crash analysis conducted via Annual Traffic Safety Report.

14. Impact(s) of project on other modes of travel, if any (ex. parking to be removed):

Five parking spaces will be removed from changing the diagonal parking to parallel parking. Adequate parking exists in the area per the City's coastal inventory baseline. The transit stop is unaffected with the project. The Zoning Administrator has approved the notice of exemption and the coastal permit.

15. Project Cost/Budget, including other funding sources, and Schedule:

Capital Projects – OR ATTACH PROJECT BUDGET

Project Start Date: September 2020

	Planning	Environ- mental	Design/ Engineering	ROW	Construction	Other *	Contingency	Total
SCHEDULE (Month/Yr) Completion Date			Sept 2020		Jan-June 2021			
Total Cost/Phase			\$25,000		\$425,000			\$450,000
TDA Requested (this claim)			\$0		\$50,000			\$50,000
Prior TDA:			\$0		\$0			\$0
Source 3: RSTPx					\$250,000			\$250,000
Source 4: CityMeas. D			\$25,000		\$125,000			\$150,000

*Please describe what is included in "Other":

16. Preferred Method and Schedule for TDA fund distribution, consistent with the RTC Rules and Regulations (a. 90% prior to completion/10% upon completion; or b. 100% after completion):

100% after completion

17. TDA Eligibility:

	YES?/NO?
A. Has the project/program been approved by the claimant's governing body? Attach resolution to claim. (If "NO," provide the approximate date approval is anticipated.)	Yes
B. Has this project previously received TDA funding?	No
C. For capital projects, have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency for the next 20 years?	Yes
D. Has the project already been reviewed by the RTC Bicycle Committee and/or Elderly/Disabled Transportation Advisory Committee? (If "NO," project will be reviewed prior to RTC approval).	Yes
E. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: http://www.dot.ca.gov).	Yes

Documentation to Include with Your Claim:

All Claims

- X A letter of transmittal** addressed to the SCCRTC Executive Director that attests to the accuracy of the claim and all its accompanying documentation.
- X Resolution from the TDA Eligible Claimant** indicating its role and responsibilities.

Article 8 Bicycle/Pedestrian Claims

- X Evidence of environmental review for capital projects: Exempt**

Local Agency Certification:

I certify that the information provided in this form is accurate and correct. I understand that if the required information has not been provided this form may be returned and the funding allocation may be delayed.

Signature _____ Title: _____ Date: _____

This TDA Claim Form has been prepared in accordance with the SCCRTC's Rules and Regulations, and Caltrans TDA Guidebook (<http://www.dot.ca.gov/hq/MassTrans/State-TDA.html>).

\\10.10.10.11\shared\GRANTS\TDA\TDAClaimFormBikePed.doc

AGENDA: February 09, 2021

TO: Elderly and Disabled Transportation Advisory Committee (E&D TAC)

FROM: Amy Naranjo, Transportation Planner
Rachel Moriconi, Senior Transportation Planner

RE: Draft Constrained Project List and Financial Element for 2045 Regional Transportation Plan

RECOMMENDATIONS

Staff recommends the Elderly and Disabled Transportation Advisory Committee review and provide input on the draft constrained project list (Action Element) and draft funding forecasts (Financial Element) ([Attachments 1 and 2](#)) for inclusion in the 2045 Santa Cruz County Regional Transportation Plan (RTP) and Metropolitan Transportation Plan (MTP), and for evaluation in the program-level Environmental Impact Report (EIR).

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) - Sustainable Communities Strategy (SCS) for the Monterey Bay region (Santa Cruz, Monterey and San Benito counties). The RTP is the state-mandated long range, 20+ year transportation plan and the MTP-SCS is the federally-mandated long range transportation plan. The Sustainable Communities Strategy (SCS) is required by Senate Bill 375 to show how per capita vehicle miles traveled and associated greenhouse gas emissions will be reduced. Projects are required to be included in an RTP and/or MTP-SCS to receive certain transportation funds. The last updates of the RTP and MTP-SCS were completed in 2018. The 2045 plans are minor updates and are scheduled to be approved in June 2022.

The RTP and MTP-SCS 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 is reasonably expected to be available (Financial Element).

The Policy Element ([Attachment 3](#)) for the 2045 RTP was approved by the RTC in February 2020 after review and input by the RTC advisory committees.

DISCUSSION

Financial Element

Based on information provided by local agencies, recent revenue forecasts and state and federal transportation funding trends, the Association of Monterey Bay Area Governments (AMBAG) and RTC staff have prepared the draft financial estimates for the 2045 RTP and MTP-SCS. The financial estimates shows how much local, state and federal funding will be reasonably available for the transportation projects. A summary of the \$5 billion in funding anticipated to be available for transportation projects in Santa Cruz County from 2020-2045 is attached ([Attachment 1](#)). Over 90% of the funds (including approximately \$500 million in Measure D revenues) are restricted for use by specific agencies or for certain types of projects. Of the restricted funds, approximately \$1.5 billion in Federal Transit Administration and local funds, are restricted to public transit; \$1 billion (mostly State Highway Operation and Protection Program (SHOPP)) restricted to highway projects; and \$1.4 billion in local sales and gas taxes, developer fees, and general funds that cities and the County decide how to use. The funding estimates include only \$375 million in flexible, discretionary state and federal grant fund sources. The RTC has discretion over about \$7 million per year (from a combination of State Transportation Improvement Program (STIP), Regional Surface Transportation Program Exchange (RSTPX), and Local Partnership Program (LPP) formula funds).

Action Element – Constrained Project List

The Action Element component of the RTP includes a list of transportation needs through 2045. The Action Element includes projects and programs needed to operate, maintain and improve the transportation system in Santa Cruz County. For example:

- Highway, local road, bicycle, pedestrian, transit, goods movement, transportation demand management and transportation system management projects and programs;
- Operations and maintenance of existing transportation facilities – such as bridges, pavement, sidewalks and public buses;
- Projects local agencies identified through their own planning processes;
- Projects identified by members of the RTC advisory committees, public and public interest groups;
- Projects resulting from a Complete Street Needs Assessment.

The RTC considered the draft list of transportation needs for Santa Cruz County in September 2020. The complete cost of transportation needs in Santa Cruz County is currently estimated to be approximately \$9 billion over the 25-year timeframe of the 2045 RTP. Approximately \$5 billion in revenues from local, state and federal sources, including Measure D funds, are reasonably anticipated to be available for

transportation in Santa Cruz County for the 25-year timeframe. Given the gap between the cost to operate, maintain, and improve the transportation system in Santa Cruz County 2020 through 2045 (\$9 billion) and projected revenues (\$5 billion over that same timeframe), the project list for the RTP must be divided into a “constrained” list (projects or portions of projects that could be implemented with foreseeable revenues through 2045) and “unconstrained” list (projects that could be funded if new revenues, above and beyond projections, are generated).

The project list undergoes various levels of review and analysis. These reviews include:

1. Evaluation of how well projects will advance the goals of the 2045 RTP, which were approved by the RTC in February 2020;
2. Analysis to ensure that the project list addresses “complete streets” needs for Sustainable Communities Strategy (SCS);
3. Analysis of land use and transportation scenarios to see how well they achieve the Sustainable Communities Strategy/Greenhouse Gas Reduction Targets;
4. Financial constraint analysis, considering funding constraints, project schedules, and annual revenue projections.

Ultimately, the constrained project list should reflect the priority projects that will most help the region advance the RTP goals and performance measures. RTC staff, in working with project sponsors, has developed recommendations for which projects should be included in the financially constrained project list ([Attachment 2](#)). Additional input will be sought from the public, RTC Advisory Committees, and the RTC. While not currently included, the project list and financial forecasts may also be updated to reflect the RTC’s action on the Transit Corridor Alternatives Analysis (TCAA). The mix of transportation projects proposed for the final constrained list strives to advance the targets ([Attachment 3](#)) through the 2045 timeframe with emphasis on maintenance and improving transportation options that reduce vehicle miles traveled, reduce greenhouse gas emissions and support active modes of transportation.

Staff recommends that the Elderly and Disabled Transportation Advisory Committee review and provide input on the draft financial forecasts ([Attachment 1](#)) and the “constrained” project list ([Attachment 2](#)) that identifies projects that could be funded with projected revenues (2020-2045) for inclusion in the 2045 Santa Cruz County Regional Transportation Plan, the 2045 Metropolitan Transportation Plan - Sustainable Communities Strategy and corresponding Environmental Impact Report (EIR).

NEXT STEPS

- February 2021 – Bicycle Committee and Elderly and Disabled Transportation Advisory Committee (E&D TAC) review of draft constrained project list
- March 2021 – RTC approve draft constrained project list and financial estimates
- March 2021 - AMBAG board approval of the constrained project list, which will determine the transportation projects that will undergo program-level environmental review for the RTP and MTP-SCS.
- December 2021 - The draft RTP, MTP and EIR released for public review.
- June 2022 - Final RTP scheduled to be approved by the RTC and MTP-SCS approved by AMBAG.

SUMMARY

RTC staff has prepared funding projects and a preliminary draft constrained project list for the 2045 Santa Cruz County Regional Transportation Plan. The project list will also be included in the tri-county AMBAG region 2045 Metropolitan Transportation Plan – Sustainable Communities Strategy and undergo program-level environmental review. Staff recommends that the Elderly and Disabled Transportation Advisory Committee provide input on the financial element and constrained project list for the 2045 plans.

Attachments:

1. Draft Financial Element
2. Preliminary Draft Constrained Project List for the 2045 Regional Transportation Plan (RTP) and 2045 Metropolitan Transportation Plan – Sustainable Communities Strategy
3. Goals, Policies and Targets for the 2045 Santa Cruz County Regional Transportation Plan

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RTP/MTP Financial Element: Santa Cruz County

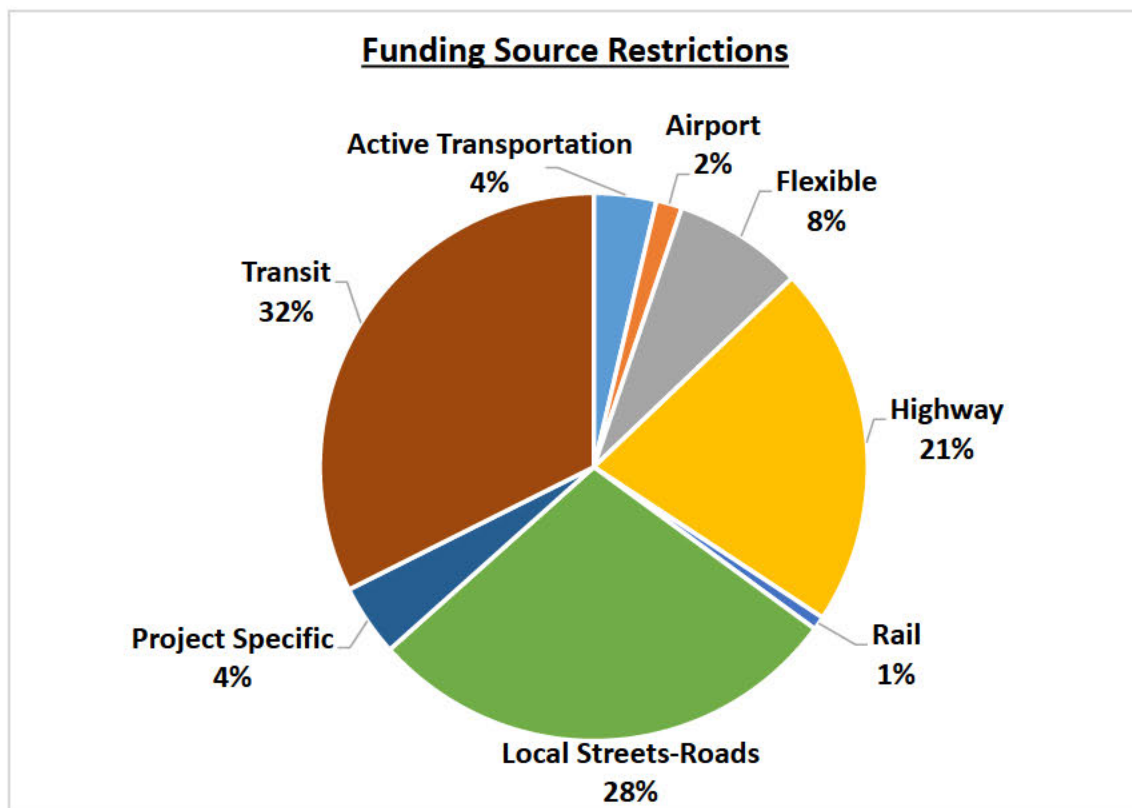
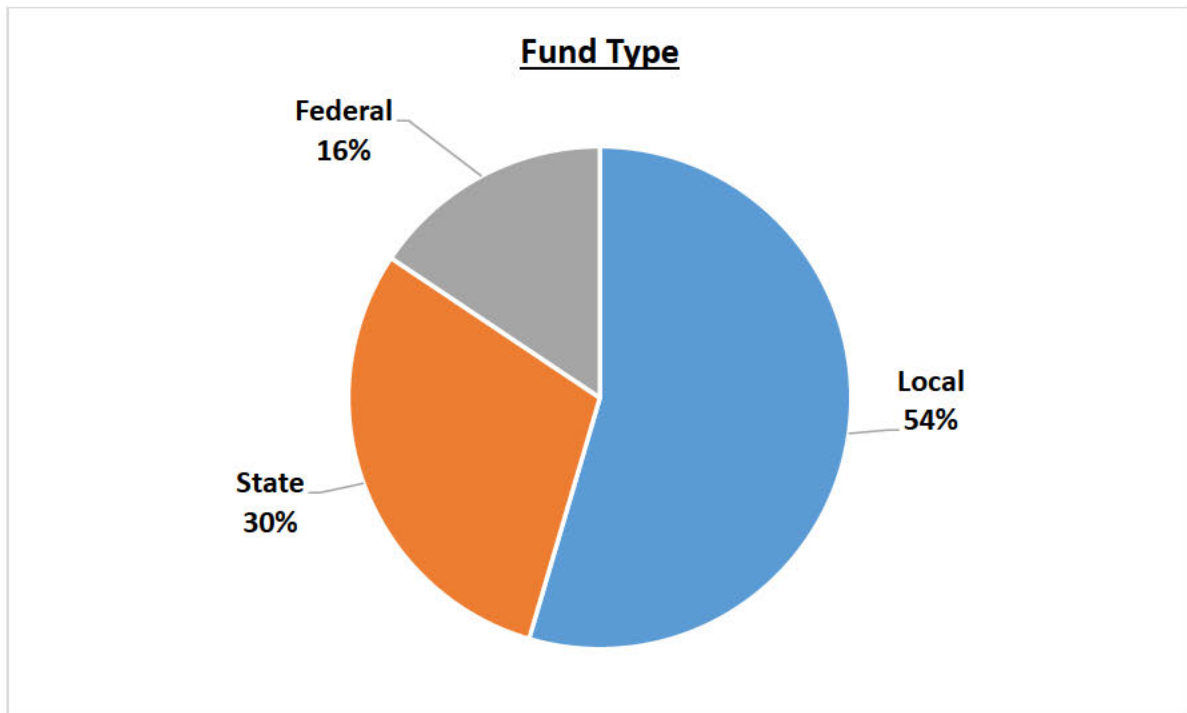
Index no.	REVENUE SOURCES (all figures in 1000's)	Funding Uses	Base Year 2020/21	25 Year Not Escalated
1.01SC	City Sales Taxes Used on Transportation	Local Streets-Roads	\$1,950	\$48,750
1.02SC	City/County Developer Fees	Local Streets-Roads	\$1,400	\$35,000
1.03SC	City/County General Funds for Transportation Projects	Local Streets-Roads	\$12,350	\$308,750
1.04SC	Non-Profit, Member Fees, Sponsorships, Private Donations	Project Specific	\$575	\$14,375
1.05SC	Gas Tax (HUTA) or Gas Tax Replacement	Local Streets-Roads	\$10,350	\$258,750
1.06SC	RMRA Local Gas Tax	Local Streets-Roads	\$7,469	\$186,725
1.08SC	LiftLine Specialized Transportation - Non-TDA revenue	Transit	\$550	\$13,750
1.09SC	Airport Revenues	Airport	\$2,800	\$70,000
1.10SC	MTC Contribution to Hwy 17 Safety Project (Santa Cruz County)	Project Specific	\$50	\$1,250
1.12SC	Regional Developer Fees / Property Taxes	Flexible	\$0	\$0
1.13SC	Regional Vehicle Registration Fee (VRF)	Local Streets-Roads	\$2,000	\$38,000
1.14SC	Transit Fares	Transit	\$10,000	\$250,000
1.15SC	Transit non-fare revenue	Transit	\$660	\$16,500
1.16SC	Transit fuel tax credit	Transit	\$400	\$10,000
1.17SC	Transit Sales Tax	Transit	\$21,588	\$539,700
1.18SC	Local Transportation Fund (LTF)/Transportation Devt Act (TDA)	Transit	\$10,000	\$250,000
1.19SC	UCSC Revenues & Fees (Santa Cruz County)	Project Specific	\$7,600	\$190,000
1.20SC	Vanpool Lease	Project Specific	\$0	\$0
1.21SC	Transportation Sales Tax: Measure D	Expenditure Plan	\$20,000	\$500,000
2.01SC	AB2766	Flexible	\$429	\$10,725
3.01SC	Airport Improvement Program match	Airport	\$7	\$175
3.02SC	California Aid to Airports Program	Airport	\$10	\$250
3.03SC	Freeway Service Patrol	Highway	\$250	\$6,250
3.04SC	Service Authority for Freeways and Expressways (SAFE)	Highway	\$258	\$6,450
3.05SC	SHOPP	Highway	\$26,000	\$650,000
3.06SC	RMRA SHOPP	Highway	\$10,620	\$265,500
3.07SC	State Transit Assistance (STA)	Transit	\$4,494	\$112,350
3.08SC	SB1 Competitive Programs (TCEP, SCCP, SB1 LPP Competitive)	Flexible	\$7,280	\$182,000
3.09SC	Transit and Intercity Rail Capital Program (TIRCP)	Transit	\$400	\$10,000
3.10SC	STA SB 1 State of Good Repair (SOGP)	Transit	\$761	\$19,025
3.11SC	STIP - Interregional Share	Highway/Rail	\$300	\$7,500

RTP/MTP Financial Element: Santa Cruz County

Index no.	REVENUE SOURCES (all figures in 1000's)	Funding Uses	Base Year 2020/21	25 Year Not Escalated
3.12SC	STIP - Regional Share	Flexible	\$3,000	\$75,000
3.13SC	Active Transportation Program (ATP)	Active Transportation	\$4,000	\$100,000
3.14SC	Low Carbon Transit Operations Program (LCTOP)	Transit	\$969	\$24,225
3.15SC	SB1 Local Partnership Program (SB1 LPP) Formula	Flexible	\$592	\$14,800
3.16SC	Affordable Housing & Sustainable Communities (AHSC)	Transit	\$400	\$10,000
3.17SC	CPUC Access For All Program	Transit	\$60	\$1,500
3.20SC	Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP)	Transit	\$600	\$15,000
4.01SC	Enhanced Mobility of Seniors and Individuals with Disabilities (5310)	Transit	\$115	\$2,875
4.02SC	State Planning (5304) (Competitive)	Transit	\$25	\$625
4.03SC	Metropolitan Planning (5303)	Transit	\$4	\$100
4.04SC	Rural Area Formula Program (5311)	Transit	\$173	\$4,325
4.05SC	Urbanized Area Formula Program (5307)	Transit	\$4,582	\$114,550
4.06SC	Small Transit Intensive Cities (5307c)	Transit	\$2,000	\$50,000
4.07SC	State of Good Repair Grants (5337)	Transit	\$2,250	\$56,250
4.08SC	Bus and Bus Facilities Formula Program (5339)	Transit	\$568	\$14,200
4.09SC	Bus and Bus Facilities Discretionary Program (5339b)	Transit	\$500	\$12,500
4.12SC	CARES 5311	Transit	\$23	\$575
5.01SC	BUILD	Flexible	\$400	\$10,000
5.02SC	Highway Bridge Program (HBP)	Local Streets-Roads	\$5,106	\$127,650
5.03SC	Highway Safety Improvement Program (HSIP)	Local Streets-Roads	\$1,400	\$35,000
5.04SC	Surface Transp. Block Grant (STBG) /Regl Surface Transp Pgm (RSTP)	Flexible	\$3,712	\$92,792
5.05SC	Federal Lands Access Program (FLAP)	Project Specific	\$7,000	\$7,000
5.06SC	FEMA/CALEMA/ER - Emergency Road Repair Funding	Local Streets-Roads	\$10,000	\$250,000
6.01SC	FAA Airport Improvement Program (AIP)	Airport	\$260	\$6,500
			\$208,290	\$5,027,242

2045 Regional Transportation Plan – Draft Financial Element

~\$5 Billion available over 25 years



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2045 Regional Transportation Plan (RTP) Project List

Preliminary Draft Constrained and Unconstrained Projects - Not Escalated

Projects listed by lead agency, in alphabetical order by project name. New projects added to the 2045 RTP have a check mark next to the project name.

Project IDs without the letter "P" in front of the number have been also included in the Regional Transportation Improvement Program.

"Constrained" represents amount of project cost that could be funded with revenues anticipated through 2045. While some projects have secured funding, this amount does not typically represent committed funds. "Unconstrained" represents amount of project cost that would need additional funding in order to be implemented.

			Costs in 2020 dollars.			% Project Cost By Active Mode		
Project Title	ID	Project Description/Scope	Project Costs 2020 - 2045			Bike	Ped	Transit
			Est Cost \$1,000's	Revenue Constrained	Unconstrained			
Bike Santa Cruz Co								
<input checked="" type="checkbox"/> 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. (est. \$120k/yr)	\$3,000	\$50	\$2,950	65	20	15
<input type="checkbox"/> 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)	\$2,500	\$250	\$2,250	50	50	0
Bike Santa Cruz Co Total Cost			\$5,500	\$300	\$5,200			

Caltrans

<input type="checkbox"/> 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).	\$962,500	\$276,100	\$686,400	0	0	0
<input checked="" type="checkbox"/> Countywide Highway Rumble Strips and Restriping	CT-P57	Install both centerline and edge line rumble strips and restripe with thermoplastic stripe routes 9, 1, 17, 25, 129 and 156 in SCZ and SB counties. Caltrans EA# 1M330	\$4,761	\$4,761	\$0	0	0	0

Project Title	ID	Project Description/Scope	Costs in 2020 dollars.			% Project Cost By Active Mode		
			Project Costs 2020 - 2045			Bike	Ped	Transit
			Est Cost \$1,000's	Revenue Constrained	Uncon- strained			
<input checked="" type="checkbox"/> CZU August Lightning Complex Fire Recovery	CT-P66	Remove fire debris, burned trees, replace guardrail, drainage systems, timber wall lagging, and signs on Routes 1, 9 and 236 at various locations. (EA#1M650)	\$14,800	\$14,800	\$0	0	0	0
<input type="checkbox"/> Highway Preservation (bridge, roadway, roadside)	CT-P45	Various SHOPP projects that address bridge preservation, roadway & roadside preservation and some mobility improvements. (Constrained=30% of cost to maintain). Includes repaving, culverts, etc.	\$778,390	\$268,000	\$510,390	0	0	0
<input checked="" type="checkbox"/> Hwy 1 Capital Maintenance (SR 9 to north of Western Drive)	CT-P74	Preserve pavement and replace 87 ADA ramps as needed.	\$10,400	\$10,400	\$0	0	0	0
<input checked="" type="checkbox"/> Hwy 1 Drainage Improvements	CT-P64	Rehabilitate drainage systems and lighting, install Transportation Management System (TMS) elements, pave areas behind the gore and construct Maintenance Vehicle Pullouts (MVPs) to reduce maintenance and enhance highway worker safety. Caltrans EA# 1K640 *SB1	\$16,554	\$16,554	\$0	0	0	0
<input checked="" type="checkbox"/> Hwy 1 Long Toed Salamander Mitigation	CT-P75	Long Toed Salamander mitigation partnering (Main St interchange in Watsonville to north of Larkin Valley Rd interchange)	\$2,800	\$2,800	\$0	0	0	0
<input type="checkbox"/> 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. Could be implemented as local lead project.	\$20,600	\$0	\$20,600	0	0	5
<input checked="" type="checkbox"/> Hwy 1 Replace Culverts	CT-P55	Safety updates to replace culverts. Caltrans EA# 1K0600	\$13,080	\$13,080	\$0	0	0	0
<input checked="" type="checkbox"/> Hwy 1 Roadside Safety	CT-P65	Rehabilitate drainage systems, enhance highway worker safety, replace lighting and install Transportation Management System (TMS) elements. Caltrans EA# 1J960 *SB1	\$24,021	\$24,021	\$0	0	0	0
<input type="checkbox"/> 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, benefiting multiple threatened and endangered species and resulting in a more resilient ecosystem and transportation corridor. Anticipated to be funded in-part by environmental resource/water grants. Partnership with Caltrans, CDF&W, RTC, RCD, Coastal Conservancy, and others.	\$45,500	\$10,000	\$35,500	0	0	0
<input checked="" type="checkbox"/> Hwy 1 Soquel Creek Scour Protection	CT-P56	Place Rock Slope Protection (RSP) to protect bridge foundation. Caltrans EA# 1H480	\$7,703	\$7,703	\$0	0	0	0
<input type="checkbox"/> Hwy 1/Harkins Slough Road Interchange: Bicycle/Pedestrian Bridge	WAT 01A	Construction of Pedestrian/Bicycle Bridge over Highway 1. Caltrans Project ID 05-1G490	\$15,800	\$15,800	\$0	50	50	0

Project Title	ID	Project Description/Scope	Costs in 2020 dollars.			% Project Cost By Active Mode		
			Project Costs 2020 - 2045			Bike	Ped	Transit
			Est Cost \$1,000's	Revenue Constrained	Uncon- strained			
<input checked="" type="checkbox"/> Hwy 129 Capital Maintenance	CT-P79	Preserve pavement, rehabilitate 6 drainage systems. (Salsipuedes Creek to Old Chittenden Road)	\$12,500	\$12,500	\$0	0	0	0
<input checked="" type="checkbox"/> Hwy 129 Paving, Sign Panels, Lighting, TMS Improvement	CT-P63	Rehabilitate pavement and lighting, replace sign panels, and install Transportation Management System (TMS) elements. Caltrans EA# 1J830 *SB1.	\$14,809	\$14,809	\$0	0	0	0
<input checked="" type="checkbox"/> Hwy 152 Corralitos Creek ADA	CT-P61	Construct accessible pathway, concrete barrier, retaining wall, curb, gutter and sidewalk to meet Americans with Disabilities Act (ADA) standards.Caltrans EA# 1F620	\$7,452	\$7,452	\$0	0	100	0
<input type="checkbox"/> 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	\$40,000	0	0	0
<input type="checkbox"/> 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	\$5,000	\$15,000	0	0	0
<input type="checkbox"/> 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	\$40,000	0	0	0
<input type="checkbox"/> 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	\$10,000	\$40,000	0	0	0
<input type="checkbox"/> 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	\$40,000	0	0	0
<input checked="" type="checkbox"/> Hwy 17 Capital Maintenance (SR 1 to Vine Hill School Road area)	CT-P78	Preserve pavement, upgrade median barrier, install 12 TMS	\$17,200	\$17,200	\$0	0	0	0
<input checked="" type="checkbox"/> Hwy 17 Drainage Improvements	CT-P73	Construct and install stormwater quality Best Management Practices (BMPs) and rehabilitate drainage systems.(Long Lead Project)	\$9,502	\$9,502	\$0	0	0	0
<input checked="" type="checkbox"/> Hwy 17 Jarvis Slide Rock Fence	CT-P58	Construct rock fence / barrier at Jarvis Slide. Caltrans EA#1K070	\$7,438	\$7,438	\$0	0	0	0
<input checked="" type="checkbox"/> Hwy 17 Paving	CT-P70	Grind pavement and place Hot Mix Asphalt (HMA), apply High Friction Surface Treatment (HFST), and contrasting surface treatment (south of Mt Hermon Road to 0.6 mile north of Glenwood Drive).	\$8,563	\$8,563	\$0	0	0	0
<input type="checkbox"/> Hwy 17 Wildlife Crossing	CT 33	Construct wildlife undercrossing north of Laurel Road (CT#1G260)	\$5,155	\$5,155	\$0	0	0	0

Project Title	ID	Project Description/Scope	Costs in 2020 dollars.			% Project Cost By Active Mode		
			Project Costs 2020 - 2045			Bike	Ped	Transit
			Est Cost \$1,000's	Revenue Constrained	Unconstrained			
<input checked="" type="checkbox"/> Hwy 236 Drainage and System Upgrades in Boulder Creek	CT-P80	Drainage System and TMS upgrades	\$13,400	\$13,400	\$0	0	0	0
<input checked="" type="checkbox"/> Hwy 236 Hazardous Tree Removal	CT-P67	Remove hazardous trees and fire debris near Boulder Creek, from Forest Drive to 2.2 miles south of Route 9. (EA#1M790)	\$15,625	\$15,625	\$0	0	0	0
<input checked="" type="checkbox"/> Hwy 236 Heartwood Hill Embankment Restoration	CT-P71	Construct retaining wall to stabilize slope, widen shoulder, repair pavement, improve drainage systems and install erosion control.	\$4,855	\$4,855	\$0	0	0	0
<input checked="" type="checkbox"/> Hwy 9 Capital Maintenance	CT-P76	Preserve pavement, rehabilitate 5 drainage systems, install 2 TMS. (El Solyo Heights in Felton to north of SR 1 in Santa Cruz)	\$26,400	\$26,400	\$0	0	0	0
<input checked="" type="checkbox"/> Hwy 9 Capital Maintenance North	CT-P77	Preserve pavement, reconstruct guardrail, rehabilitate 6 drainage systems. (Saratoga Toll Rd in Boulder Creek to SR 35/county line)	\$9,200	\$9,200	\$0	0	0	0
<input checked="" type="checkbox"/> Hwy 9 Felton Pedestrian Safety Improvements	CT 09	Construct pedestrian path on Route 9 from the San Lorenzo Valley (SLV) High School to the intersection of Graham Hill Rd/Felton-Empire, plus signage and crosswalk improvements between Kirby St and Graham Hill Road.	\$15,800	\$15,800	\$0	0	100	0
<input checked="" type="checkbox"/> Hwy 9 Hairpin Tieback at PM19.97	CT-P68	Construct Soldier Tieback Retaining Wall near Boulder Creek about 1.1 mile south of Junction 236/9.	\$7,630	\$7,630	\$0	0	0	0
<input checked="" type="checkbox"/> Hwy 9 PM 1.0 and 4.0 Viaduct	CT-P62	Construct sidehill viaducts, restore roadway and facilities, provide erosion control. Caltrans EA# 1K120	\$18,231	\$18,231	\$0	0	0	0
<input checked="" type="checkbox"/> Hwy 9 San Lorenzo River Bridge & Kings Creek Bridge Replacement	CT-P59	Replace bridges to maintain standards of safety and reliability. Caltrans EA#1H470	\$23,210	\$23,210	\$0	0	0	0
<input type="checkbox"/> Hwy 9 SLV Corridor Projects	CT-P09	May be implemented by Caltrans or County of SC, in partnership with others. Implementation of priorities identified in the Complete Streets Corridor Plan. Includes improvements to increase safety and discourage speeding, updated and expanded bicycle and pedestrian facilities including shoulder widening, auto turn lanes and other auto circulation improvements, and transit improvements in SLV. SLV Complete Streets PID development efforts underway. Capital Cost Est. TBD - preliminary estimate \$100-150 million. \$10M Measure D. Some bike/ped elements also shown in CO-P46.	\$130,000	\$30,000	\$100,000	10	50	5
<input checked="" type="checkbox"/> Hwy 9 Upper Drainage and Erosion Control Improvements	CT-P60	Replace failed culverts systems and construct energy dissipaters. Caltrans EA# 1G950	\$12,557	\$12,557	\$0	0	0	0
<input checked="" type="checkbox"/> Hwy 9 Viaduct Wall Extension	CT-P54	Construct side hill viaduct extension with cutoff retaining wall, restore roadway and facilities, and install permanent erosion control.Caltrans EA# 1K060	\$6,910	\$6,910	\$0	0	0	0

Project Title	ID	Project Description/Scope	Costs in 2020 dollars.			% Project Cost By Active Mode		
			Project Costs 2020 - 2045			Bike	Ped	Transit
			Est Cost \$1,000's	Revenue Constrained	Uncon- strained			
<input type="checkbox"/> 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).	\$11,250	\$2,000	\$9,250	0	0	0
<input checked="" type="checkbox"/> Pedestrian Signals #2: Hwys 1 and 129	CT-P69	Install Accesible Pedestrian Signal (APS) push buttons, Countdown Pedestrian Signal (CPS) heads, pedestrian barricades, and crosswalk signage to improve pedestrian and bicycle safety. (Project in MON, SCR, SLO and SB counties, PPNO2628).	\$4,580	\$4,580	\$0	50	50	0
Caltrans Total Cost			\$2,489,176	\$952,036	\$1,537,140			

CHP - California Highway Patrol

<input checked="" type="checkbox"/> Hwy 1 Safety and Bus on Shoulder Enforcement	CHP-P04	Additional CHP enforcement and public education campaign when new bus on shoulder facilities operational (anticipate 4 years of enforcement).	\$250	\$250	\$0	0	0	50
<input type="checkbox"/> Hwy 129 Safety Program	CHP-P03	Additional CHP enforcement and public education campaign on Highway 129.	\$500	\$0	\$500	0	0	0
<input type="checkbox"/> 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.	\$7,500	\$3,750	\$3,750	0	0	0
<input type="checkbox"/> 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	0	0
CHP - California Highway Patrol Total Cost			\$8,250	\$4,000	\$4,250			

City of Capitola

<input type="checkbox"/> 40th Ave (at Deanes Ln)Bike/Ped connection	CAP-P46	40th Avenue N/S bike/pedestrian connection at Deanes Lane.	\$10	\$10	\$0	50	50	0
<input type="checkbox"/> 40th Ave/Clares St Intersection Improvements	CAP-P38	Widen intersection and signalize.	\$1,550	\$500	\$1,050	0	0	0
<input type="checkbox"/> 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	\$100	\$0	0	100	0

Project Title	ID	Project Description/Scope	Costs in 2020 dollars.			% Project Cost By Active Mode		
			Project Costs 2020 - 2045			Bike	Ped	Transit
			Est Cost \$1,000's	Revenue Constrained	Unconstrained			
<input type="checkbox"/> 41st Ave (Soquel to Brommer) Adaptive Signal Synchronization	CAP-P49	Update synchronization of signals on 41st.	\$350	\$350	\$0	0	0	0
<input type="checkbox"/> 41st Ave/Capitola Road Intersection Improvements	CAP-P37	Widen intersection and reconfigure signal phasing.	\$520	\$320	\$200	0	0	0
<input type="checkbox"/> 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	\$20	\$0	40	30	0
<input type="checkbox"/> 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	\$100	\$0	10	40	0
<input type="checkbox"/> 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	\$0	\$410	10	40	0
<input type="checkbox"/> Bay Avenue/Capitola Avenue Intersection	CAP 16	Multimodal improvements to intersection. Roundabout.	\$1,500	\$500	\$1,000	5	5	0
<input type="checkbox"/> Bay Avenue/Hill Street Intersection	CAP-P07	Intersection improvements to improve traffic flow. Roundabout.	\$210	\$210	\$0	0	0	0
<input type="checkbox"/> 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	\$310	\$0	10	30	20
<input type="checkbox"/> 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	\$20	\$0	40	30	0
<input type="checkbox"/> Capitola Intra-City Rail Trolley	CAP-P18	Construct & Operate Weekend Rail Trolley Service. Project includes installation of 3 stations.	\$14,460	\$0	\$14,460	0	0	100
<input type="checkbox"/> Capitola Jitney Transit Service	CAP-P15	Purchase and operate local transit service.	\$1,030	\$0	\$1,030	0	0	100
<input type="checkbox"/> 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	\$50	\$0	100	0	0

Project Title	ID	Project Description/Scope	Costs in 2020 dollars.			% Project Cost By Active Mode		
			Project Costs 2020 - 2045			Bike	Ped	Transit
			Est Cost \$1,000's	Revenue Constrained	Uncon- strained			
<input type="checkbox"/> Capitola Rd & 45th Avenue I/S Improvements	CAP-P53	Signalization or other LOS improvements	\$400	\$400	\$0	10	5	5
<input checked="" type="checkbox"/> Capitola Street Pavement Management	CAP 19	Capitola Street Pavement Management	\$1,450	\$1,450	\$0	8	7	10
<input type="checkbox"/> Capitola Village Enhancements: Capitola Ave	CAP-P34	Multimodal enhancements along Capitola Avenue.	\$750	\$350	\$400	25	40	10
<input type="checkbox"/> 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	\$0	\$3,100	20	50	10
<input type="checkbox"/> Capitola-wide HOV priority	CAP-P50	Evaluate HOV priority at signals and HOV queue bypass.	\$40	\$40	\$0	0	0	0
<input type="checkbox"/> 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.	\$1,030	\$400	\$630	100	0	0
<input type="checkbox"/> 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).	\$55,050	\$51,300	\$3,750	5	5	0
<input type="checkbox"/> Citywide Sidewalk Program	CAP-P51	Install sidewalks to fill gaps. Annual Cost \$50k/yr.	\$1,250	\$750	\$500	0	100	0
<input type="checkbox"/> Citywide Traffic Calming	CAP-P17	Install traffic calming/neighborhood livability improvements.	\$1,136	\$0	\$1,136	10	40	0
<input type="checkbox"/> 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	100	0	0
<input type="checkbox"/> 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	\$100	100	0	0
<input type="checkbox"/> Clares Street Pedestrian Crossing west of 40th Ave	CAP-P16	Construct signalized ped x-ing 0.20 miles west of 40th Ave.	\$520	\$250	\$270	0	100	0
<input type="checkbox"/> 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.	\$1,600	\$1,350	\$250	20	15	5
<input type="checkbox"/> Cliff Drive Improvements	CAP-P05	Installation of sidewalks, pedestrian crossing and slope stabilization of embankment including seawall.	\$1,550	\$0	\$1,550	0	10	0

Project Title	ID	Project Description/Scope	Costs in 2020 dollars.			% Project Cost By Active Mode		
			Project Costs 2020 - 2045			Bike	Ped	Transit
			Est Cost \$1,000's	Revenue Constrained	Uncon- strained			
<input type="checkbox"/> 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	\$100	\$100	0	100	0
<input type="checkbox"/> Monterey Avenue and Park Avenue I/S Improvements	CAP-P56	Signalization or other LOS improvements	\$500	\$0	\$500	10	5	10
<input type="checkbox"/> Monterey Avenue at Depot Hill	CAP-P28	Improve vehicle ingress and egress to Depot Hill along Escalona Ave and improve pedestrian facilities.	\$260	\$260	\$0	0	50	0
<input type="checkbox"/> Monterey Avenue Multimodal Improvements	CAP-P12	Installation of sidewalks and bike lanes in area near school and parks.	\$360	\$360	\$0	40	60	0
<input type="checkbox"/> Park Avenue/Kennedy Drive Improvements	CAP-P09	Construct intersection improvements, especially for bikes/peds. May include traffic signal.	\$360	\$360	\$0	0	0	0
<input type="checkbox"/> Porter Street and Highway 1 I/S Improvements	CAP-P55	Add additional dedicated right turn lane on Porter St to northbound on ramp	\$250	\$250	\$0	10	10	0
<input type="checkbox"/> Stockton Ave Bridge Rehab	CAP-P07p	Replace bridge with wider facility that includes standard bike lanes and sidewalks.	\$3,000	\$1,500	\$1,500	10	15	0
<input type="checkbox"/> Stockton Avenue and Capitola Avenue I/S Improvements	CAP-P57	Signalization or other LOS improvements	\$500	\$500	\$0	25	25	10
<input type="checkbox"/> 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	\$500	\$840	30	70	0
<input type="checkbox"/> 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	\$743	\$0	0	100	0
<input type="checkbox"/> Wharf Road and Stockton Avenue I/S Improvements	CAP-P54	Signalization or other LOS improvements	\$350	\$350	\$0	10	5	10
<input type="checkbox"/> Wheelchair Access Ramps	CAP-P27	Install wheelchair access/curb cut ramps on sidewalks citywide.	\$200	\$200	\$0	0	100	0
City of Capitola Total Cost			\$96,879	\$64,103	\$32,776			

			Costs in 2020 dollars.			% Project Cost By Active Mode		
Project Title	ID	Project Description/Scope	Project Costs 2020 - 2045			Bike	Ped	Transit
			Est Cost \$1,000's	Revenue Constrained	Unconstrained			
City of Santa Cruz								
<input type="checkbox"/> Almar Ave Sidewalks	SC-P126	Fill gaps in sidewalks and access ramps to improve pedestrian safety.	\$200	\$200	\$0	0	100	0
<input type="checkbox"/> Arroyo Seco Trail (Medar St to Grandview St)	SC-P107	Pave existing gravel trail and widen and pave connection to Grandview St.	\$500	\$0	\$500	50	50	0
<input type="checkbox"/> 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.	\$5,100	\$970	\$4,130	10	10	10
<input type="checkbox"/> Bay/California Traffic Signals	SC-P96	Install traffic signals for safety and capacity improvements.	\$520	\$0	\$520	10	10	10
<input type="checkbox"/> 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	\$2,150	\$0	5	5	0
<input type="checkbox"/> Beach/Cliff Intersection Signalization	SC-P93	Signalize intersection for pedestrian and train safety.	\$210	\$210	\$0	20	0	0
<input type="checkbox"/> 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	\$0	\$3,410	50	50	0
<input type="checkbox"/> Brookwood Drive Bike and Pedestrian Path	SC-P21	Provide 2-way bicycle and pedestrian travel.	\$1,030	\$0	\$1,030	50	50	0
<input type="checkbox"/> 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	\$570	\$0	50	50	0
<input type="checkbox"/> 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	100	0	0
<input type="checkbox"/> 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)	\$184,000	\$79,000	\$105,000	20	20	20
<input type="checkbox"/> Citywide Safe Routes to School Projects - ATP	SC-P125	Projects to improve pedestrian and bicycle safety near schools.	\$8,204	\$1,404	\$6,800	50	50	0
<input type="checkbox"/> Citywide Street Sweeping	SC-P128	Ongoing street sweeping, funded from City Refuse Enterprise Fund.	\$22,500	\$22,500	\$0	0	0	0

Project Title	ID	Project Description/Scope	Costs in 2020 dollars.			% Project Cost By Active Mode		
			Project Costs 2020 - 2045			Bike	Ped	Transit
			Est Cost \$1,000's	Revenue Constrained	Uncon- strained			
<input type="checkbox"/> Delaware Avenue Complete Streets	SC-P23	Fill gaps in bicycle lanes, sidewalks and sidewalk access ramps.	\$150	\$150	\$0	100	0	0
<input checked="" type="checkbox"/> 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	\$300	\$0	10	10	10
<input type="checkbox"/> High St/Moore St Intersection Modification	SC-P90	Add a protected left turn to existing signalized intersection along High St at city arterial. Project is located in high pedestrian and bicycle use activity area.	\$100	\$100	\$0	10	10	10
<input type="checkbox"/> 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	\$4,130	0	0	0
<input type="checkbox"/> Hwy 1 Sound Wall	SC-P03	Install sound wall on Hwy 1: River to Chestnut.	\$520	\$0	\$520	0	0	0
<input type="checkbox"/> 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	\$7,900	\$0	5	5	10
<input type="checkbox"/> 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.	\$4,650	\$4,650	\$0	10	10	10
<input type="checkbox"/> 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	\$20,000	\$0	0	0	5
<input type="checkbox"/> 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	\$0	\$520	5	5	0
<input type="checkbox"/> King Street Bike Facility (entire	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	\$2,070	\$0	100	0	0

Project Title	ID	Project Description/Scope	Costs in 2020 dollars.			% Project Cost By Active Mode		
			Project Costs 2020 - 2045			Bike	Ped	Transit
			Est Cost \$1,000's	Revenue Constrained	Uncon- strained			
<input type="checkbox"/> Laurent/High Intersection Improvements	SC-P97	Install Traffic Signal.	\$410	\$0	\$410	10	10	10
<input type="checkbox"/> 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	\$0	\$6,800	100	0	0
<input type="checkbox"/> 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.	\$1,030	\$1,030	\$0	50	50	0
<input type="checkbox"/> MBSST (Coastal Rail Trail): Segment 7-Phase 2 (Bay/California St to Pacific Ave/wharf)	TRL 07bSC	Bicycle/pedestrian multiuse path adjacent to railroad tracks between Bay/California streets and Pacific Ave/Beach St. MBSST Segment 7-phase 2	\$11,000	\$11,000	\$0	50	50	0
<input type="checkbox"/> 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	\$34,500	\$34,500	\$0	50	50	0
<input type="checkbox"/> 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).	\$41,800	\$41,800	\$0	0	0	0
<input type="checkbox"/> 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	\$1,030	0	0	10
<input type="checkbox"/> 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	\$500	0	0	10
<input checked="" type="checkbox"/> 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	\$0	\$1,500	10	10	10
<input type="checkbox"/> Morrissey Blvd. Bike Path over Hwy 1	SC-P29	Install a Class 1 bicycle and pedestrian facility on freeway overpass.	\$300	\$300	\$0	50	50	0
<input type="checkbox"/> 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	\$0	\$2,070	5	5	0
<input type="checkbox"/> 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	\$11,440	\$0	5	15	5

Project Title	ID	Project Description/Scope	Costs in 2020 dollars.			% Project Cost By Active Mode		
			Project Costs 2020 - 2045			Bike	Ped	Transit
			Est Cost \$1,000's	Revenue Constrained	Uncon- strained			
<input type="checkbox"/> Murray St to Harbor Path Connection	SC-P30	Install a Class 1 bicycle/pedestrian facility to connect the Segment 9 Rail trail project, for the east and west side of the harbor.	\$1,000	\$210	\$790	50	50	0
<input type="checkbox"/> Neighborhood Traffic Management Improvements	SC-P73	Install traffic control devices and roadway design features to manage neighborhood traffic.	\$2,580	\$0	\$2,580	0	0	0
<input type="checkbox"/> North Branciforte/Water Intersection Modification	SC-P115	Modify traffic signal and add additional lanes per traffic study. Include signal interconnect if applicable.	\$2,070	\$0	\$2,070	5	5	10
<input type="checkbox"/> 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	\$0	\$620	50	50	0
<input type="checkbox"/> 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	\$1,030	\$0	10	20	10
<input type="checkbox"/> 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.	\$4,130	\$2,000	\$2,130	10	10	10
<input type="checkbox"/> 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	\$0	\$6,200	10	10	10
<input type="checkbox"/> 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	\$410	0	0	100
<input type="checkbox"/> 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	\$0	\$5,170	10	10	10
<input type="checkbox"/> 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	\$0	\$150	50	50	0

Project Title	ID	Project Description/Scope	Costs in 2020 dollars.			% Project Cost By Active Mode		
			Project Costs 2020 - 2045			Bike	Ped	Transit
			Est Cost \$1,000's	Revenue Constrained	Uncon- strained			
<input type="checkbox"/> 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	\$400	\$0	2	98	0
<input type="checkbox"/> River (Rte 9)/Fern Intersection Modification	SC-P110	Install traffic signal, sidewalk and new access ramps. Provide bike lanes on Fern.	\$520	\$0	\$520	10	10	10
<input type="checkbox"/> 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	\$0	\$520	10	10	10
<input type="checkbox"/> Riverside Ave/Second St Intersection Modification.	SC-P13	Modify intersection to reduce congestion and improve pedestrian crossing.	\$175	\$175	\$0	20	20	10
<input type="checkbox"/> 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.	\$2,070	\$2,070	\$0	50	50	0
<input checked="" type="checkbox"/> San Lorenzo River Walk Lighting	SC-P133	Install pedestrian scale lighting on the Riverwalk	\$952	\$0	\$952	50	0	50
<input type="checkbox"/> 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	\$2,070	\$0	100	0	0
<input type="checkbox"/> Seabright/Murray Traffic Signal Modifications	SC-P100	Remove split phasing on Seabright and add right-turn lane northbound.	\$1,030	\$1,030	\$0	10	10	10
<input type="checkbox"/> Seabright/Water Intersection Improvements	SC-P99	Modify unsignalized intersection to add northbound right and extend left-turn pocket.	\$100	\$0	\$100	0	0	0
<input type="checkbox"/> 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.	\$1,000	\$1,000	\$0	10	10	0
<input type="checkbox"/> Sidewalk Program	SC-P09	Install and maintain sidewalks and access ramps.	\$20,660	\$5,500	\$15,160	0	100	0
<input type="checkbox"/> 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	\$350	\$0	20	20	10

Project Title	ID	Project Description/Scope	Costs in 2020 dollars.			% Project Cost By Active Mode		
			Project Costs 2020 - 2045			Bike	Ped	Transit
			Est Cost \$1,000's	Revenue Constrained	Uncon- strained			
<input type="checkbox"/> 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	\$0	\$2,320	10	10	10
<input type="checkbox"/> 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	\$410	\$0	100	0	0
<input type="checkbox"/> Storey/King Street Intersection Left-Turn Lane	SC-P76	Remove parking and modify striping for second southbound left turn lane.	\$100	\$0	\$100	0	0	0
<input checked="" type="checkbox"/> 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	\$0	\$1,900	50	0	50
<input type="checkbox"/> Swift/Delaware Intersection Roundabout or Traffic Signal	SC-P101	Install Traffic Signal or Roundabout at Intersection to improve capacity and safety.	\$500	\$500	\$0	10	10	10
<input type="checkbox"/> West Cliff Path Minor Widening (David Way Lighthouse to Swanton)	SC 23	Improve existing path.	\$520	\$520	\$0	50	50	0
<input type="checkbox"/> West Cliff/Bay Street Modifications	SC-P83	Install signal or roundabout to replace the all-way stop to improve safety and capacity.	\$500	\$500	\$0	10	10	10
City of Santa Cruz Total Cost			\$440,671	\$260,109	\$180,562			

City of Scotts Valley

<input checked="" type="checkbox"/> Bean Creek Rd at Bluebonnet Traffic Circle	SV-P55	Install traffic circle to slow traffic and improve visibility of crosswalk. Source ATP Plan	\$300	\$0	\$300	5	5	0
<input type="checkbox"/> Bean Creek Rd Sidewalks (SVMS to Blue Bonnet)	SV-P35	Fill gaps in sidewalks on Bean Creek Rd.	\$410	\$410	\$0	0	100	0
<input checked="" type="checkbox"/> 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	\$650	\$0	\$650	25	25	0

Project Title	ID	Project Description/Scope	Costs in 2020 dollars.			% Project Cost By Active Mode		
			Project Costs 2020 - 2045			Bike	Ped	Transit
			Est Cost \$1,000's	Revenue Constrained	Uncon- strained			
<input checked="" type="checkbox"/> Bean Creek Rd/Camp Evers Connection	SV-P65	Pave (asphalt or concrete) existing dirt paths on Bean Creek Rd. Source SRTS Plan	\$21	\$0	\$21	100	0	0
<input checked="" type="checkbox"/> Bean Creek Road at SV Middle School driveway crosswalk improvements	SV-P56	Realign crossing and rebuild ADA ramp on west side. Upgrade crosswalk to high visibility. Source SRTS Plan		\$53		5	5	0
<input type="checkbox"/> 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	\$2,840	0	0	0
<input checked="" type="checkbox"/> 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	\$250	\$0	0	100	0
<input checked="" type="checkbox"/> Bluebonnet Lane at Montevalle Crosswalk Improvements	SV-P59	Install high-visibility raised crosswalk. Source ATP Plan	\$25	\$0	\$25	0	100	0
<input checked="" type="checkbox"/> 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	\$290	\$0	\$290	75	25	0
<input checked="" type="checkbox"/> Carbonera Creek Multi-Use Path	SV-P60	Study options to install multi-use path connecting parks along Carbonera Creek. Source ATP Plan	\$300	\$0	\$300	50	50	0
<input type="checkbox"/> Citywide Access Ramps	SV-P06	Place handicap ramps at various locations. Avg annual cost: \$8K/yr.	\$210	\$210	\$0	0	100	0
<input checked="" type="checkbox"/> 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	\$380	\$0	\$380	90	0	0
<input type="checkbox"/> Citywide Bike Lanes	SV-P41	Construction of additional bike lanes and paths citywide (including Green Hills).	\$3,360	\$2,060	\$1,300	100	0	0
<input checked="" type="checkbox"/> Citywide Crosswalk Improvements	SV-P64	Upgrade crosswalks near schools to high visibility. Source SRTS Plan	\$70	\$0	\$70		100	0
<input type="checkbox"/> 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).	\$19,750	\$18,000	\$1,750	5	5	5
<input checked="" type="checkbox"/> Citywide Pedestrian Signals	SV-P80	Install pedestrian countdown signal heads at all signalized intersections. Source ATP Plan	\$120	\$0	\$120	0	100	0
<input type="checkbox"/> Citywide Sidewalk Program	SV-P05	Install sidewalks to fill gaps. Annual Cost \$50k/yr	\$5,600	\$4,000	\$1,600	0	100	0

Project Title	ID	Project Description/Scope	Costs in 2020 dollars.			% Project Cost By Active Mode		
			Project Costs 2020 - 2045			Bike	Ped	Transit
			Est Cost \$1,000's	Revenue Constrained	Uncon- strained			
<input type="checkbox"/> Civic Center Dr Bike Lanes	SV-P33	Add bike lanes to narrow road.	\$410	\$0	\$410	100	0	0
<input type="checkbox"/> El Pueblo Rd Ext North	SV-P14	Connect El Pueblo Road via Janis Way to Victor Square, crossing Carbonero Creek.	\$1,240	\$0	\$1,240	5	10	0
<input type="checkbox"/> El Pueblo Rd Extensions	SV-P15	Connect El Pueblo Road to Disc Drive.	\$410	\$0	\$410	5	10	0
<input checked="" type="checkbox"/> El Pueblo Rd Sidewalk Connections	SV-P66	Fill sidewalk gaps and install pedestrian-scale lighting. Source ATP Plan	\$950	\$0	\$950	0	100	0
<input type="checkbox"/> El Rancho Dr Bike Lanes	SV-P36	Add bike lanes on El Rancho within city limits.	\$340	\$0	\$340	100	0	0
<input type="checkbox"/> 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	\$0	\$570	5	5	0
<input type="checkbox"/> Emergency Access SV DR/Upper Willis Dr	SV-P25	Connect Scotts Valley Drive to Upper Willis Road for emergency access.	\$1,030	\$0	\$1,030	5	5	0
<input type="checkbox"/> Emergency Access Whispering Pines	SV-P26	Connect Whispering Pines Drive to Manana Woods for emergency access.	\$50	\$0	\$50	5	5	0
<input type="checkbox"/> Emergency Access-Bethany/Glenwood	SV-P23	Connect Bethany Drive to Glenwood Drive.	\$210	\$0	\$210	5	5	0
<input type="checkbox"/> Emergency Access-Sundridge/Pueblo	SV-P22	Connect Sunridge Drive to Disc Drive for emergency access.	\$410	\$0	\$410	5	5	0
<input checked="" type="checkbox"/> Erba Lane Sidewalk Connection	SV-P68	Install sidewalk between Scotts Valley Drive and fire station. Source ATP Plan	\$85	\$0	\$85	0	100	0
<input checked="" type="checkbox"/> Erba Lane/ MacDorsa Sidewalk Connection	SV-P67	Install pedestrian pathway/sidewalk between Erba Lane and MacDorsa Park. Source Parks Master Plan	\$200	\$0	\$200	0	100	0
<input type="checkbox"/> Erba Lane/Terrace View/SV Drive Realignment	SV-P10	Realign Terrace View to access Scotts Valley Drive via Erba Lane.	\$520	\$0	\$520	0	0	0
<input checked="" type="checkbox"/> Glen Canyon Rd at Hwy 17 Overpass Pedestrian Bridge	SV-P69	Study options to install pedestrian pathway under freeway bridge. Source ATP Plan	\$100	\$0	\$100	0	100	0
<input type="checkbox"/> 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	\$0	\$1,030	100	0	0
<input checked="" type="checkbox"/> 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	\$103	\$0	\$103	100	0	0

Project Title	ID	Project Description/Scope	Costs in 2020 dollars.			% Project Cost By Active Mode		
			Project Costs 2020 - 2045			Bike	Ped	Transit
			Est Cost \$1,000's	Revenue Constrained	Unconstrained			
<input checked="" type="checkbox"/> 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	\$117	\$0	\$117	0	100	0
<input checked="" type="checkbox"/> 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	\$50	\$0	\$50	0	100	0
<input checked="" type="checkbox"/> Granite Creek Rd Overpass Bike/Ped modificaitons	SV-P72	Study options to rebuild overpass to widen sidewalks and install Class IV separated bikeways. Install pedestrian-scale lighting (long term). Source ATP Plan	\$200	\$0	\$200	10	10	0
<input checked="" type="checkbox"/> 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	\$100	\$100	\$0	5	5	0
<input checked="" type="checkbox"/> 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	\$207	\$207	\$0	50	50	0
<input checked="" type="checkbox"/> 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	\$100	\$0	\$100	0	0	0
<input type="checkbox"/> 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	\$30,990	0	0	0
<input type="checkbox"/> 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	\$1,030	0	0	0
<input checked="" type="checkbox"/> 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	\$5	\$0	\$5	0	100	0
<input checked="" type="checkbox"/> 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	\$95	\$0	\$95	50	50	0

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			Project Costs 2020 - 2045			Bike	Ped	Transit
			Est Cost \$1,000's	Revenue Constrained	Uncon- strained			
<input checked="" type="checkbox"/> Kings Village Rd Crosswalk Improvements	SV-P76	Upgrade all crosswalks to high visibility. Install curb extensions to shorten crosswalks where feasible. Source ATP Plan	\$370	\$0	\$370	0	100	0
<input type="checkbox"/> 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	\$105	\$105	10	10	10
<input checked="" type="checkbox"/> 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	\$200	\$0	\$200	50	50	0
<input checked="" type="checkbox"/> 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)	\$1,300	\$0	\$1,300	50	50	0
<input checked="" type="checkbox"/> Lockwood Lanes Sidewalk & Sharrows	SV-P79	Fill sidewalk gaps on south side of street. Install green backed sharrows. (short term)		\$90		15	85	0
<input type="checkbox"/> Lockhart Gulch Rd Bike Lanes	SV-P37	Add Class 2 bike lanes to narrow, primarily residential street.	\$720	\$0	\$720	100	0	0
<input checked="" type="checkbox"/> Lockhart Gulch Road Multi-Use Path	SV-P81	Study options to install multi-use path between Lockhart Gulch or Green Valley Road and Coast Range Road, including an unpaved pathway. Source ATP Plan	\$25	\$0	\$25	80	20	0
<input type="checkbox"/> Lockwood Ln Pedestrian Signal Near Golf Course	SV-P21	Construct a pedestrian signal at unprotected ped crossing on Lockwood Lane.	\$50	\$50	\$0	0	100	0
<input type="checkbox"/> 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.	\$1,030	\$515	\$515	0	100	0
<input checked="" type="checkbox"/> Mt Hermon Rd Bike & Ped Improvements	SV-P82	Install bike and pedestrian improvements including filling sidewalk gaps, high-visibility crosswalks, green bike lane treatments, and curb radius reduction. Source ATP Plan	\$800	\$0	\$800	50	50	0

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			Est Cost \$1,000's	Revenue Constrained	Uncon- strained			
<input checked="" type="checkbox"/> 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	\$190	\$0	\$190	100	0	0
<input type="checkbox"/> Mt Hermon Rd to El Rancho Drive Bike/Ped Connection	SV-P53	Study options to install a new bike/ped connection between Mt Hermon Road and El Rancho Drive which could include improved bike/ped facilities on existing interchange or new bike/ped crossing.	\$1,030	\$1,030	\$0	50	50	0
<input type="checkbox"/> Mt Hermon Road Sidewalk Connections	SV-P30A	Add sidewalks to fill gaps in business district.	\$520	\$520	\$0	0	100	0
<input type="checkbox"/> Mt Hermon, Lockewood, Springs Lake Widening	SV-P13	Widen, reconstruct and improve portions of roadway and intersection.	\$4,130	\$0	\$4,130	0	0	0
<input type="checkbox"/> Mt Hermon/King's Village Rd-Transit Signal priority	SV-P46	Transit signal priority at Kings Village Rd/Mt Hermon Rd.	\$80	\$80	\$0	0	0	100
<input type="checkbox"/> 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	\$620	\$0	0	0	100
<input type="checkbox"/> Mt. Hermon Rd Circulation Master Plan	SV-P09	Provides various circulation and access improvements to the Mount Herman corridor.	\$3,620	\$0	\$3,620	0	0	0
<input type="checkbox"/> 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	\$130	\$130	10	10	10
<input checked="" type="checkbox"/> N. Navarra Dr Bike/Ped Access	SV-P84	Reconfigure gate to Sucinto Lane to allow for bike/pedestrian access. Source Parks Master Plan	\$50	\$0	\$50	50	50	0
<input type="checkbox"/> N. Navarra Dr-Sucinto Dr Bike Lanes	SV-P34	Add bike lanes to developing area behind commercial.	\$620	\$0	\$620	100	0	0
<input checked="" type="checkbox"/> 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	\$4	\$0	\$4	100	0	0

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			Project Costs 2020 - 2045			Bike	Ped	Transit
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<input type="checkbox"/> Neighborhood Traffic Calming	SV-P28	Citywide traffic calming devices.	\$770	\$770	\$0	0	0	0
<input checked="" type="checkbox"/> 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	\$100	\$0	\$100	0	100	0
<input checked="" type="checkbox"/> 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)	\$53	\$0	\$53	0	100	0
<input checked="" type="checkbox"/> 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	\$400	\$0	\$400	50	50	0
<input checked="" type="checkbox"/> Scotts Valley Dr at Victor Square 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	\$40	\$0	\$40	0	100	0
<input checked="" type="checkbox"/> 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 and SRTS Plan	\$516	\$0	\$516	0	20	0
<input checked="" type="checkbox"/> Scotts Valley Drive at Bean Creek Road Crossing 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	\$150	\$0	\$150	0	100	0
<input checked="" type="checkbox"/> Scotts Valley Drive at Mount Hermon Road Lane Modifications	SV-P90	Study options to redesign or modify right-turn slip lanes to improve pedestrian visibility. Source ATP Plan	\$30	\$0	\$30	5	5	0
<input type="checkbox"/> Scotts Valley Town Center Bicycle/Pedestrian Facilities	SV-P45	Bicycle and pedestrian facilities and circulation elements within planned development.	\$4,130	\$4,130	\$0	25	25	0
<input checked="" type="checkbox"/> Siltanen Community Park Connector Paths	SV-P96	Improve paths to school campus. Source SRTS Plan. Cost TBD.	\$0	\$0	\$0	50	50	0
<input type="checkbox"/> Sky Park Commercial Area Circulation	SV-P11	Construct infrastructure improvement for Skypark commercial area.	\$2,070	\$0	\$2,070	0	0	0
<input checked="" type="checkbox"/> 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. Cost TBD.	\$0	\$0	\$0	50	50	0

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<input type="checkbox"/> Synchronize Traffic Signals along Mt. Hermon Road	SV-P42	Re-time to coordinate traffic signals along Mt. Hermon Road.	\$100	\$100	\$0	0	0	0
<input checked="" type="checkbox"/> Upgrade Bicycle Sharrows	SV-P61	Upgrade all white sharrows in City limits to green backed sharrows. Source ATP Plan	\$12	\$0	\$12	100	0	0
<input checked="" type="checkbox"/> 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		\$44		100	0	0
<input checked="" type="checkbox"/> Vine Hill School Rd Sidewalk Improvements	SV-P98	Fill sidewalk gaps on north/ east side of street. Source ATP Plan	\$250	\$0	\$250	0	100	0
<input checked="" type="checkbox"/> Whispering Pines Dr (Mt Hermon-Lundy Ln) Seperated Bikeways	SV-P100	Upgrade bike lanes to buffered bike lane or Class IV separated bikeway. Source SRTS Plan	\$75	\$75	\$0	100	0	0
City of Scotts Valley Total Cost			\$99,653	\$33,549	\$66,291			

City of Watsonville

<input type="checkbox"/> 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	\$25	\$0	10	40	0
<input type="checkbox"/> 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	\$25	\$0	10	40	0
<input checked="" type="checkbox"/> Airport Blvd / Holm Road Signal Installation	WAT-P87	Install traffic signal	\$460	\$460	\$0	0	0	0
<input type="checkbox"/> 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	\$0	\$600	10	23	2
<input checked="" type="checkbox"/> Airport Blvd Pavement Reconstruction	WAT-P88	Reconstruct roadway	\$900	\$575	\$325	15	0	0
<input type="checkbox"/> Alley Improvements	WAT-P36	Repair & reconstruct some alleys.	\$60	\$60	\$0	0	0	0
<input type="checkbox"/> Bridge Maintenance	WAT-P35	Maintenance of bridges	\$115	\$115	\$0	0	0	0

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<input type="checkbox"/> Buena Vista/Calabasas/Freedom Connection	WAT-P30	Construction of roadway connection from Buena Vista area to Freedom Blvd. Reconstruct Via Nicola.	\$5,950	\$0	\$5,950	5	10	0
<input type="checkbox"/> 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)	\$74,270	\$54,270	\$20,000	10	25	2
<input type="checkbox"/> 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	\$2,380	0	100	0
<input type="checkbox"/> 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).	\$32,400	\$16,200	\$16,200	15	15	5
<input checked="" type="checkbox"/> 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	\$5,000	\$22,000	15	50	5
<input checked="" type="checkbox"/> 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	\$4,000	\$16,600	25	50	0
<input type="checkbox"/> Crestview/Wagner Extension	WAT-P29	Construction of roadway connection from Atkinson Lane area to SR 152. Reconstruct/widen Wagner St.	\$4,750	\$0	\$4,750	5	10	0
<input type="checkbox"/> 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	\$0	\$300	40	60	0
<input type="checkbox"/> 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	\$1,030	0	0	0
<input type="checkbox"/> 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	\$1	0	100	0
<input checked="" type="checkbox"/> Elm St. Improvements Project	WAT-P77	Road reconstruction and sidewalk improvements	\$350	\$350	\$0	5	20	0
<input checked="" type="checkbox"/> 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	\$0	\$3,000	20	20	0
<input type="checkbox"/> 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	\$2,650	\$0	20	20	0

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<input type="checkbox"/> 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).	\$600	\$600	\$0	0	100	0
<input type="checkbox"/> 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.	\$2,175	\$2,175	\$0	8	26	1
<input type="checkbox"/> 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	\$0	\$1,800	50	50	0
<input type="checkbox"/> 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	\$160	\$0	0	0	0
<input checked="" type="checkbox"/> Green Valley Adaptive Signal Project	WAT-P78	Update signals to provide dynamic signal timing, optimizing traffic flow and decreasing vehicle emission.	\$393	\$393	\$0	0	0	0
<input type="checkbox"/> 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	\$2,000	\$0	10	25	2
<input type="checkbox"/> 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	\$0	\$1,150	5	20	5
<input checked="" type="checkbox"/> Harkins Slough Rd Pedestrian & Bicycle Bridge	WAT-P79	Install pedestrian & bicycle bridge, pedestrian path, sidewalk, striping and signage	\$12,000	\$90	\$11,910	50	50	0
<input type="checkbox"/> 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	\$0	\$360	50	50	0
<input type="checkbox"/> 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	\$35	0	100	0

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<input checked="" type="checkbox"/> Lake Avenue Underground Utilities	WAT-P80	Underground existing overhead utilities.	\$6,600	\$2,400	\$4,200	0	0	0
<input checked="" type="checkbox"/> Lee Rd Trail	WAT-P81	Prepare environmental documents and construction plans, secure permits	\$20,000	\$700	\$19,300	50	50	0
<input checked="" type="checkbox"/> Lincoln St Safety Improvements	WAT-P82	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.	\$600	\$0	\$600	0	100	0
<input type="checkbox"/> Lump Sum Bicycle Projects	WAT-P19	Update the City Bicycle Plan and construction of additional routes and paths (250k/yr).	\$6,250	\$3,125	\$3,125	100	0	0
<input type="checkbox"/> Main St - 3 HAWK Signals	WAT-P54	Evaluate and if found necessary, add Hawk signals in 3 locations on Main St.	\$890	\$890	\$0	0	100	0
<input type="checkbox"/> 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	\$0	\$890	50	50	0
<input type="checkbox"/> 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	\$0	\$710	40	60	0
<input type="checkbox"/> 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.	\$1,670	\$1,670	\$0	0	25	2
<input type="checkbox"/> 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	\$0	\$1,000	25	25	25
<input type="checkbox"/> 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	\$1,500	0	15	0
<input type="checkbox"/> 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	\$0	\$0	100	0	0

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<input checked="" type="checkbox"/> Main Street Traffic Study	WAT-P86	Conduct traffic study on Main Street between Freedom Blvd and Riverside Dr to determine the feasibility of a lane reduction/road diet. Determine possible impacts on adjacent streets and any necessary improvements. Study shall be coordinated with 2019 Downtown Watsonville Complete Streets and 2020 Downtown Specific Plan.	\$25	\$25	\$0	10	10	5
<input type="checkbox"/> 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	\$115	0	100	0
<input checked="" type="checkbox"/> Maintain and Improve Trails	WAT-P83	Maintain and enhance existing pedestrian and bicycle trails	\$400	\$0	\$400	50	50	0
<input type="checkbox"/> 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.	\$2,760	\$0	\$2,760	50	50	0
<input type="checkbox"/> 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	\$115	\$0	0	0	0
<input type="checkbox"/> 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	\$470	\$0	10	20	0
<input type="checkbox"/> Ohlone Parkway Improvements - Phase 2 (UPRR to West Beach)	WAT-P31	Roadway, pedestrian, and bicycle facilities.	\$600	\$0	\$600	10	25	2
<input type="checkbox"/> 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	\$0	\$360	50	50	0
<input type="checkbox"/> Pajaro Valley High School Connector Trail	WAT-P42	Install bicycle/pedestrian trail (this trail connects Pajaro Valley High School to Airport Blvd).	\$710	\$0	\$710	50	50	0
<input checked="" type="checkbox"/> Pedestrian and Traffic Safety	WAT-P84	Provide pedestrian and traffic safety improvements including striping, markers, signage, flashing beacons and curb extensions.	\$848	\$0	\$848	0	50	0
<input type="checkbox"/> 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	\$0	\$4,600	5	20	5

Project Title	ID	Project Description/Scope	Costs in 2020 dollars.			% Project Cost By Active Mode		
			Project Costs 2020 - 2045			Bike	Ped	Transit
			Est Cost \$1,000's	Revenue Constrained	Unconstrained			
<input type="checkbox"/> Riverside (Hwy 129) Bike Facilities	CT-P39	Bicycle facilities - Lee to Lakeview Road. County/City Project -Cost Unknown.	\$0	\$0	\$0	100	0	0
<input type="checkbox"/> 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	\$0	\$12	100	0	0
<input type="checkbox"/> 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.	\$2,000	\$2,000	\$0	50	50	0
<input type="checkbox"/> 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.	\$3,260	\$3,260	\$0	50	50	0
<input type="checkbox"/> Union/Brennan (Freedom to Riverside) - Sharrows	WAT-P52	Evaluate and if found necessary, add sharrows to Union/Brennan.	\$12	\$0	\$12	100	0	0
<input type="checkbox"/> 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.	\$530	\$530	\$0	50	50	0
<input type="checkbox"/> 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	\$0	\$3,200	10	25	2
<input checked="" type="checkbox"/> Watsonville Road Maintenance (Various Locations)	WAT 46	Place three-layer coating system on road surface	\$2,505	\$2,505	\$0	0	0	0
<input type="checkbox"/> Watsonville Shuttle	WAT-P27	Year round public transit service.	\$300	\$0	\$300	0	0	100
<input type="checkbox"/> Watsonville-wide HOV priority	WAT-P56	Evaluate HOV priority at signals and HOV queue bypass.	\$60	\$0	\$60	0	0	0
<input type="checkbox"/> 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	\$0	\$2,900	5	20	5
<input type="checkbox"/> 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	\$0	\$4,600	5	20	5
<input checked="" type="checkbox"/> West Beach St/Ohlone Pkwy Signal	WAT-P89	Install traffic signal	\$130	\$130	\$0	0	0	0

Project Title	ID	Project Description/Scope	Costs in 2020 dollars.			% Project Cost By Active Mode		
			Project Costs 2020 - 2045 Est Cost \$1,000's	Revenue Constrained	Unconstrained	Bike	Ped	Transit
<input type="checkbox"/> 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	\$0	\$240	40	60	0
City of Watsonville Total Cost			\$268,401	\$106,968	\$161,433			

Consolidated Transportation

<input type="checkbox"/> 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. Constrained annual=\$2.3M; total need \$3M/yr	\$75,000	\$45,500	\$29,500	0	0	100
<input type="checkbox"/> Lift Line Maintenance/Operations Center	CTSA-P02	Construct a permanent maintenance center/consolidated operations facility for paratransit program (currently Lift Line). Measure D being used to finance.	\$15,500	\$15,500	\$0	0	0	100
<input type="checkbox"/> Medical Specialized Transportation for Veterans	CTSA-P06	Non-emergency medical transportation for veterans	\$6,500	\$0	\$6,500	0	0	100
<input type="checkbox"/> Medically Fragile Specialized Transportation	CTSA-P04	Non-emergency transportation service for medically fragile individuals. Includes operations and capital.	\$5,000	\$0	\$5,000	0	0	100
<input type="checkbox"/> 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	\$21,700	0	0	100
Consolidated Transportation Total Cost			\$123,700	\$61,000	\$62,700			

County Health Services Agency

<input type="checkbox"/> 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.	\$7,400	\$2,500	\$4,900	50	40	0
County Health Services Agency Total Cost			\$7,400	\$2,500	\$4,900			

Project Title	ID	Project Description/Scope	Project Costs 2020 - 2045			% Project Cost By Active Mode		
			Est Cost	Revenue	Uncon-	Bike	Ped	Transit
			\$1,000's	Constrained	strained			
County of Santa Cruz								
<input type="checkbox"/> 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	\$0	\$2,580	20	25	5
<input type="checkbox"/> 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	\$0	\$520	50	50	0
<input type="checkbox"/> 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	\$570	\$1,500	20	25	5
<input type="checkbox"/> 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	\$340	\$900	20	25	5
<input type="checkbox"/> 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	\$1,240	\$0	10	35	10
<input type="checkbox"/> Alba Rd Improvements (Empire Grade to State Hwy 9)	CO-P30b	Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$1,760	\$0	\$1,760	20	25	5
<input type="checkbox"/> 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	\$600	\$5,600	25	10	10
<input type="checkbox"/> 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	\$0	\$1,240	20	25	5

Project Title	ID	Project Description/Scope	Costs in 2020 dollars.			% Project Cost By Active Mode		
			Project Costs 2020 - 2045			Bike	Ped	Transit
			Est Cost \$1,000's	Revenue Constrained	Uncon- strained			
<input type="checkbox"/> 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.	\$5,200	\$5,200	\$0	10	20	0
<input type="checkbox"/> 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	\$340	\$900	20	25	5
<input type="checkbox"/> 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.	\$1,760	\$485	\$1,275	20	25	5
<input type="checkbox"/> 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.	\$4,750	\$250	\$4,500	25	10	5
<input type="checkbox"/> 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	\$0	\$1,240	20	25	5
<input type="checkbox"/> 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	\$0	\$8,260	50	0	2
<input type="checkbox"/> 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	\$0	\$620	20	25	5
<input type="checkbox"/> 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	\$0	\$1,760	20	25	5

Project Title	ID	Project Description/Scope	Costs in 2020 dollars.			% Project Cost By Active Mode		
			Project Costs 2020 - 2045			Bike	Ped	Transit
			Est Cost \$1,000's	Revenue Constrained	Uncon- strained			
<input type="checkbox"/> 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	\$433	\$0	0	0	0
<input checked="" type="checkbox"/> Brimblecom Road Bridge Replacement	CO-P100	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.	\$2,746	\$0	\$2,746	0	0	0
<input type="checkbox"/> Brown Valley Rd Improvements (Corralitos Rd to Redwood Rd)	CO-P26d	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,240	\$340	\$900	20	25	5
<input type="checkbox"/> 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.	\$3,000	\$825	\$2,175	20	25	5
<input type="checkbox"/> 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	\$0	\$770	20	25	5
<input type="checkbox"/> 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.	\$1,240	\$240	\$1,000	20	25	5
<input type="checkbox"/> 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	\$22,000	\$7,000	\$15,000	30	30	15
<input type="checkbox"/> 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	\$0	\$1,240	20	25	5
<input type="checkbox"/> 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	\$0	\$1,240	6	6	3
<input type="checkbox"/> Casserly 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.	\$770	\$208	\$562	20	25	5
<input type="checkbox"/> Cathedral Dr Improvements (entire length)	CO-P33b	Roadway and roadside improvements on Minor Collector. Roadwork includes major rehabilitation and maintenance of the road.	\$620	\$0	\$620	20	25	5
<input type="checkbox"/> 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	\$340	\$900	20	25	5

Project Title	ID	Project Description/Scope	Costs in 2020 dollars.			% Project Cost By Active Mode		
			Project Costs 2020 - 2045			Bike	Ped	Transit
			Est Cost \$1,000's	Revenue Constrained	Uncon- strained			
<input type="checkbox"/> Chanticleer Ave Improvements (Hwy 1 to Soquel Dr)	CO-P26i	Roadway and roadside improvements including bike lanes, sidewalks, drainage and intersection improvements.	\$1,240	\$340	\$900	20	25	5
<input type="checkbox"/> 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	\$0	\$620	20	25	5
<input type="checkbox"/> 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	\$0	\$1,450	20	25	5
<input type="checkbox"/> 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	\$0	\$1,760	20	15	5
<input type="checkbox"/> 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.	\$620	\$170	\$450	20	25	5
<input type="checkbox"/> 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	\$150	\$470	20	25	5
<input type="checkbox"/> 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	\$620	\$0	15	10	10
<input type="checkbox"/> County wide guardrail	CO-P97	Install guardrail on County roads	\$15,000	\$15,000	\$0	0	0	0
<input type="checkbox"/> Countywide ADA Access Ramps	CO-P37	Construction of handicapped access ramps countywide.	\$1,240	\$620	\$620	0	100	0
<input type="checkbox"/> 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	\$0	\$4,130	100	0	0
<input type="checkbox"/> Countywide General Road Maintenance and Operations	CO-P35	Ongoing maintenance, repair, and operation of road/street system within the unincorporated areas of the county.	\$515,000	\$415,000	\$100,000	10	5	0
<input type="checkbox"/> Countywide Sidewalks	CO-P41	Install sidewalks.	\$72,310	\$7,000	\$65,310	0	100	0

Project Title	ID	Project Description/Scope	Costs in 2020 dollars.			% Project Cost By Active Mode		
			Project Costs 2020 - 2045			Bike	Ped	Transit
			Est Cost \$1,000's	Revenue Constrained	Uncon- strained			
<input type="checkbox"/> 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	\$0	\$1,240	20	25	5
<input type="checkbox"/> East Cliff (26th to Moran Way) Sidewalk Improvement	CO-P77	Install sidewalk from 26th south to link to Moran Way.	\$410	\$0	\$410	0	100	0
<input checked="" type="checkbox"/> East Cliff Dr Pedestrian Pathway (17th-Palisades Ave)	CO-P103	Construct sidewalks and bike lanes on East Cliff where there are gaps	\$7,000	\$0	\$7,000	25	75	0
<input type="checkbox"/> East Cliff Dr Pedestrian Pathway (7th-12th Ave)	CO-P50	Construct pedestrian pathway on East Cliff.	\$1,760	\$1,760	\$0	0	100	0
<input type="checkbox"/> East Cliff Drive Cape Seal (12th-17th)	CO 66	Pavement maintenance, isolated section digout and asphalt replacement and cape seal on entire roadway.	\$230	\$230	\$0	0	0	0
<input type="checkbox"/> 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.	\$4,750	\$1,500	\$3,250	20	25	10
<input type="checkbox"/> 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.	\$1,760	\$485	\$1,275	20	25	5
<input type="checkbox"/> 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.	\$2,180	\$2,180	\$0	0	0	0
<input type="checkbox"/> 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	\$0	\$1,810	20	25	5
<input type="checkbox"/> El Rancho Dr Improvements (Mt. Hermon/Hwy 17 to SC city limits)	CO-P26k	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$2,380	\$655	\$1,725	20	25	5
<input type="checkbox"/> 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.	\$4,750	\$1,190	\$3,560	20	10	10
<input type="checkbox"/> Eureka Canyon Rd Improvements (Hames Rd to Buzzard Lagoon Rd)	CO-P26l	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$2,380	\$655	\$1,725	20	25	5

Project Title	ID	Project Description/Scope	Costs in 2020 dollars.			% Project Cost By Active Mode		
			Project Costs 2020 - 2045			Bike	Ped	Transit
			Est Cost \$1,000's	Revenue Constrained	Uncon- strained			
<input type="checkbox"/> Felton Empire Road Improvements (entire length to State Hwy 9)	CO-P28d	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$2,380	\$655	\$1,725	20	25	5
<input type="checkbox"/> 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	\$2,830	\$0	0	0	0
<input type="checkbox"/> 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	\$2,050	0	0	0
<input type="checkbox"/> 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	\$775	\$2,325	20	10	10
<input type="checkbox"/> 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	\$0	\$1,240	20	25	5
<input checked="" type="checkbox"/> 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	\$3,959	0	0	0
<input type="checkbox"/> Glen Canyon Rd Improvements (Branciforte Dr to City of Scotts Valley)	CO-P26m	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$5,990	\$1,640	\$4,350	20	25	5
<input type="checkbox"/> 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	\$0	\$2,380	100	0	0
<input type="checkbox"/> 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	\$0	\$3,100	30	0	0
<input type="checkbox"/> 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.	\$3,000	\$825	\$2,175	20	25	5
<input type="checkbox"/> 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.	\$7,020	\$1,755	\$5,265	20	10	10

Project Title	ID	Project Description/Scope	Costs in 2020 dollars.			% Project Cost By Active Mode		
			Project Costs 2020 - 2045			Bike	Ped	Transit
			Est Cost \$1,000's	Revenue Constrained	Unconstrained			
<input type="checkbox"/> 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	\$0	\$1,760	20	25	5
<input type="checkbox"/> 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	\$2,110	\$0	0	0	0
<input type="checkbox"/> 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	\$390	\$0	0	100	0
<input type="checkbox"/> Green Valley Road Improvements	CO-P13	Add two-way left turn lanes from Mesa Verde to Pinto Lake on Green Valley Rd. Also includes some road rehab and maintenance, bike lanes, sidewalks, transit facilities, landscaping, and merge lanes.	\$4,130	\$1,030	\$3,100	20	10	5
<input type="checkbox"/> 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	\$0	\$3,620	20	25	5
<input type="checkbox"/> 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	\$0	\$1,760	20	25	5
<input type="checkbox"/> 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	\$310	\$930	20	25	5
<input type="checkbox"/> 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	\$0	\$2,380	20	25	5
<input type="checkbox"/> 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.	\$3,650	\$3,650	\$0	25	25	0
<input type="checkbox"/> 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	\$0	\$620	20	25	5

Project Title	ID	Project Description/Scope	Costs in 2020 dollars.			% Project Cost By Active Mode		
			Project Costs 2020 - 2045			Bike	Ped	Transit
			Est Cost \$1,000's	Revenue Constrained	Uncon- strained			
<input type="checkbox"/> La Madrona Dr Improvements (El Rancho Dr to City of Scotts Valley)	CO-P14	Bike lanes, sidewalks, transit turnouts, left turn pockets at Sims Road, Highway 17, and El Rancho Road), merge lanes, and intersection improvements. Also includes major rehabilitation, drainage and maintenance.	\$3,620	\$905	\$2,715	20	10	10
<input type="checkbox"/> 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	\$0	\$1,240	25	5	5
<input type="checkbox"/> 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	\$0	\$620	20	25	5
<input type="checkbox"/> 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.	\$3,930	\$3,930	\$0	0	0	0
<input type="checkbox"/> 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	\$0	\$1,240	20	25	5
<input type="checkbox"/> 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	\$0	\$620	20	25	5
<input type="checkbox"/> 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	\$0	\$1,240	20	25	5
<input type="checkbox"/> 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	\$243	\$638	20	15	10
<input type="checkbox"/> Lompico Rd Bridge Replacement	CO-P95	The project will consist of replacing existing steel stringer bridge with a reinforced concrete slab bridge	\$1,860	\$0	\$1,860	50	0	0
<input type="checkbox"/> 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	\$0	\$620	20	25	5

Project Title	ID	Project Description/Scope	Costs in 2020 dollars.			% Project Cost By Active Mode		
			Project Costs 2020 - 2045			Bike	Ped	Transit
			Est Cost \$1,000's	Revenue Constrained	Uncon- strained			
<input type="checkbox"/> 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	\$400	\$1,050	20	25	5
<input type="checkbox"/> 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.	\$1,760	\$1,760	\$0	20	25	5
<input type="checkbox"/> 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	\$0	\$620	20	25	5
<input type="checkbox"/> 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	\$0	\$620	20	25	5
<input type="checkbox"/> Mar Vista Dr Improvements (entire length-just before Seacliff 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	\$0	\$300	20	25	5
<input type="checkbox"/> 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	\$400	\$1,050	20	25	5
<input type="checkbox"/> MBSST Rail Trail: 17th Ave-Jade St Park & Monterey Ave to Aptos Crk Road	TRL 10-11	Bicycle/pedestrian pathway parallel to railroad tracks through sections of Live Oak, Capitola, and Aptos. Segments 10 & 11 of Monterey Bay Sanctuary Scenic Trail Network (MBSST)/Rail Trail.	\$66,000	\$66,000	\$0	50	50	0
<input type="checkbox"/> McGregor Dr Improvements (Capitola city limits to Searidge Rd)	CO-P33g	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,240	\$0	\$1,240	20	25	5
<input type="checkbox"/> 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	\$0	\$1,240	20	25	5
<input type="checkbox"/> 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.	\$360	\$360	\$0	20	25	5

Project Title	ID	Project Description/Scope	Costs in 2020 dollars.			% Project Cost By Active Mode		
			Project Costs 2020 - 2045			Bike	Ped	Transit
			Est Cost \$1,000's	Revenue Constrained	Uncon- strained			
<input type="checkbox"/> 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	\$0	\$1,240	20	25	5
<input type="checkbox"/> 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.	\$3,000	\$825	\$2,175	20	25	5
<input type="checkbox"/> 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	\$0	\$1,240	20	26	9
<input type="checkbox"/> 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.	\$1,240	\$290	\$950	20	25	5
<input type="checkbox"/> 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.	\$9,500	\$2,500	\$7,000	100	0	0
<input type="checkbox"/> 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	\$340	\$900	20	25	5
<input type="checkbox"/> Paul Sweet Road Improvements (Soquel Dr to end)	CO-P22	Major road rehab and maintenance. Also adds bike lanes, sidewalks, landscaping. Drainage improvements, merge lanes, and intersection improvements, and new transit facilities may also be needed.	\$1,240	\$310	\$930	20	15	5
<input type="checkbox"/> 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.	\$1,240	\$240	\$1,000	20	25	5
<input type="checkbox"/> Pine Flat Rd Improvements (Bonny Doon Rd to Empire Grade Rd)	CO-P28f	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$2,380	\$655	\$1,725	20	25	5
<input type="checkbox"/> 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.	\$880	\$180	\$700	20	25	5
<input type="checkbox"/> 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	\$0	\$880	20	25	5

Project Title	ID	Project Description/Scope	Costs in 2020 dollars.			% Project Cost By Active Mode		
			Project Costs 2020 - 2045			Bike	Ped	Transit
			Est Cost \$1,000's	Revenue Constrained	Uncon- strained			
<input checked="" type="checkbox"/> 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	\$3,740	0	0	0
<input type="checkbox"/> 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	\$0	\$1,450	20	25	5
<input type="checkbox"/> 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	\$340	\$900	20	25	5
<input type="checkbox"/> 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	\$2,430	0	0	0
<input type="checkbox"/> 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	\$0	\$830	20	25	5
<input type="checkbox"/> 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	\$1,730	0	0	0
<input type="checkbox"/> 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	\$0	\$3,100	20	25	5
<input type="checkbox"/> 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	\$725	\$2,275	20	25	5
<input type="checkbox"/> 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	\$0	\$1,760	20	25	5
<input type="checkbox"/> 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	\$0	\$880	20	25	5

Project Title	ID	Project Description/Scope	Costs in 2020 dollars.			% Project Cost By Active Mode		
			Project Costs 2020 - 2045			Bike	Ped	Transit
			Est Cost \$1,000's	Revenue Constrained	Uncon- strained			
<input type="checkbox"/> San Lorenzo River Valley Trail	CO-P46	15 mile, paved multi-use path for bicyclists and pedestrians from Boulder Creek to Santa Cruz along SLV River corridor.	\$40,000	\$0	\$40,000	50	50	0
<input type="checkbox"/> 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.	\$3,190	\$3,190	\$0	0	0	0
<input type="checkbox"/> 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	\$0	\$1,760	20	25	5
<input type="checkbox"/> 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	\$3,060	\$0	5	15	5
<input type="checkbox"/> Seascape Blvd Improvements (Sumner Ave to San Andreas Rd)	CO-P26s	Roadway improvements and pavement rehabilitation.	\$620	\$170	\$450	20	25	5
<input type="checkbox"/> 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.	\$1,760	\$440	\$1,320	20	10	5
<input type="checkbox"/> 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	\$0	\$2,380	20	25	5
<input type="checkbox"/> Soquel Ave Improvements (City of SC to Gross Rd)	CO-P18	Transit turnouts, two way left turn lanes from Chanticleer to Mattison, merge lanes, signalization and intersection improvements. Signals at Chanticleer and Gross Rd. Roadwork: major rehabilitation and maintenance, perhaps drainage improvements. Roadside: sidewalks, landscaping, and new transit facilities.	\$3,310	\$3,310	\$0	15	20	13
<input type="checkbox"/> 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.	\$15,000	\$0	\$15,000	10	15	10
<input type="checkbox"/> 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	\$410	\$0	20	25	5
<input checked="" type="checkbox"/> 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	\$550	0	0	0

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			Project Costs 2020 - 2045			Bike	Ped	Transit
			Est Cost \$1,000's	Revenue Constrained	Uncon- strained			
<input checked="" type="checkbox"/> 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	\$550	0	0	0
<input type="checkbox"/> 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	\$0	\$1,000	10	0	5
<input checked="" type="checkbox"/> Soquel Drive Buffered Bike Lane and Congestion Mitigation Project	CO 89	Adaptive traffic signal control/transit signal priority at all 23 intersections between La Fonda Ave and State Park Dr; Protected bike lanes with striping/bollards for approximately 2.4 miles (4.8 miles bidirectional) and buffered bike lanes with striping for approximately 2.65 miles (5.3 miles bidirectional); 46 green bike boxes at 23 intersections for left turn movements; Pedestrian improvements including: 10 rectangular rapid flashing beacons at midblock crossings; 0.46 miles of new curb, gutter, retaining wall and sidewalk construction; 96 crosswalk upgrades, 12 sidewalk curb extensions; 100 ADA ramps; and reconstruction of 17 driveway and side street connections; Cape seal of pavement for entire project length	\$27,000	\$27,000	\$0	10	15	10
<input type="checkbox"/> 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.	\$2,580	\$580	\$2,000	25	10	5
<input type="checkbox"/> 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.	\$1,030	\$515	\$515	20	25	5
<input type="checkbox"/> 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. Also includes improvements to pedestrian facilities.	\$1,240	\$340	\$900	20	25	5
<input type="checkbox"/> Spreckels Dr/Treasure Island Dr Improvements	CO-P42	Addition of bike lanes, intersection improvements, major road rehabilitation, road maintenance, and possible drainage improvements.	\$620	\$0	\$620	20	30	5
<input type="checkbox"/> 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.	\$1,340	\$335	\$1,005	10	30	10
<input type="checkbox"/> Summit Rd Improvements	CO-P26u	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$5,580	\$1,530	\$4,050	20	25	5

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			Project Costs 2020 - 2045			Bike	Ped	Transit
			Est Cost \$1,000's	Revenue Constrained	Uncon- strained			
<input type="checkbox"/> 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	\$0	\$1,450	20	25	5
<input type="checkbox"/> 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	\$0	\$2,540	50	0	0
<input type="checkbox"/> 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	\$0	\$1,240	20	25	5
<input type="checkbox"/> 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.	\$1,760	\$485	\$1,275	20	25	5
<input type="checkbox"/> Thurwachter Road Bike Lanes	CO-P68	Install bicycle lanes.	\$50	\$0	\$50	100	0	0
<input type="checkbox"/> 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	\$0	\$3,000	20	25	5
<input checked="" type="checkbox"/> 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	\$1,696	0	0	0
<input type="checkbox"/> 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	\$0	\$1,500	25	20	5
<input type="checkbox"/> 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	\$0	\$1,760	20	25	5
<input type="checkbox"/> Varni Rd Improvements (Corralitos Rd to Amesti Rd)	CO-P28i	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,240	\$340	\$900	20	25	5

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			Project Costs 2020 - 2045			Bike	Ped	Transit
			Est Cost \$1,000's	Revenue Constrained	Unconstrained			
<input type="checkbox"/> 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	\$0	\$1,450	20	25	5
<input type="checkbox"/> 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	\$0	\$880	20	25	5
<input type="checkbox"/> 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	\$0	\$1,240	20	25	5
<input type="checkbox"/> 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.	\$2,380	\$655	\$1,725	20	25	5
County of Santa Cruz Total Cost			\$1,052,505	\$604,699	\$447,806			

Ecology Action

<input checked="" type="checkbox"/> 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.	\$3,681	\$181	\$3,500	100	0	0
<input type="checkbox"/> 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.	\$3,870	\$1,870	\$2,000	100	0	0
<input type="checkbox"/> 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.	\$2,500	\$1,125	\$1,375	20	20	20

Project Title	ID	Project Description/Scope	Costs in 2020 dollars.			% Project Cost By Active Mode		
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			Est Cost \$1,000's	Revenue Constrained	Unconstrained			
<input type="checkbox"/> 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. EV Equity education and EV buying assistance for low and moderate income consumers. 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.	\$2,500	\$0	\$2,500	0	0	0
<input type="checkbox"/> SRTS Youth Pedestrian and Bicycle Safety Education (BikeSmart and WalkSmart)	EA 02	'Feet on the ground' pedestrian safety education to 2nd graders and bike safety education and 'rodeos' with 5th graders at schools countywide.	\$8,360	\$440	\$7,920	42	58	0
Ecology Action Total Cost			\$20,911	\$3,616	\$17,295			

SCCRTC

<input type="checkbox"/> 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.	\$630	\$240	\$390	100	0	0
<input type="checkbox"/> County-wide Bicycle, Pedestrian and Vehicle Occupancy Counts	RTC-P50	Conduct counts to assess mode split over time and assess impact of new facilities.	\$530	\$330	\$200	0	0	0
<input type="checkbox"/> 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.	\$7,874	\$4,334	\$3,540	0	0	0
<input type="checkbox"/> 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.	\$10,750	\$7,500	\$3,250	0	0	0

Project Title	ID	Project Description/Scope	Costs in 2020 dollars.			% Project Cost By Active Mode		
			Project Costs 2020 - 2045			Bike	Ped	Transit
			Est Cost \$1,000's	Revenue Constrained	Uncon- strained			
<input type="checkbox"/> MBSST - North Coast Rail Trail Phase 1	TRL 5a	Monterey Bay Sanctuary Scenic Trail Network (MBSST) - ph. 1 Wilder Ranch-Coast Dairies (5.4 mi)	\$13,500	\$13,500	\$0	50	50	0
<input type="checkbox"/> MBSST - North Coast Rail Trail Phase 2	TRL 5b	2.1 miles of Class 1, 8 to 12 foot wide multi-use bicycle/pedestrian paved path with decomposed granite shoulders within the rail line right of way along the north coast of Santa Cruz County from Yellowbank Beach to Davenport. Project also includes Davenport crosswalk at Hwy 1/Ocean St and preliminary engineering and environmental compliance for parking lots at Yellowbank Beach and Davenport Beach and a path from the Bonny Doon parking lot to the rail trail.	\$8,700	\$8,700	\$0	40	40	0
<input type="checkbox"/> 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.	\$14,375	\$14,375	\$0	0	0	0
<input type="checkbox"/> 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. (est. \$435k/yr)	\$7,550	\$7,550	\$0	50	50	0
<input type="checkbox"/> Monterey Bay Sanctuary Scenic Trail Network - Design, Environmental Clearance, and Construction	RTC 27a	Design, environmental clearance and construction of balance 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 under each implementing agency.)	\$94,000	\$47,000	\$47,000	45	45	0
<input type="checkbox"/> Monterey Bay Sanctuary Scenic Trail Network (Coastal Rail Trail) - Maintenance & Operations	RTC 27b	Ongoing maintenance rail trail corridor. Includes clean-up, trash/recycling removal, graffiti abatement, brush clearance, surface repairs (from drainage issues, tree root intrusion) etc. and encroachments (est. \$700k/yr)	\$17,500	\$17,500	\$0	50	50	0
<input type="checkbox"/> 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.	\$1,875	\$220	\$1,655	0	0	0

Project Title	ID	Project Description/Scope	Costs in 2020 dollars.			% Project Cost By Active Mode		
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<input type="checkbox"/> 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.	\$6,250	\$5,000	\$1,250	0	0	0
<input type="checkbox"/> Public Transit on Watsonville-Santa Cruz Rail Corridor	RTC-P02	Design, construction, and operation of public transit between Santa Cruz and Watsonville in the rail corridor. May be a joint project with the SCCRTC, SCMTD, and local jurisdictions. Annual op cost est: \$25M/yr; Capital: \$475M (Total cost reflects 2021 TCAA est. for rail). Pending final outcome of Transit Corridor Alternatives Analysis and environmental review. Cost shown includes 15 years of service during RTP period; Constrained=environmental/prelim. design assessment of possible future public transit system in the rail corridor right-of-way.	\$850,000	\$25,000	\$825,000	0	0	100
<input type="checkbox"/> Rail Line Repairs and Bridge Rehabilitation	RTC 03a	Infrastructure preservation for current uses and future transportation purposes. Includes railroad bridge rehabilitation and and 2017 storm damage repairs.	\$5,800	\$5,800	\$0	15	15	0
<input type="checkbox"/> 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	\$25,000	0	0	0
<input type="checkbox"/> Rail Line: Ongoing Track infrastructure and signage maintenance and repairs	RTC 03b	Ongoing maintenance, repair and rehabilitation of railroad track infrastructure and signage (\$175k/year)	\$4,375	\$4,375	\$0	0	0	0
<input checked="" type="checkbox"/> Rail Line: Pajaro River Railroad Bridge Rehabilitation	RTC 03e	Rehabilitate the bridge structure and tracks.	\$670	\$670	\$0	0	0	0
<input checked="" type="checkbox"/> Railroad Bridge Inspections & Analysis	RTC 03d	Railroad Bridges are required to be inspected and load rated every 540 days per Federal Railroad Administration (FRA) requirements	\$6,250	\$6,250	\$0	0	0	0
<input type="checkbox"/> 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	\$5,340	0	0	100
<input type="checkbox"/> Regional State Transit Assistance Projects	RTC-P60	State Transit Assistance (STA) eligible transit projects	\$33,220	\$33,220	\$0	0	0	100
<input type="checkbox"/> RTC Bikeway Map	RTC-P49	Update, print and distribute free SC County Bikeway Map and update GIS files as needed.	\$320	\$320	\$0	100	0	0

Project Title	ID	Project Description/Scope	Costs in 2020 dollars.			% Project Cost By Active Mode		
			Project Costs 2020 - 2045			Bike	Ped	Transit
			Est Cost \$1,000's	Revenue Constrained	Uncon- strained			
<input type="checkbox"/> 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: \$245k/yr	\$6,125	\$6,125	\$0	0	0	0
<input type="checkbox"/> 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.	\$16,250	\$16,250	\$0	0	0	0
<input type="checkbox"/> SCCRTC Planning	RTC-P08	SCCRTC Planning Tasks. Includes public outreach, long and short range planning, interagency coordination. Avg annual cost: \$625k/yr.	\$15,625	\$15,625	\$0	0	0	0
<input type="checkbox"/> 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	\$260	0	0	0
<input type="checkbox"/> 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.	\$670	\$100	\$570	0	0	0
<input checked="" type="checkbox"/> Yellowbank/Panther Beach parking lot bicycle/pedestrian overcrossing	TRL 5c	Construction of a bicycle and pedestrian crossing of the rail line and Hwy 1 to provide access to the North Coast Rail Trail (NCRT) at formalized Yellowbank/Panther Beach with connections to Cotoni Coast Diaries.	\$2,000	\$0	\$2,000	50	50	0
SCCRTC Total Cost			\$1,155,439	\$239,984	\$915,455			

SCCRTC/Caltrans

<input type="checkbox"/> 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	\$0	\$0	5	5	15
<input type="checkbox"/> 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	\$32,000	\$0	10	15	5

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			Project Costs 2020 - 2045			Bike	Ped	Transit
			Est Cost \$1,000's	Revenue Constrained	Uncon- strained			
<input type="checkbox"/> 3 - Hwy 1-State Park Dr-Bay/Porter Auxiliary Lanes, Bus on Shoulders, & Mar Vista Bike/Ped Crossing	RTC 24e	Construct approximately 2.5 miles of auxiliary lanes northbound and southbound between State Park Dr and Park Ave interchange (1.2 miles) and the Park Ave and Bay/Porter interchange (0.7 miles); hybrid bus-on-shoulder/auxiliary lane facility between Bay Ave/Porter St and State Park Dr (total distance 3 miles). Includes bicycle/pedestrian overcrossing of Hwy 1 at Mar Vista Dr with sidewalk, ADA ramps, and intersection improvements at bridge approaches; reconstruction of Capitola Avenue overcrossing with wider sidewalks and bike lanes; and emergency pullouts and enforcement areas, sound wall, retaining walls, improved median barrier, lighting, overhead signs, traffic monitoring stations, drainage, and drought tolerant landscaping. [Part of Highway 1 CIP project (RTC 24a)]	\$90,000	\$90,000	\$0	7	8	10
<input type="checkbox"/> 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; widening of the bridge over Aptos Creek/Spreckles Drive; Segment 12 of the MBSST (State Park Dr-Rio Del Mar Blvd/Sumner); and reconstruction of two railroad bridges over Highway 1, including bike/ped trail. [Part of Highway 1 CIP project (RTC 24a)]	\$102,000	\$102,000	\$0	12	13	10
<input type="checkbox"/> 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	\$0	\$45,800	5	5	5
<input type="checkbox"/> 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	\$0	\$67,330	5	5	5
<input type="checkbox"/> 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.]	\$114,000	\$14,000	\$100,000	5	5	5

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			Project Costs 2020 - 2045			Bike	Ped	Transit
			Est Cost \$1,000's	Revenue Constrained	Uncon- strained			
<input type="checkbox"/> 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).]	\$10,000	\$10,000	\$0	0	0	5
<input type="checkbox"/> 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	\$0	\$127,200	5	5	5
<input type="checkbox"/> 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	\$61,980	0	0	25
<input type="checkbox"/> 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: \$603M. See stand alone projects (RTC24-series) for estimated cost of incremental implementation.] Caltrans Project ID 05-0C730	\$0	\$0	\$0	5	5	25
<input type="checkbox"/> 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	0	0
SCCRTC/Caltrans Total Cost			\$650,310	\$248,000	\$402,310			

SCMTD

<input type="checkbox"/> Account-based Electronic Fare Collection System	MTD 18	Account-based electronic fare collection system including the ability to use a variety of fare media including smart cards, mobile tickets on smartphones, contactless credit and debit cards, Google Pay and Apple Pay. Replacement of fareboxes at the end of useful life for cash acceptance onboard. Replacement Transit Fareboxes, Ticket Vending Machines or Retail Vendor Network.	\$2,250	\$2,250	\$0	0	0	100
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			Project Costs 2020 - 2045			Bike	Ped	Transit
			Est Cost \$1,000's	Revenue Constrained	Uncon- strained			
<input type="checkbox"/> ADA Access Improvements	MTD-P51	Add or improve ADA accessibility to all bus stops and METRO facilities.	\$4,222	\$350	\$3,872	0	0	100
<input type="checkbox"/> ADA Paratransit Service - Continuation of Existing Service	MTD-P10C	Operation & maintenance cost of existing Paratransit service. Avg Annual Cost: \$6.5M.	\$162,500	\$162,500	\$0	0	0	100
<input type="checkbox"/> ADA Paratransit Vehicle Replacements	MTD 02	Replace buses/vans for ADA paratransit fleet (including Accessible Taxi program).	\$11,800	\$5,250	\$6,550	0	0	100
<input type="checkbox"/> ADA Service Expansion	MTD-P11	Add capacity to meet increased trip demand thru 2045. Assumes 2% increase/year starting in 2022.	\$4,040	\$0	\$4,040	0	0	100
<input type="checkbox"/> Bike Station at Capitola Mall	MTD-P23	Establish bike station at Capitola Mall, especially to serve UCSC. Would be joint mall, UCSC, METRO project.	\$1,030	\$0	\$1,030	60	0	40
<input type="checkbox"/> 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	\$0	\$60	75	0	25
<input type="checkbox"/> Bus on Shoulders Operations	MTD-P57	Operations and transit vehicles to utilize freeway shoulders and/or auxiliary lanes to bypass congestion on Highway 1 and possibly Highway 17 to speed inter-city bus service.	\$12,000	\$0	\$12,000	0	0	100
<input type="checkbox"/> Bus Rapid Transit	MTD-P15	Transit signal priority, queue jumps, and enhanced stations to speed up major cross-county trunk routes.	\$36,500	\$0	\$36,500	0	0	100
<input type="checkbox"/> 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.	\$6,000	\$6,000	\$0	0	0	100
<input type="checkbox"/> Bus Replacements	MTD-P04	Replace fleet at the end of normal bus lifetime (approximately every 12 years; \$700k each for CNG local fixed route; \$900k each for Hwy 17 Over the Road coaches); \$1.25M for ZEB.	\$131,100	\$67,200	\$63,900	0	0	100
<input type="checkbox"/> Bus Stop and Station Improvements	MTD-P52	Improve customer access and/or amenities at bus stops; add bus stop pads to preserve pavement.	\$500	\$500	\$0	0	0	100
<input type="checkbox"/> Commuter/Subscription Bus Program	MTD-P18	Capital and operating for subscription buses to areas not currently served by express buses (similar to large vanpool).	\$6,500	\$0	\$6,500	0	0	0
<input type="checkbox"/> Customer IT amenities	MTD-P55	Upgrade Hwy 17 Wi-Fi and expand to local routes	\$1,010	\$0	\$1,010	0	0	100
<input checked="" type="checkbox"/> Electric bus charging and storage at Judy K. Souza Operations Facility	MTD-P59	Charging stations, canopies, and battery storage for fleet of up to 100 buses	\$27,000	\$0	\$27,000	0	0	0

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<input type="checkbox"/> Electric Non-Fleet Vehicles and Charging Infrastructure	MTD-P47	Replace non-revenue vehicles to EV. Install Level II chargers.	\$5,000	\$0	\$5,000	0	0	100
<input type="checkbox"/> EV Fast Charging Stations	MTD-P48	Install 5 electric vehicle charging stations at transit centers.	\$1,030	\$0	\$1,030	0	0	100
<input type="checkbox"/> Hwy 1 Express Buses	MTD-P27	Hwy 1 express bus replacements - 6 Buses. Replace every 12 years.	\$11,700	\$0	\$11,700	0	0	100
<input type="checkbox"/> Hwy 17 Express Service - Continuation of Baseline Service Levels	MTD-P10B	Operation & maintenance cost of existing Highway 17 Express bus service. Avg annual cost: \$5.3M.	\$132,500	\$132,500	\$0	0	0	100
<input type="checkbox"/> Hwy 17 Express Service Restoration and Expansion	MTD-P12	Restore Hwy 17 Express service to FY16 levels, then expand service 2% annually. Restore \$353K/yr operating plus 2% annually plus capital costs (2 buses)	\$12,650	\$5,050	\$7,600	0	0	100
<input type="checkbox"/> Inter-County Paratransit Connection	MTD-P44	Establish paratransit connection location with Santa Clara County.	\$1,300	\$0	\$1,300	0	0	100
<input type="checkbox"/> ITS Equipment: Automatic Passenger Counter System and Real Time Bus Arrival/Departure Displays	MTD 24	Install Automatic Passenger Counters on METRO buses. Provide real time bus arrival/departure displays at bus stops. Necessary IT upgrades and data collection for system operations, security, planning and maintenance.	\$1,600	\$1,600	\$0	0	0	100
<input type="checkbox"/> Local Transit - Continuation of Baseline Service Levels 2020-2045	MTD-P10	Operation & maintenance cost of existing local fixed route bus service. Avg annual cost: \$42.1M.	#####	\$1,077,500	\$0	0	0	100
<input type="checkbox"/> Local Transit Service Restoration and Expansion	MTD-P14	Restore local service to FY16 levels, then expand service 2% annually. Restore \$7.0M/yr operating plus 2% annually plus capital costs (16 buses)	\$237,800	\$98,800	\$139,000	0	0	100
<input type="checkbox"/> Maintenance Facility Expansion	MTD-P38	Property acquisition, design, and construction of maintenance facility expansion.	\$15,850	\$0	\$15,850	0	0	100
<input type="checkbox"/> Metro facilities repair/upgrades	MTD-P36	Maintain and upgrade facilities.	\$6,270	\$4,300	\$1,970	0	0	100
<input type="checkbox"/> Metro rebranding	MTD-P58	Develop improved, mobile-friendly website, and marketing program to establish consistent brand with uniform signage, letterhead, ads.	\$500	\$0	\$500	0	0	100
<input type="checkbox"/> Microtransit Pilot Program	MTD-P43	Pilot project allowing smaller buses or vans to provide on-demand point-to-point trips in areas where all-day fixed-route service is not viable.	\$100	\$0	\$100	0	0	100
<input type="checkbox"/> Non-Revenue Vehicle Replacements	MTD-P32	Replace support vehicles.	\$3,000	\$1,000	\$2,000	0	0	100

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<input type="checkbox"/> Pacific Station- Bike Station	MTD-P49	Establish bike station at Pacific Station.	\$410	\$0	\$410	60	0	40
<input type="checkbox"/> ParaCruz Mobile Data Terminals; Radios	MTD-P30	Replace mobile data terminals in vehicles	\$760	\$400	\$360	0	0	100
<input type="checkbox"/> ParaCruz Operating Facility	MTD-P28	Design, Right-of-Way and construction for new ParaCruz Operating Facility.	\$12,400	\$12,400	\$0	0	0	100
<input type="checkbox"/> 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	\$29,400	0	0	50
<input type="checkbox"/> Real-Time Transit Info	MTD-P60	Develop and maintain system for disseminating real time transit arrival and departure information to Santa Cruz Metro users. To be developed in coordination with Santa Cruz Metro.	\$520	\$220	\$300	0	0	100
<input type="checkbox"/> Replacement of Watsonville Transit Center	MTD-P56	Replacement transit center at existing or new location.	\$25,000	\$0	\$25,000	0	0	100
<input type="checkbox"/> Santa Cruz Metro Center/Pacific Station Renovation	MTD 13	Renovate Pacific Station or construct new transit center in alternate location as part of development partnership with the City of Santa Cruz.	\$25,000	\$10,000	\$15,000	0	0	100
<input type="checkbox"/> 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.	\$19,500	\$0	\$19,500	0	0	100
<input type="checkbox"/> 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	\$2,070	0	0	100
<input type="checkbox"/> Small Bus Fleet	MTD-P24	Purchase smaller shuttle buses, possibly autonomous, for first mile/last mile connections. Cost currently unknown.	\$1,700	\$0	\$1,700	0	0	100
<input type="checkbox"/> Solar Panels for Souza Operations Facility	MTD-P29	Energy reduction through installation of solar panels on the Judy K. Souza Operations Facility	\$2,000	\$0	\$2,000	0	0	100
<input type="checkbox"/> 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	\$50,000	0	0	100
<input type="checkbox"/> 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.	\$2,000	\$2,000	\$0	0	0	100

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<input type="checkbox"/> Transit Security and Surveillance Systems	MTD-P33	Enhance passenger safety and facilities security. Emergency response systems.	\$1,140	\$0	\$1,140	0	0	100
<input type="checkbox"/> Transit System Technology Improvements	MTD-P35	Hardware and software for essential transit operations and administration: computer servers, networking equipment, telephones, personal computers, digital ID processing equipment, office equipment, and software. Periodic replacement at end of useful life.	\$5,000	\$0	\$5,000	0	0	100
<input type="checkbox"/> Transit Technological Improvements	MTD-P06	IT software and hardware upgrades for scheduling, customer service, planning systems. Upgrades every 5 years.	\$5,170	\$2,500	\$2,670	0	0	40
<input type="checkbox"/> 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.	\$295	\$0	\$295	0	0	100
SCMTD Total Cost			\$2,095,677	\$1,592,320	\$503,357			

Seniors Council

<input type="checkbox"/> Senior Employment Ride Reimbursement	RTC-P43	Reimburse low income seniors for transit expenses to/from employer sites.	\$1,600	\$1,600	\$0	0	0	100
Seniors Council Total Cost			\$1,600	\$1,600	\$0			

UCSC

<input type="checkbox"/> Alternative Fuel Fleet Vehicles	UC-P64	Purchase and upgrade fleet vehicles to alt. fueled vehicles (refuse trucks, street sweepers, fleet cars, etc.)	\$3,100	\$500	\$2,600	0	0	100
<input type="checkbox"/> Alternative Fuel/Electric Shuttle Vehicles	UC-P22	Capital acquisition of vehicles/conversion of shuttles to EV.	\$10,330	\$0	\$10,330	0	0	100
<input type="checkbox"/> Bike Shuttle Vehicle Acquisition	UC-P51	Acquire more alt fueled vehicles for bike shuttle (and possible expansion).	\$520	\$0	\$520	75	0	25
<input type="checkbox"/> 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	\$260	\$0	0	0	40
<input type="checkbox"/> College Nine/Communications Pedestrian Bridge	UC-P39	Construct pedestrian bridge.	\$1,030	\$0	\$1,030	0	100	0

Project Title	ID	Project Description/Scope	Costs in 2020 dollars.			% Project Cost By Active Mode		
			Project Costs 2020 - 2045			Bike	Ped	Transit
			Est Cost \$1,000's	Revenue Constrained	Uncon- strained			
<input type="checkbox"/> College Nine/Crown College Pedestrian Bridge	UC-P37	Construct pedestrian bridge.	\$1,550	\$0	\$1,550	0	100	0
<input type="checkbox"/> Coolidge Overlook	UC-P42	Improve overlook for parking, benches and signage for Sanctuary.	\$620	\$0	\$620	0	0	0
<input type="checkbox"/> Disability Van Service	UC-P75	Operate disability van service	\$6,250	\$6,250	\$0	0	0	100
<input type="checkbox"/> East Collector Transit Hub	UC-P46	New transit hub at East Collector (East Remote) lot.	\$5,170	\$0	\$5,170	0	0	100
<input type="checkbox"/> Electric Vehicle Charging Stations	UC-P65	Add additional electrical infrastructure and install electric vehicle charging stations around campus.	\$810	\$0	\$810	0	0	0
<input type="checkbox"/> Hagar/McLaughlin Intersection Improvements	UC-P10	Signal, pedestrian safety improvements(including new crosswalk) and roadway improvements.	\$520	\$0	\$520	5	10	0
<input type="checkbox"/> Hagar/Steinhart Intersection Improvements	UC-P14	Signal, pedestrian safety improvements, transit, roadway improvements.	\$1,030	\$0	\$1,030	5	10	0
<input type="checkbox"/> 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	\$0	\$3,100	5	5	30
<input type="checkbox"/> Heller Drive Bicycle Lanes (Empire Grade to Porter College)	UC-P56	Add Class II bicycle lanes in downhill direction as feasible.	\$830	\$0	\$830	100	0	0
<input type="checkbox"/> Kerr/Porter Rd Pedestrian Bridge ADA Upgrades	UC-P72	Modify bridge to improve access.	\$3,100	\$0	\$3,100	0	100	0
<input type="checkbox"/> McLaughlin Drive Bike Lanes/Pedestrian Enhancements	UC-P30	Install Class 2 bike lanes and enhance pedestrian circulation on University campus roadway.	\$2,580	\$0	\$2,580	100	0	0
<input type="checkbox"/> 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	\$0	\$20,660	10	10	40
<input checked="" type="checkbox"/> 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	\$750	0	0	0
<input type="checkbox"/> 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	\$0	\$10,330	5	0	0

Project Title	ID	Project Description/Scope	Costs in 2020 dollars.			% Project Cost By Active Mode		
			Project Costs 2020 - 2045			Bike	Ped	Transit
			Est Cost \$1,000's	Revenue Constrained	Uncon- strained			
<input type="checkbox"/> 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	\$0	\$18,590	10	10	10
<input type="checkbox"/> Parking Management Technology Improvements	UC-P68	Updating existing parking management technologies to allow for more effective management.	\$410	\$410	\$0	0	0	0
<input type="checkbox"/> Pedestrian Directional Map/Wayfinding System	UC-P38	Develop and install signs throughout campus.	\$520	\$520	\$0	0	100	0
<input type="checkbox"/> Porter/Performing Arts Pedestrian Bridge	UC-P36	Construct pedestrian bridge.	\$1,030	\$0	\$1,030	0	100	0
<input type="checkbox"/> Science Hill/North Academic Core Pedestrian Bridge	UC-P40	Construct pedestrian bridge.	\$1,030	\$0	\$1,030	0	100	0
<input type="checkbox"/> Sidewalk/Pedestrian Improvements	UC-P50	Widen sidewalks/improve ped access in areas of campus.	\$5,170	\$0	\$5,170	0	100	0
<input type="checkbox"/> Spring Street Bikeway	UC-P34	Construct bikeway connecting Spring Street to Hagar Ct.	\$310	\$0	\$310	100	0	0
<input type="checkbox"/> Steinhart Way Multimodal Improvements	UC-P03	Roadway improvements for shuttles, bikes and pedestrians.	\$2,500	\$0	\$2,500	25	25	25
<input type="checkbox"/> Transit Pullouts and Shelters Enhancements	UC-P19	Construction and installation of transit pullouts and reconstruction of shelters throughout campus.	\$1,550	\$0	\$1,550	0	0	100
<input type="checkbox"/> Transit Vehicles (ongoing)	UC-P23	Ongoing capital acquisition of transit vehicles for on-campus transit and University shuttles.	\$5,875	\$5,875	\$0	0	0	100
<input type="checkbox"/> Transportation-Related Stormwater Management Projects	UC-P66	Retrofitting existing transportation facilities and developing new facilities with new stormwater management techniques.	\$1,030	\$1,030	\$0	0	0	0
<input type="checkbox"/> Traveler Safety Education/Information Programs	UC-P61	Bike/pedestrian safety programs; light and helmet giveaways, safety classes, distracted driver programs, bus etiquette program.	\$660	\$100	\$560	50	50	0
<input type="checkbox"/> 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	\$5,170	0	0	100
<input type="checkbox"/> 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	\$0	\$1,030	100	0	0

Project Title	ID	Project Description/Scope	Costs in 2020 dollars.			% Project Cost By Active Mode		
			Project Costs 2020 - 2045			Bike	Ped	Transit
			Est Cost \$1,000's	Revenue Constrained	Uncon- strained			
<input type="checkbox"/> UCSC Bicycle Parking Improvements	UC-P33	Install bicycle parking facilities to serve bicycle commuters to the University.	\$520	\$520	\$0	100	0	0
<input type="checkbox"/> UCSC Bike Loan Program	UC-P52	Develop and implement a bike loan program for UC students.	\$1,030	\$0	\$1,030	100	0	0
<input type="checkbox"/> UCSC Bike Showers/Storage Lockers	UC-P32	Install showers and storage facilities to serve bicycle commuters to the University.	\$620	\$0	\$620	100	0	0
<input checked="" type="checkbox"/> 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	\$10,000	0	0	100
<input type="checkbox"/> UCSC Commute Counseling Program	UC-P69	Staffing program development to individually market to UCSC affiliates on more sustainable means of travel to campus.	\$3,100	\$3,100	\$0	0	0	0
<input type="checkbox"/> UCSC Commuter Incentive Programs	UC-P70	Provide ongoing support and development of new programs to encourage travel to campus via sustainable modes of travel.	\$1,750	\$1,750	\$0	0	0	0
<input type="checkbox"/> UCSC Lump Sum Roadway Maintenance	UC-P59	Repaving and rehabilitation of roadways on UCSC campus to maintain existing network.	\$10,000	\$2,275	\$7,725	0	0	0
<input type="checkbox"/> 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	\$2,070	\$0	20	20	30
<input type="checkbox"/> UCSC Parking Operations & Maintenance	UC-P73	Operate and administer the parking operations for UCSC including planning, TDM, marketing and debt service.	\$80,000	\$80,000	\$0	6	4	0
<input type="checkbox"/> 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.	\$2,580	\$2,580	\$0	0	50	0
<input type="checkbox"/> UCSC Transit Service	UC-P74	Operate the on-campus shuttle service	\$77,750	\$77,750	\$0	0	0	100
<input type="checkbox"/> UCSC Vanpool Program	UC-P63	Maintain, operate and expand upon UCSC vanpool program.	\$9,863	\$9,863	\$0	0	0	0
<input type="checkbox"/> Zimride Emergency Preparedness Database	UC-P67	Creating a new database through Zimride to have emergency response evacuation of UCSC campus.	\$310	\$0	\$310	0	0	0
UCSC Total Cost			\$317,008	\$194,853	\$122,155			

			Costs in 2020 dollars.			% Project Cost By Active Mode		
Project Title	ID	Project Description/Scope	Project Costs 2020 - 2045			Bike	Ped	Transit
			Est Cost \$1,000's	Revenue Constrained	Unconstrained			
Various Agencies								
<input type="checkbox"/> 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.	\$2,380	\$2,380	\$0	0	0	0
<input type="checkbox"/> 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.	\$520	\$520	\$0	100	0	0
<input type="checkbox"/> 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.	\$4,130	\$4,130	\$0	100	0	0
<input type="checkbox"/> Bike Share	VAR-P16	Establish and maintain an urban centered bike share program allowing county residents to access loaner bikes at key locations such as downtowns, transit centers, shopping districts, and tourist destinations.	\$5,170	\$5,170	\$0	100	0	0
<input type="checkbox"/> 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.	\$1,030	\$1,030	\$0	100	0	0
<input type="checkbox"/> 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 including shared micro-mobility. 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.	\$2,250	\$890	\$1,360	0	0	0
<input type="checkbox"/> Carsharing Program	VAR-P06	Program to assist people in sharing a vehicle for occasional use. Implementing Agency TBD, varies.	\$2,940	\$1,470	\$1,470	0	0	0
<input type="checkbox"/> 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.	\$2,580	\$2,330	\$250	0	0	0

Project Title	ID	Project Description/Scope	Costs in 2020 dollars.			% Project Cost By Active Mode		
			Project Costs 2020 - 2045			Bike	Ped	Transit
			Est Cost \$1,000's	Revenue Constrained	Uncon- strained			
<input type="checkbox"/> Complete Streets Area Plans	VAR-P28	Detailed complete street circulation and design plans, including consideration of multimodal green travelways, for areas identified for intensified development in Sustainable Communities Strategy.	\$2,000	\$400	\$1,600	0	0	0
<input type="checkbox"/> Complete Streets Implementation	VAR-P27	Additional projects for complete streets implementation that would fall under the Complete Streets Guidelines.	\$20,000	\$20,000	\$0	40	40	20
<input type="checkbox"/> Coolidge Drive Reconstruction	VAR-P23	Reconstruction of roadway and bike lane.	\$3,100	\$0	\$3,100	0	0	0
<input type="checkbox"/> 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.	\$2,070	\$1,035	\$1,035	0	0	100
<input type="checkbox"/> 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.)	\$910	\$90	\$820	0	0	0
<input type="checkbox"/> Eco-Tourism - Sustainable Transportation	VAR-P17	Provide sustainable transportation information, incentives and promotions to the estimated one million visitors to Santa Cruz County. Work with the Santa Cruz County Conference and Visitors Council, local lodgings, and tourist attractions.	\$1,030	\$515	\$515	0	0	0
<input type="checkbox"/> 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.	\$3,870	\$1,140	\$2,730	100	0	0
<input type="checkbox"/> 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.	\$5,680	\$5,680	\$0	0	0	0
<input checked="" type="checkbox"/> EV Charging Stations for Low Income Residents	VAR-P49	EV charging station installation with a focus on equity so low income residents can access home charger especially those living in apartment/multi-dwelling units.	\$8,000	\$0	\$8,000	0	0	0
<input type="checkbox"/> 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.	\$14,000	\$0	\$14,000	50	50	0
<input type="checkbox"/> Hwy 9 - Downtown Felton Bike Lanes & Sidewalks (San Lorenzo Valley Trail)	CO-P46a	Install sidewalks and bicycle lanes on Hwy 9 through downtown Felton.	\$3,500	\$3,500	\$0	30	70	0

Project Title	ID	Project Description/Scope	Costs in 2020 dollars.			% Project Cost By Active Mode		
			Project Costs 2020 - 2045			Bike	Ped	Transit
			Est Cost \$1,000's	Revenue Constrained	Uncon- strained			
<input type="checkbox"/> Hwy 9 - North Felton Bike Lanes & Sidewalks (San Lorenzo Valley Trail)	CO-P46b	Install sidewalk/pedestrian path on west side, shoulder widening to 5' for bicycle lanes from SLV High School in Felton to Glen Arbor Road in Ben Lomond, including frontage of SLV elementary, middle and high schools. Includes new and replacement bike/ped bridges. (GH-SLVHS=Project #CT09)	\$10,000	\$10,000	\$0	30	70	0
<input type="checkbox"/> 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	\$530	\$0	4	3	93
<input type="checkbox"/> 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	\$620	0	0	0
<input type="checkbox"/> Lump Sum Bridge Preservation	VAR-P14	Painting, Barrier Rail Replacement, Low Water Crossing, Rehab, and Replacement bridges for SHOPP and Highway Bridge Program (HBP).	\$100,000	\$100,000	\$0	0	0	0
<input type="checkbox"/> 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.)	\$240,000	\$240,000	\$0	0	0	0
<input type="checkbox"/> 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.	\$520	\$520	\$0	60	25	0
<input type="checkbox"/> 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	\$7,750	0	0	75
<input type="checkbox"/> 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	\$0	\$5,170	50	50	0
<input checked="" type="checkbox"/> On-Demand Wheelchair Accessible Vehicle Program	VAR-P48	TNC Access for All Program to implement SB1376 (Hill: 2018) which directed the CPUC to establish a program relating to accessibility of on-demand transportation services for persons with disabilities, including wheelchair users who need a wheelchair accessible vehicle (WAV), to be funded in-part by Transportation Network Companies (e.g. Lyft/Uber) that do not have WAV fleet. [constrained reflects CPUC forecasted funds=\$60k/yr]	\$4,500	\$1,500	\$3,000	0	0	100

Project Title	ID	Project Description/Scope	Costs in 2020 dollars.			% Project Cost By Active Mode		
			Project Costs 2020 - 2045			Bike	Ped	Transit
			Est Cost \$1,000's	Revenue Constrained	Uncon- strained			
<input type="checkbox"/> 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.	\$9,100	\$3,100	\$6,000	0	0	25
<input type="checkbox"/> Planning for Transit Oriented Development for Seniors	VAR-P25	Evaluate opportunities for Transit Oriented Development serving seniors including access to medical facilities.	\$80	\$80	\$0	0	0	0
<input type="checkbox"/> 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.	\$2,500	\$0	\$2,500	0	0	0
<input type="checkbox"/> Public Transit Marketing	VAR-P20	Initiatives that increase public transit ridership including discount passes, free fare days, commuter clubs, and promotional and marketing campaigns.	\$1,550	\$775	\$775	0	0	0
<input type="checkbox"/> 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	\$150	\$0	50	50	0
<input type="checkbox"/> 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	\$150	\$0	0	0	100
<input type="checkbox"/> Safe Paths of Travel	VAR-P08	Regional program to construct and/or repair pedestrian facilities adjacent to high frequency use origins and destinations, particularly near transit stops.	\$3,100	\$3,100	\$0	0	100	0
<input type="checkbox"/> Safe Routes to Schools Studies	VAR-P10	Studies to assess pedestrian and bicycle safety near schools.	\$210	\$210	\$0	50	50	0
<input type="checkbox"/> Safety Plan	VAR-P36	Develop a safety plan that addresses traffic related injuries and fatalities for all modes of transportation.	\$310	\$310	\$0	0	0	0
<input type="checkbox"/> School Complete Streets Projects	VAR-P35	Implement ped/bike programs and facilities near schools.	\$10,330	\$10,330	\$0	50	50	0
<input type="checkbox"/> 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, biking and carpooling encouragement projects ranging from bike to school events, to incentive driven tracking, and educational support activities. Est. annual cost \$150k.	\$3,820	\$1,910	\$1,910	40	60	0

Project Title	ID	Project Description/Scope	Costs in 2020 dollars.			% Project Cost By Active Mode		
			Project Costs 2020 - 2045			Bike	Ped	Transit
			Est Cost \$1,000's	Revenue Constrained	Uncon- strained			
<input type="checkbox"/> 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.	\$3,025	\$1,150	\$1,875	0	0	0
<input type="checkbox"/> TDM Individualized Employer/Multiunit Housing Program	RTC-P53	Implement individualized employer and multiunit housing TDM programs with incentives for existing development.	\$4,650	\$2,325	\$2,325	0	0	0
<input type="checkbox"/> Transit Oriented Development Grant Program	RTC-P25	Smart growth grant program to fund TODs that encourage land use and transportation system coordination. May include joint child care/PNR/transit centers.	\$5,170	\$2,570	\$2,600	0	0	100
<input type="checkbox"/> Transit Priority	VAR-P34	Install transit queues at major intersections.	\$5,170	\$2,585	\$2,585	0	0	100
<input type="checkbox"/> 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	\$11,000	0	0	100
<input type="checkbox"/> 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.	\$310	\$310	\$0	0	0	0
<input type="checkbox"/> 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	\$11	0	0	100
<input type="checkbox"/> 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	\$2,580	0	0	100
<input type="checkbox"/> 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	\$11,000	0	0	100
<input type="checkbox"/> 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 scooters. Work with manufacturers on developing advanced electric vehicles and educating the public regarding the ease of use and benefits of electric vehicles.	\$51,650	\$51,650	\$0	0	0	0
<input type="checkbox"/> Uncontrolled Pedestrian Crossing Improvements	VAR-P31	Implement improvements to uncontrolled pedestrian crossing such as painted and/or raised crosswalks, flashing beacons and pedestrian islands.	\$5,170	\$2,570	\$2,600	0	100	0

			Costs in 2020 dollars.			% Project Cost By Active Mode		
Project Title	ID	Project Description/Scope	Project Costs 2020 - 2045			Bike	Ped	Transit
			Est Cost \$1,000's	Revenue Constrained	Unconstrained			
<input type="checkbox"/> 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	\$585	\$0	4	2	90
<input type="checkbox"/> 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	\$580	\$0	4	2	90
Various Agencies Total Cost			\$586,451	\$487,270	\$99,181			
Volunteer Center								
<input type="checkbox"/> Volunteer Center Transportation Program	VC-P1	Program providing specialized transportation to seniors and people with disabilities. Constrained=existing TDA allocations.	\$3,750	\$1,640	\$2,110	0	0	0
Volunteer Center Total Cost			\$3,750	\$1,640	\$2,110			
Watsonville Airport								
<input type="checkbox"/> Lump Sum Watsonville Municipal Airport Capital Projects	AIR-P01	Projects from the Watsonville Airport Capital Improvement Program. Includes new hangers, reconstruction of aviation apron, security features, runway rehabilitation and extensions and surface improvements, taxiway construction and maintenance, and signage.	\$37,000	\$27,000	\$10,000	0	0	0
<input type="checkbox"/> Watsonville Municipal Airport Operations	AIR-P02	Ongoing operations/maintenance. Average \$2M/year.	\$49,925	\$49,925	\$0	0	0	0
Watsonville Airport Total Cost			\$86,925	\$76,925	\$10,000			
Funds Needed Through 2045						\$9,510,206		
Total Within Projected Funds (Constrained)						\$4,935,472		
Minimum New Funds Needed (Unconstrained)						\$4,574,921		

2045 Santa Cruz County Regional Transportation Plan

Goals, Targets and Policies

RTC approved 02/06/2020

- **GOAL 1. Establish livable communities that improve people's access to jobs, schools, recreation, healthy lifestyles and other regular needs in ways that improve health, reduce pollution and retain money in the local economy.**

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

TARGETS:

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

1.A.1. Increase the length of urban bikeway miles relative to total urban arterial and collector roadway miles to 85 percent by 2030 and to 100 percent by 2045¹.

1.A.2. Increase the transit vehicle revenue miles by 8 percent by 2030 and 20 percent by 2045 (compared to 2020).

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

1.B.1. Reduce per capita vehicle miles traveled by 4 percent by 2030 and by 10 percent by 2045 (compared to 2005).

1.B.2. Reduce per capita greenhouse gas emissions by 50 percent by 2030 and by 78 percent by 2045 and total greenhouse gas emissions from transportation by 40 percent by 2030 and 70 percent by 2045² (compared to 2005) through electric vehicle use, clean fuels, and other emerging technologies, reduction in vehicle miles traveled and improved speed consistency.

1.B.3. Re-invest in the local economy \$8.5 million/year by 2030 and \$14 million/year by 2045 (compared to 2005) from savings resulting from lower fuel consumption due to a reduction in vehicle miles traveled.³

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

¹ The 2018 percentage of urban bikeway miles to urban arterials and collectors is 70 percent.

² This target is based on the California Executive Order B-16-12 - reduce greenhouse gas emissions from transportation by 80 percent below 1990 levels by 2050, and California Executive Order B-30-15 - reduce greenhouse gas emissions by 40 percent below 1990 levels by 2030.

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

1.C.1. Improve percentage of reliable⁴ person miles traveled by 3 percent by 2030 and by 8 percent by 2045 (compared to 2020).

1.C.2. Improve multimodal network quality for walk and bicycle trips to and within key destinations by increasing the percentage of buffered/separated bicycle and multiuse facilities to 42 percent of bikeway miles by 2030 and to 64 percent by 2045⁵.

1.D Improve health and reduce greenhouse gas emissions by increasing the percentage of trips made using active transportation options, including bicycling, walking and transit.

1.D.1. Decrease single occupancy commute trip mode share by 6.5 percent by 2030 and by 10 percent by 2045 (compared to 2020).

1.D.2. Increase the number of active commute trips to 16 percent of total commute trips by 2030 and to 24 percent of total commute trips by 2045.⁶

POLICIES:

- 1.1 *Transportation Demand Management (TDM):* Expand demand management programs that decrease the number of vehicle miles traveled and result in mode shift.
- 1.2 *Transportation System Management:* Implement Transportation System Management programs and projects on major roadways across Santa Cruz County that increases the efficiency of the existing transportation system.
- 1.3 *Transportation Infrastructure:* Improve multimodal access to and within key destinations⁷ for all ages and abilities.
- 1.4 *Transportation Infrastructure:* Ensure network connectivity by closing gaps in the bicycle, pedestrian and transit networks.
- 1.5 *Transportation Infrastructure:* Develop dedicated transit facilities that will improve transit access and travel time and promote smart growth and transit oriented development.
- 1.6 *Land Use:* Support land use decisions that locate new facilities close to existing services, particularly those that serve transportation disadvantaged populations.
- 1.7 *Goods Movement:* Enhance local economic activity through improving freight mobility, reliability, efficiency, and competitiveness.

⁴ Travel time reliability measures the consistency or dependability in travel times, as measured from day-to-day.

⁵ 2018 buffered/separated bike lanes is 21 percent of the total bikeway length.

⁶ The active transportation commute trip mode share for Santa Cruz County estimated from the 2013-2017 American Community Survey is 11% (4.5% walk, 3.7% bike and 2.8% transit). The targets are to increase the total active transportation mode share to 16% by 2030 (6.3% Walk, 5.7% bike and 3.9% transit) and increase the active transportation mode share to 24% by 2045 (9.5% Walk, 8.7% bike and 5.9% transit).

⁷ Key destinations for Santa Cruz County residents may include employment and commercial centers, schools, healthcare, coastal access, and parks.

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

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

TARGETS:

2.A Improve transportation safety, especially for the most vulnerable users.

2.A.1. Vision Zero: Eliminate traffic fatalities and serious injuries by 2045 for all modes. By 2030, reduce fatal and serious injuries by 50 percent (compared to 2020).

POLICIES:

- 2.1 *Safety*: Prioritize funding for safety projects and programs that will reduce fatal or injury collisions.
- 2.2 *Safety*: Encourage projects that improve safety for youth, vulnerable users, and transportation disadvantaged.
- 2.3 *Emergency Services*: Support projects that provide access to emergency services.
- 2.4 *System Design*: Reduce the potential for conflict between bicyclists, pedestrians and vehicles.
- 2.5 *Security*: Incorporate transportation system security and emergency preparedness into transportation planning and project/program implementation.

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

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

TARGETS:

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

3.A.1. Increase the percentage of pavement in good condition to 50 percent by 2030 and 80 percent by 2045.

3.A.2. Reduce the number of transit vehicles in “distressed” condition to 20 percent by 2030 and to 10 percent by 2045.

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

3.B.1. Improve travel options for people who are transportation disadvantaged due to income, age, race, disability or limited English proficiency by increasing transit vehicle revenue miles (see Target 1.A.2.) and reducing transit travel times by 15 percent by 2030 and by 30 percent by 2045 (compared to 2020).

3.B.2. Ensure that transportation benefits are equitably distributed and that transportation burdens do not disproportionately affect transportation-disadvantaged populations.

3.C Solicit broad public input.

3.C.1. Maximize participation from diverse members of the public in RTC planning and project implementation activities.

3.D Increase transportation revenues.

3.D1. Increase the amount of transportation funding by 20 percent by 2030 (compared to 2020) from a combination of local, state and federal funds.

POLICIES:

- 3.1 *Cost Effectiveness & System Maintenance:* Maintain and operate the existing transportation system cost-effectively and in a manner that adapts the current transportation system to maximize existing investments.
- 3.2 *Coordination:* Improve coordination between agencies in a manner that improves efficiencies and reduces duplication (e.g. paratransit and transit; road repairs; signal synchronization; TDM programs).
- 3.3 *System Financing:* Support new or increased taxes and fees that reflect the cost to operate and maintain the transportation system.
- 3.4 *Equity:* Demonstrate that planned investments will reduce disparities in safety and access for transportation disadvantaged populations.
- 3.5 *Ecological Function:* Deliver transportation investments in a way that increases tree canopy, where appropriate, improves habitat and water quality, and enhances sensitive areas.
- 3.6 *Climate Resiliency:* Adapt the transportation system to reduce impacts from climate change.
- 3.7 *Public Engagement:* Solicit broad public input on all aspects of regional and local transportation plans, projects and funding actions.

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AGENDA: February 9, 2021

TO: Elderly and Disabled Transportation Advisory Committee (E&D TAC)

FROM: Rachel Moriconi, Sr. Transportation Planner

RE: FY20/21 Low Carbon Transit Operations Program (LCTOP)

RECOMMENDATION

Staff recommends that the Elderly and Disabled Transportation Advisory Committee (E&D TAC):

1. Recommend that the RTC program FY20/21 Santa Cruz County's shares of Low Carbon Transit Operations Program (LCTOP) as follows:
 - a. 85.5% of RTC shares and 100% of Santa Cruz METRO formula shares to METRO for its Zero-Emission Watsonville Circulator Operating Project.
 - b. 14.5% of RTC shares to Lift Line for Electric Vehicle (EV) chargers.
 2. Identify any additional priority transit projects which could reduce greenhouse gas emissions and vehicle miles traveled for consideration in future years through the 2021 Unmet Needs process.
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BACKGROUND

In 2014, the California Legislature established the Low Carbon Transit Operations Program (LCTOP) to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with an emphasis on serving disadvantaged communities. Funded by Greenhouse Gas Reduction Funds (GGRF) generated from the sale of carbon credits in the state's Cap and Trade program, the State Controller's Office (SCO) apportions revenue to transit operators and regional transportation planning agencies using State Transit Assistance (STA) population and revenue distribution formulas. As the regional entity designated under Public Utilities Code (PUC) 99313, the RTC can act as a lead agency on eligible projects or act as a "contributing sponsor" and pass funds onto public transit and community transportation operators to support an eligible project.

Eligible projects for LCTOP include:

1. Expenditures that directly enhance or expand transit service by supporting new or expanded bus or rail services, new or expanded

water-borne transit, or expanded inter-modal transit facilities, and may include equipment acquisition, fueling, and maintenance, and other costs to operate those services or facilities.

2. Operational expenditures that increase transit mode share.
3. Expenditures related to the purchase of zero-emission buses, including electric buses, and the installation of the necessary equipment and infrastructure to operate and support these zero-emission buses.

In addition to using funds on eligible projects, recipients of LCTOP funds must demonstrate that each expenditure of program monies does not supplant another source of funds, at least 50 percent of funds must be utilized within [state-defined disadvantaged communities](#) (DAC), and agencies are required to conduct meaningful outreach and engagement to low income and disadvantaged communities ("Priority Populations") to ensure funds are used to address important community needs.

If an agency is not prepared to initiate a project in the current fiscal year, they may roll funds over into a subsequent fiscal year, accruing a maximum of four years of LCTOP funds for a more substantial project. All funds must be applied to the project within four years. Approved projects must also be completed and funds expended within the subsequent four years.

DISCUSSION

Caltrans estimates that approximately \$84 million will be available for the Low Carbon Transit Operations Program (LCTOP) statewide in FY20/21. This is about 40% lower than in FY19/20, due to lower anticipated cap-and-trade revenues resulting (in part) from the COVID-related economic downturn. While as of the writing of this report the State Controller's Office (SCO) had not yet released estimates for each region, based on the preliminary statewide estimate, staff anticipates that the RTC's population-based share of FY20/21 LCTOP funds will be between \$250,000 and \$300,000. Santa Cruz Metropolitan Transit District (METRO) receives a similar revenue-based share. Annual shares vary based on projected and actual Cap-and-Trade auction proceeds, as well as population and revenue estimates in other counties and transit districts. Applications for FY20/21 funds are due to Caltrans on March 31, 2021.

Based on discussions with Santa Cruz METRO staff and Community Bridges Lift Line, **staff recommends that the Elderly and Disabled Transportation Advisory Committee (E&D TAC) recommend that the RTC program FY20/21 LCTOP funds as follows:**

- 3. 85.5% of RTC shares and 100% of METRO formula shares to METRO for its Zero-Emission Watsonville Circulator Operating**

Project.

4. 14.5% of RTC shares to Lift Line for Electric Vehicle (EV) chargers.

Zero-Emission Watsonville Circulator

The Santa Cruz METRO (METRO) Zero-Emission Watsonville Circulator Operating Project will deploy a new battery-electric bus on a new circulator route in downtown Watsonville in the Fall of 2021. The new route is designed to reduce the number of riders using intercity buses for local trips and increase the number of transit passengers by providing more frequent service to desirable commercial and professional destinations in Watsonville between 10am and 9pm daily. METRO staff estimates that FY20-21 LCTOP funds would provide operating assistance to operate the new route for about a year. METRO also plans to launch a free fare pilot program on the new route for one year. The new route serves one of the lowest income communities in METRO's service area. The project would not only supplant the greenhouse gas emissions from a fossil fueled bus, but it would also create a more productive route with ridership anticipated to exceed the current route. METRO staff is still working on route, charge, and rate analysis of the route and the Proterra bus to determine how to best deploy these buses into service.

Lift Line EV Charger

Lift Line has proposed to use FY20/21 LCTOP funding to install two new EV chargers at its Watsonville operations facility, with any balance of costs to be funded by Lift Line's formula share of Measure D revenues. Consistent with forthcoming state requirements, over the next several years Lift Line will continue to work to expand its fleet of zero emission vehicles, including buses and minivans, and EV charging infrastructure. Lift Line is also looking into eventually installing solar panels to power its operations facility and EV charging stations.

These projects are consistent with LCTOP guidelines, serve state-defined low income and disadvantaged communities, and they support California and Regional Transportation Plan (RTP) greenhouse gas reduction goals, priorities identified during community outreach conducted by METRO and Lift Line, and the unmet needs list (see separate agenda item, including #3- transportation services for low-income families and access to jobs; #24 CTSA operating facilities and increase funding paratransit capital projects; #26 electric vehicle charging stations; #28 local Watsonville services; #31 free and low-cost transportation options; as well as transit priorities #32-36 related to increased, easier, and faster transit services). **Staff recommends that the E&DTAC also identify any other priority public transit, paratransit, and/or community transportation services which could**

reduce greenhouse gas emissions and vehicle miles traveled for consideration in future years through the 2021 Unmet Needs process.

SUMMARY

The California Legislature has established a Low Carbon Transit Operations Program (LCTOP) to distribute revenue from the sale of carbon emission credits (Cap-and-Trade funds) for transit operations and capital projects that reduce greenhouse gases. Funds are distributed by formula to regional agencies (RTC) and transit agencies. Staff recommends that the Elderly and Disabled Transportation Advisory Committee (E&D TAC) recommend that the RTC program FY20/21 funds to Santa Cruz METRO for a new zero-emission Watsonville Circulator and to Lift Line for electric vehicle charging infrastructure.

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