



## **2022 Santa Cruz County Regional Transportation Improvement Program:** *State Transportation Improvement Program Proposal*



*Submitted to the  
California Transportation Commission for the  
2022 State Transportation Improvement Program (STIP)*

*Adopted by the  
Santa Cruz County Regional Transportation Commission  
on 12/2/2021*



## SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

1523 Pacific Ave., Santa Cruz, CA 95060-3911 • (831) 460-3200 FAX (831) 460-3215 EMAIL [info@sccrtc.org](mailto:info@sccrtc.org)

December 15, 2021

Mitch Weiss, Executive Director  
California Transportation Commission  
1120 N Street, Mail Station 52  
Sacramento, CA 95814  
Attn: [Kacey.Ruggiero@catc.ca.gov](mailto:Kacey.Ruggiero@catc.ca.gov)

RE: 2022 Regional Transportation Improvement Program (RTIP) for Santa Cruz County and Covid Relief Funds

Dear Director Weiss:

The Santa Cruz County Regional Transportation Commission (RTC) hereby submits the *2022 Santa Cruz County Regional Transportation Improvement Program* (RTIP) for consideration by California Transportation Commission (CTC). The RTC adopted the RTIP at its December 2, 2021 meeting, where it selected projects to receive the region's targeted share of STIP, Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA), and other regional funds following a public hearing.

The RTC requests that the CTC program the region's 2022 STIP Target to the following projects:

- San Andreas Road Resurfacing: \$1,645,000
- Soquel San Jose Rd/ Porter St - Road Resurfacing & Multimodal Improvements: \$1,455,000
- Complete Streets Downtown Watsonville: \$896,000
- Highway 1, Freedom to State Park Auxiliary Lanes, Bus on Shoulder and Rail Trail: \$300,000
- Planning, programming, and monitoring (PPM): \$226,000

The RTC also requests that the CTC program the region's target of CRRSAA/Mid-Cycle STIP as follows:

- Chestnut Street St Storm Drain and Paving Rehab and Safety Improvements: \$1,000,000
- Planning, programming, and monitoring (PPM): \$64,000 in FY22/23
- Reserve for future programming (Capitola's 41<sup>st</sup> Ave resurfacing): \$227,000

The 2022 RTIP reflects the RTC board's prioritization of fix-it-first local road projects and complete streets. If you have any questions regarding our proposal, please contact Rachel Moriconi of my staff at [rmoriconi@sccrtc.org](mailto:rmoriconi@sccrtc.org) or 831-460-3203.

Sincerely,

Guy Preston  
Executive Director

cc: [Kacey.Ruggiero@catc.ca.gov](mailto:Kacey.Ruggiero@catc.ca.gov)  
[Rambabu.Bavirisetty@dot.ca.gov](mailto:Rambabu.Bavirisetty@dot.ca.gov)  
Tim Gubbins, Caltrans District 5 (hard copy)  
Caltrans Division of Financial Programming - Attention: Office of Capital Improvement Program  
Mail Station 82, P. O. Box 942874, Sacramento, CA 94274-0001 (hard copy)

\\RTCSEV2\INTERNAL\RTIP\2022RTIP\DOCUMENT\2022RTIPSUBMITTALCORR.DOCX

**SANTA CRUZ COUNTY**  
**2022 Regional Transportation Improvement Program (RTIP)**

**TABLE OF CONTENTS**

<b>A. Overview and Schedule.....</b>	<b>4</b>
Section 1. Executive Summary .....	4
Section 2. General Information .....	5
Section 3. Background of RTIP .....	6
Section 4. Completion of Prior STIP Projects .....	7
Section 5. RTIP Outreach and Participation .....	8
 <b>B. 2022 STIP Regional Funding Request.....</b>	 <b>10</b>
Section 6. 2022 STIP Regional Share and Request for Programming...	10
Section 7. Overview of Other Funding for Delivery of Projects .....	11
Section 8. Interregional Transportation Improvement Program.....	12
Section 9. Projects Planned Within Multimodal Corridors .....	12
Section 10. Highways to Boulevards Conversion Pilot Program .....	14
 <b>C. Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP .....</b>	 <b>14</b>
Section 11. Regional Level Performance Evaluation.....	14
Section 12. Regional and Statewide Benefits of RTIP.....	18
 <b>D. Performance and Effectiveness of RTIP .....</b>	 <b>18</b>
Section 13. Evaluation of Cost Effectiveness of RTIP .....	18
Section 14. Project Specific Evaluation .....	22
 <b>E. Detailed Project Information.....</b>	 <b>36</b>
Section 15. Overview of Projects Programmed with STIP .....	36
 <b>F. Appendices .....</b>	 <b>37</b>
Section 16. Project Programming Request Forms (PPR)	
Section 17. Board Resolution – Approving the 2022 RTIP	
Section 18. Detailed STIP Project Programming Summary Table	
Section 19. Project Study Reports for NEW projects - online at <a href="http://www.sccrtc.org/rtip">www.sccrtc.org/rtip</a>	

## **A. Overview and Schedule**

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

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

This RTIP document serves as the RTC's proposal to the California Transportation Commission (CTC) for the *2022 State Transportation Improvement Program (STIP)*. The CTC's STIP is a planning document for funding five-years of roadway, intercity rail and transit improvements throughout California. State law requires the CTC and regions to update these programming documents biennially, with each new STIP adding two new years to prior programming commitments. STIP funds are primarily generated from the state excise tax on gasoline, which the state makes available for regional agency priorities in accordance with formulas and regulations established under Senate Bill 45 (SB 45-1997) and subsequent laws. Senate Bill 1 (SB1), signed into law on April 28, 2017, provided more stability to the STIP, with the provision to adjust the per gallon excise tax annually for inflation.

Projects in Santa Cruz County that the RTC proposes to be programmed for STIP funds reflect the RTC's focus on fixing roads in unincorporated areas of Santa Cruz County and bicycle and pedestrian safety and access. Project proposed for county shares of 2022 STIP fund include:

- San Andreas Road Resurfacing - \$1,645,000
- Soquel San Jose Rd/ Porter St - Road Resurfacing & Multimodal Improvements - \$1,455,000
- Complete Streets Downtown Watsonville – \$896,000
- Highway 1 – Freedom Blvd to State Park Auxiliary Lanes, Bus on Shoulder and Coastal Rail Trail Design - \$300,000
- Project and planning, programming, and monitoring (PPM)



The RTC's proposal for the 2022 STIP also carries forward the following project along the Santa Cruz to Watsonville travel corridor:

- Highway 1 – Bay/Porter to State Park Auxiliary Lanes, Bus on Shoulder

The RTC selects projects through an open public process and approved projects to receive funds following a well-attended public hearing on December 2, 2021. We appreciate the CTC's support in including all of these projects in the 2022 State Transportation Improvement Program (STIP).

## **Section 2. General Information**

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

**Agency website links:** [www.sccrtc.org](http://www.sccrtc.org)

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

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

**AMBAG MTP/SCS link:** <https://www.ambag.org/plans/2040-metropolitan-transportation-plan-sustainable-communities-strategy>

## **RTC Executive Director Contact Information**

Name            Guy Preston  
Title            Executive Director  
Email            gpreston@sccrtc.org  
Telephone      831-460-3200

## **RTIP Manager Contact Information**

Name            Rachel Moriconi  
Title            RTIP Program Manager, Senior Transportation Planner  
Address        1101 Pacific Ave, Ste 250, Santa Cruz, California, 95060  
Email            [rmoriconi@sccrtc.org](mailto:rmoriconi@sccrtc.org); General: [info@sccrtc.org](mailto:info@sccrtc.org)  
Telephone      831-460-3200

## **California Transportation Commission (CTC) Staff Contact Information**

Name            Teresa Favila  
Title            Associate Deputy Director  
Address        1120 N Street , Sacramento, CA, 95814  
Email            teresa.favila@catc.ca.gov  
Telephone      916-653-2064                      Fax    916-653-2134

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

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

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

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

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

After projected state and federal transportation funds are split amongst Caltrans maintenance, administration, and operations; the State Highway Operation and Protection Program (SHOPP); various state transit programs; and Local Assistance programs, the balance is made available for the STIP. Seventy-five percent of the STIP funds are classified as "regional share" monies and programmed by regional agencies, such as the RTC. Caltrans identifies projects of statewide and interregional significance to receive the remaining twenty-five percent of STIP funds through the *Interregional Transportation Improvement Program (ITIP)*, which includes interregional state highway and rail projects. The RTC develops its RTIP based on formula

shares of funds projected for Santa Cruz County. The RTC then develops the RTIP project list through a collaborative process with Caltrans, its advisory committees, member agencies, and transportation planning partners. For the 2022 RTIP, the RTC issued a call for projects for consolidated grants including anticipated regional shares of STIP, Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA), Regional Surface Transportation Program Exchange (RSTPX) and Highway Infrastructure Program (HIP) funds. Following review of projects by staff and RTC committees, the RTC board directed staff to add an extra \$2 million for County of Santa Cruz road preservation projects, reducing funds available for transit, highway, and Transportation Demand Management (TDM) projects. Any project proposed in the RTIP must be included in or be consistent with the *Regional Transportation Plan*.

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

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

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

The following STIP-funded projects included in the *2020 Regional Transportation Improvement Program (RTIP)* will have started construction before the start of FY22/23. These projects will not be carried forward into the 2022 STIP.

<b>Project Name/ Location</b>	<b>Description</b>	<b>Summary of Improvements &amp; Benefits</b>
Hwy 1/9 Intersection Improvements	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.	Operational improvements
Hwy 1 41st Ave-Soquel Ave Aux Lanes, Bus on Shoulders, and Chanticleer Bike/Ped Bridge	Construct auxiliary lanes, modify shoulders for bus operations, and construct a bicycle/pedestrian overcrossing of Hwy 1 at Chanticleer Ave.	Operational improvements

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

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

<b>Action</b>	<b>Date</b>
Interagency Technical Advisory Committee (ITAC) discusses proposed process for 2022 RTIP	June 2021
CTC adopts Fund Estimate and Guidelines	August 18, 2021
RTC issues call for projects	Summer 2021
Caltrans identifies State Highway Needs	September 15, 2021
Applications due to RTC	October 5, 2021
RTC's Bicycle Committee, Elderly and Disabled Transportation Advisory Committee (E&D TAC), and ITAC review proposed projects and preliminary staff recommendations	November 2021

<b>Public Hearing, RTC adopts 2022 RTIP</b>	<b>December 2, 2021</b>
Regions submit RTIP to CTC	December 15, 2021
CTC STIP Hearing, North	January 27, 2022
CTC publishes staff recommendations	February 28, 2022
CTC Adopt STIP	March 23-24, 2022

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

The 2022 RTIP was developed in consultation with stakeholders and partner agencies, including Caltrans, the County of Santa Cruz, the cities of Capitola, Santa Cruz, Scotts Valley and Watsonville, the Santa Cruz Metropolitan Transit District (SCMTD), the University of California at Santa Cruz (UCSC), and local non-profits that provide community transportation services or implement local transportation programs. The 2022 RTIP carries over projects from the 2020 RTIP and includes proposals for the region's targeted share of 2022 STIP funds, including programming the region's Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) target.

Following evaluation of project benefits, and consideration of recommendations from staff, RTC advisory committees (Bicycle Committee, Elderly and Disabled Transportation Advisory Committee (E&D TAC), and Interagency Technical Advisory Committee (ITAC)), comment letters and emails submitted by community members, as well as a well-attended public hearing, on December 2, 2021 the RTC voted to focus funds to County roadway preservation and cities' projects, as well as at least \$300,000 for the Highway 1 project.

As set forth in the California Transportation Commission (CTC) STIP Guidelines, the RTIP is based on the *Regional Transportation Plan* that has been developed and updated pursuant to Government Code Section 65080, and a region-wide assessment of transportation needs and deficiencies. **The 2022 RTIP is reflective of the Santa Cruz County Regional Transportation Plan (RTP), which calls for a balanced multimodal transportation system.**

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

Consistent with the STIP Guidelines, Caltrans may nominate or recommend State highway improvement projects for inclusion in the RTIP. Caltrans can also identify any additional State highway improvement needs within the region that could reasonably be programmed within the three years beyond



the end of the current STIP period. RTC staff met with Caltrans District 5 several times in 2021. Caltrans did not request any projects for RTC's RIP shares. RTC staff recommended STIP funding for the Highway 1 Freedom-State Park project.

## **B. 2022 STIP Regional Funding Request**

### **Section 6. 2022 STIP Regional Share and Request for Programming**

#### **a. 2022 Regional Fund Share per 2022 STIP Fund Estimate**

The 2022 STIP Fund Estimate identifies Santa Cruz County's programming target for the 5 years of the 2022 STIP (FY22/23-FY26/27) as:

- 2022 Regional Target: **\$4,522,000**
- 2021 Mid-Cycle STIP/Coronavirus Response and Relief Supplemental Appropriations Act of 2021-STIP (CRRSAA-STIP): **\$1,291,000**

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

The 2022 RTIP adds four new projects and carries over two projects. *See Section 15 and PPRs for detailed proposals.*

#### ***New 2022 RIP Target***

<b>Project Sponsor</b>	<b>STIP PPNO</b>	<b>Project</b>	<b>Proposed change for 2022 STIP</b>	<b>Total STIP (in \$000s)</b>
County of Santa Cruz	3088	San Andreas Road Resurfacing	New Project	<b>1,645</b>
County of Santa Cruz	3089	Soquel San Jose Rd/ Porter St - Road Resurfacing & Multimodal Improvements	New Project	<b>1,455</b>
Watsonville	3091	Complete Streets Downtown	New Project	<b>896</b>
SCCRTC	0073 D	Hwy 1 Freedom-State Park Auxiliary Lanes, Bus on Shoulders, and Rail Trail Segment 12	New STIP Project	<b>300</b>
SCCRTC	921	Planning, Programming & Monitoring (PPM)	Added 2022 RIP funds	<b>226</b>
<b>Total 2022 STIP</b>				<b>\$4,522</b>

***Covid-STIP***

Santa Cruz, city	3090	Chestnut Street St Storm Drain and Paving Rehab and Safety Improvements	New Project	<b>1,000</b>
SCCRTC	921	Planning, Programming & Monitoring (PPM)	Added Covid Funds	<b>64</b>
Capitola	3092	41st Ave Resurfacing (Reserve)	SOF Placeholder	<b>227</b>
<b>Total COVID-STIP</b>				<b>\$1,291</b>

***Carryover from 2020 STIP***

SCCRTC	73C	State Route 1, State Park-Bay/Porter Aux lanes, bus on Shoulder & Mar Vista Bike/ped bridge	Carryover	<b>4,929</b>
SCCRTC	921	Planning, Programming & Monitoring (PPM)	Carryover	<b>305</b>
<b>Total STIP</b>				<b>11,047</b>

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

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

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

<b>Proposed Regional STIP</b>	<b>STIP funds</b>	<b>Local</b>	<b>Other</b>	<b>Total Cost</b>
San Andreas Road Resurfacing	1645	213	5 RSTPX	1863
Soquel San Jose Rd/ Porter St - Road Resurfacing & Multimodal Improvements	1455	188	0	1,643
Complete Streets Downtown	896	Pre-con	352 RSTPX	1248
Hwy 1 Freedom-State Park	300	12,105	LPP-f,	134,036
Planning, Programming & Monitoring (PPM)	290	0	Varies-RPA	290
Chestnut St Resurfacing	1,000	1,165	0	2,165

If the CTC is unable to program STIP funds in the year requested for projects, the RTC and local jurisdictions may request an AB3090 amendment or may delay project implementation. Project sponsors may also seek advance allocations or utilize SB184 notice to expedite delivery and begin reimbursable expenses in advance of the STIP allocation in the year programmed.

### **Section 8. Interregional Transportation Improvement Program**

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas ports and borders is vital to the state's economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

### ***No ITIP funding is proposed for projects in Santa Cruz County in the 2022 STIP.***

While no projects are proposed for ITIP funds this cycle, there are significant interregional priorities within the region. These include the **Monterey Bay Sanctuary Scenic Trail Network/Rail Trail (MBSST)** around the Monterey Bay, the **Santa Cruz Branch Rail Line and Pajaro Station, SR 17** safety and access management projects connecting Santa Cruz County and Silicon Valley, **SR 129** connecting Santa Cruz County to SR101, and **Highway 1** auxiliary lanes and bus-on-shoulder facilities.

### **Section 9. Projects Planned Within Multimodal Corridors**

Caltrans and regional transportation agencies prepare corridor plans to identify multi-modal transportation projects that will meet state, regional, and local goals and benefit corridors around the state. In consideration of the RTC's Unified Corridor Investment Study (UCS), 2040 and draft 2045 Santa Cruz County Regional Transportation Plan (RTP) and Monterey Bay Area Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), the Highway 1 Corridor Investment Plan, Caltrans's Proposition 1B Corridor System Management Plan for the Highway 1-Highway 183

corridor, the Measure D Transportation Improvement Plan, the Caltrans Transportation Plan (CTP), and other state, regional, and locals plans, the RTC has prepared a program of multimodal projects to utilize a combination of formula, discretionary and competitive state, federal, regional, and local funds.

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

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

The 2022 RTIP reflects priorities that were identified through these major planning efforts. The following is a description of other projects planned or underway within the unified Highway 1/Rail/Soquel-Freedom Boulevard corridor:

- Local Road System Preservation: Maintaining the existing local roads and multimodal transportation system is a base priority for the RTC. Local roads are used by transit, commuters, bicyclists, pedestrians, businesses, and goods movement.
- Highway 1: The Santa Cruz County Regional Transportation Commission (RTC), in cooperation with the California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA), has analyzed a range of investments to improve access, safety, and traffic flow on State Route 1 in Santa Cruz County. The next phases of auxiliary lanes and bus shoulders extend south between Bay/Porter in Capitola/Soquel and Freedom Boulevard in Aptos.
- Monterey Bay Sanctuary Scenic Trail Network (MBSST): The MBSST includes a 50-mile bicycle and pedestrian trail project in Santa Cruz County, which will link to existing and planned trails in Monterey County. The spine of the trail network is the 32-mile Coastal Rail Trail from Davenport to Watsonville, being built as funding becomes available within the RTC-owned rail right-of-way. The remaining miles of trail include connecting paths, sidewalks, bike lanes, other roadway improvements or unpaved coastal spur trails.

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

### **Section 10. Highways to Boulevards Conversion Pilot Program**

Highway 1 and Highway 17 are currently the only freeways in Santa Cruz County. Neither is a candidate for the "highways to boulevards" program. However, Highway 9 through San Lorenzo Valley (SLV), Highway 129 and Highway 152 through Watsonville, and Highway 1/Mission St in Santa Cruz also serve as main streets and the RTC and local jurisdictions continue to work closely with Caltrans to ensure these state routes are converted to complete streets that address the needs of all users.

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

### **Section 11. Regional Level Performance Evaluation**

Performance measures are included in the 2022 RTIP as required in the 2022 STIP Guidelines. The 2022 RTIP furthers the goals of the 2040 Santa Cruz County Regional Transportation Plan (RTP) and the Association of Monterey Bay Area Governments' (AMBAG) 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). The following table reflects the regional level performance of measures included in the 2040 RTP and 2040 MTP/SCS. The RTIP will facilitate implementation of the SCS. Notably the SCS proposes increased housing and other development in STIP project areas.

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

1. Number of people served by project
2. Safety and health benefits
3. Preservation of existing infrastructure
4. Reduce vehicle miles traveled, air pollution, greenhouse gas emissions and/or fuel consumption
5. Improve access for all modes, especially to and within key destinations
6. Change in travel times and travel time reliability and efficiency of the transportation system, including transit
7. Change in passenger, freight and goods movement efficiency



8. Change in disparities in safety and access for people who are transportation disadvantaged due to age, income, disability or minority status
9. Inclusion of projects in the *Regional Transportation Plan* (RTP) "constrained" project list, which implements the SB375-mandated Sustainable Communities Strategy (SCS)
10. Consistency with the Monterey Bay Area Complete Streets Guidebook
11. Public engagement - in identification of the project as a priority and planned during project implementation
12. Funding, including if all other funding is secured and amount of match
13. Deliverability of the project or if there are possible barriers to project schedules.

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

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

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

Goal	Indicator/Measure	Current System Performance (Baseline)	Projected System Performance (Year)
Congestion Reduction	Vehicle Miles Traveled (VMT) per capita/workday (SB 375 VMT – passenger vehicles and light duty trucks and 50% of out of county travel)	15.3 miles/capita/workday (2005)	13.40 (2035) Reduction: - 17.1%
	VMT per capita/workday – Full fleet, within county borders	21.7 miles/capita/workday (2005)	18.3 miles/person/day (2020) Reduction: - 15%
	Percent of congested VMT (at or below 35 mph)	NA	NA

<b>Goal</b>	<b>Indicator/Measure</b>	<b>Current System Performance (Baseline)</b>	<b>Projected System Performance (Year)</b>
	Commute mode share (travel to work or school)	Drive Alone: 69.9% Carpool: 9.4% Transit: 2.9% Bike: 3.8% Walk: 3.9% Other: 2.9% Work @ home: 7.3% (2011-2015 ACS)	NA. 2040 target is reduce Drive Alone to 55%
Infrastructure Condition	Percent of distressed state highway lane-miles	D5: Class 1-4%; Class 2-8%; Class 3 – 14% (2015 SOP report)	See TAMP
	Pavement Condition Index (local streets and roads)	50 (2017)	70 (2040, if \$44M/year invested); 43 (if only \$23M/year invested)
	Percent of highway bridges by deck area classified in poor condition	38%	TBD
	Percent of transit assets that have surpassed the FTA useful life period	62.2% Fixed Route Buses (SCMTD 2017) 72.2% Non-revenue Vehicles 31.0% Paratransit Vans (SCMTD 2015)	TBD

<b>Goal</b>	<b>Indicator/Measure</b>	<b>Current System Performance (Baseline)</b>	<b>Projected System Performance (Year)</b>
System Reliability	Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival)	NA	NA
	Accessibility and on-time performance for rail and transit	NA	Improved with ITS and replacement vehicle projects
Safety	Fatalities per capita	0.00007369	Reduce
	Injuries per capita	0.00439939	Reduce
Economic Vitality	Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	AMBAG region: 39%	40% (2040)
	Farebox recovery ratio	23.28% (FY16)	NA
	Mean commute travel time (to work or school)	26 minutes (2011-2015 ACS)	NA (Partly dependent on land use decisions)
Environmental Sustainability	Change in acres of agricultural land	N/A	N/C
	CO <sub>2</sub> emissions reduction per capita – lbs/day/capita – based on SB 375 VMT metric	15.02 (2005)	13.05 (2035) Reduction: - 17.9%
Transit	Total operating cost per revenue mile	\$12.09 Bus, \$12.39 Demand Response, \$5.50 Commuter Bus, \$7.09 Demand Response - Taxi	TBD

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

## **Section 12. Regional and Statewide Benefits of RTIP**

All projects programmed in the Santa Cruz County 2022 RTIP are consistent with the goals and objectives of the Santa Cruz County Regional Transportation Plan (RTP), the MTP/SCS, Senate Bill 1, SB375, and state plans. The RTC considered project benefits in advancing regional and state goals when selecting projects for the STIP. The projected impact of 2022 RTIP projects is summarized in Table B3 below.

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

### **Section 13. Evaluation of Cost Effectiveness of RTIP**

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

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

<b>Goal</b>	<b>Indicator/Measure</b>	<b>Current Level of Performance (Baseline)</b>	<b>Projected Performance Improvement</b>
Congestion Reduction	Vehicle Miles Traveled (VMT) per capita/workday	15.3 (2005)	Decrease
	Reduce Percent of congested VMT (at or below 35 mph)	NA	Reduce

<b>Goal</b>	<b>Indicator/Measure</b>	<b>Current Level of Performance (Baseline)</b>	<b>Projected Performance Improvement</b>
	Change in commute mode share (travel to work or school)	Drive Alone: 69.9% Carpool: 9.4% Transit: 2.9% Bike: 3.8% Walk: 3.9% Other: 2.9% Work @ home: 7.3% (2011-2015 ACS)	Reduce SOV through bike/ped projects and improved transit service with Bus on Shoulders
Infrastructure Condition	Reduce percent of distressed state highway lane-miles	NA	Reduced with new auxiliary lanes
	Improve Pavement Condition Index (local streets and roads)	50 (2017)	Improved PCI on several local roadway
	Reduce percent of highway bridge deck area in poor condition	NA	No change (NC)
	Reduce percent of transit assets that have surpassed the FTA useful life period	62.2% Fixed Route Buses (SCMTD 2017) 72.2% Non-revenue Vehicles 31.0% Paratransit Vans (SCMTD 2015)	No change
System Reliability	Reduce Highway Buffer Index (the time cushion added to the average commute travel times to ensure on-time arrival).	NA	NA
	Improve accessibility and on-time performance for rail and transit	NA	Bus on shoulders will improve transit travel times



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

Per Section 19C and Appendix B of the STIP Guidelines regions may, if appropriate and to the extent necessary data and tools are available, use the benefits or performance improvements in the table below to evaluate the proposed changes to the built environment. The 2022 RTIP includes the following:

**Table B3: Evaluation – Summary of Changes and Benefits of 2022  
RTIP projects Proposed for STIP Funds**

<b>Project Type Or Mode</b>	<b>Changes to Built Environment</b>	<b>Indicator/Measure</b>	<b>Benefits or Performance Improvement at Project Completion</b>
State Highway	New lane-miles	New auxiliary lanes	Safety, improved traffic flow
	New or upgrade bicycle lane/sidewalk miles	new bicycle/ped overcrossings and improved facilities in Watsonville	Improve safety, access, travel choices, reduce travel time, reduce VMT
Transit or Intercity Rail	Additional transit efficiencies	Bus on shoulders operations	Improve access and reliability, improve safety, reduce travel times
Local Streets and Roads	New lane-miles	NA	NA
	Lane-miles rehabilitated	6 miles	System preservation
	New or upgrade bicycle and pedestrian facilities	3 new crossings over highway; new ped facilities Watsonville	Safety and access
	Operational improvements	2 local intersections	Safety

## **Section 14. Project Specific Evaluation**

While no project-level analysis is required for projects proposed for STIP funds this cycle, is information on benefits of each of the new projects proposed for the 2022 STIP.

<b>Project Evaluation:</b>	<b>San Andreas Road Resurfacing Project</b>
----------------------------	---

### **Generally, what are the benefits of this project?**

San Andreas Road is an important route in the southern area of the County, with connections to State Highway 1 at either end, and two highway exit routes between including Buena Vista Drive where the County Landfill is located. The road serves a large number of tourists as two State Beaches/campgrounds are located there as well as a private campground, serves a large volume of agricultural traffic as several farms are located along the road, and commute traffic as this route is a bypass to State Highway 1. In addition to serving motor vehicles, San Andreas Road has Class 2 Bike Lanes throughout its length and is the primary bike corridor in this area of the County. This route provides access to commuters, cyclists, residents, tourists, emergency response vehicles, agricultural vehicles, Sunset Beach and Manresa Beach State Parks/ Campgrounds, KOA Campground, Santa Cruz County Landfill, Watsonville City Landfill, Renaissance High School, Monterey Bay Academy, Central Fire Station 7, the community of La Selva Beach, and is a vital thoroughfare for vehicles and cyclists. The section of San Andreas proposed for work is significantly deteriorated and in need of immediate work, this project will extend the life of this road so that it may continue to benefit the community.

<b>Safety (reduce fatal or injury collisions)</b>	Project will improve road surface which will benefit all vehicles including cyclists and emergency surfaces and install new striping which will improve visibility.
<b>System preservation</b>	Will improve pavement condition of existing roadway to extend the useful life of this facility.
<b>System Performance</b>	Improvements to the pavement surface will enhance ride quality for all users and reduce vehicle wear.
<b>Reduce emissions/VMT</b>	N/A
<b>Travel times, reliability; reduce delay</b>	N/A
<b>Freight or goods movement</b>	Improved ride Quality & striping visibility.
<b>Increase Access for All</b>	Will resurface/ restripe existing bike lanes.
<b>Health and Equity</b>	Will resurface/ restripe existing bike lanes.

<b>Project Evaluation cont.</b>	<b>San Andreas Road Resurfacing Project</b>
<b>DAC Benefits</b>	N/A
<b>RTP Consistency</b>	Countywide system preservation
<b>Complete Streets Consistency</b>	The goal of the complete streets guidebook is to plan transportation projects such that the maximum number of people in the community are benefited by transportation funding. This project is designed to provide longevity to a critical piece of roadway infrastructure that serves a great number of people in the community both in terms of travel to destination and in access to emergency services.
<b>Consistency w/other plans.</b>	N/A
<b>Public engagement</b>	This project has been reviewed and approved by the County of Santa Cruz Board of Supervisors. Pavement maintenance projects are typically not subject to a public review process, in our experience the public is generally very receptive to pavement maintenance projects, we work with each district supervisor to determine top priorities for their district.
<b>Scale of Benefits</b>	An estimated 2,667 vehicles are served by this route (likely more - data is over 10 years old). No data is available for number of bikes or pedestrians served.
<b>Potential Risks (and plans to mitigate them)</b>	
<b>Funding - fully funded?</b>	Yes, local match is available to cover full grant request.
How will potential cost increases be funded?	Cost increases will be dealt with either by truncating project scope or limits, or by increasing use of local funds (if available).
<b>Schedule:</b> Potential delays	None.
<b>Deliverability:</b>	Since the project involves pavement maintenance of an existing facility within existing County right of way, the project will require no right of way acquisition, and only a CEQA categorical exemption in terms of environmental permitting. The County is eager to perform this work and can schedule the work for summer as soon as grant funds are available.
<b>Environmental:</b> potential issues, risks	None.
<b>Other risks</b>	N/A

<b>Project Evaluation:</b>	<b>Soquel San Jose Rd/ Porter St - Road Resurfacing &amp; Multimodal Improvements</b>
----------------------------	---

**Generally, what are the benefits of this project?**

State Highway 17 to State Highway 1 is the primary North/South commute route for the County, Soquel San Jose Road is a cut through route which bypasses this route taking traffic directly from the Summit Rd exit of Highway 17 to the Porter Street Exit of Highway 1 in Soquel. Soquel San Jose Road was the former Highway of this region, it serves a high volume of commute traffic on a normal day, and during emergencies when Highway 17 is blocked it becomes the primary bypass route of Highway 17. Class 2 Bike Lanes are present on the section closer to Soquel and the remainder of the road is a Class 1 Bike Lane. This route provides access to commuters, cyclists, residents, emergency response vehicles, Mountain School, Soquel High School, Soquel Cal Fire Station, St. Claire's Retreat, Anna Jean Cummings Park, the communities of Happy Valley and Soquel, and is a vital thoroughfare connecting Highway 17 to Soquel. This project will extend the life of this road so that it may continue to benefit the community.

<b>Safety (reduce fatal or injury collisions)</b>	Project will improve road surface which will benefit all vehicles including cyclists and emergency surfaces and install new striping which will improve visibility. Will also provide improved multimodal striping in the Soquel Village area.
<b>System preservation</b>	Will improve pavement condition of existing roadway to extend the useful life of this facility.
<b>System Performance</b>	Improvements to the pavement surface will enhance ride quality for all users and reduce vehicle wear. Multimodal striping improvements in the Soquel Village area will enhance system performance for bikes and active transportation.
<b>Reduce emissions/VMT</b>	N/A
<b>Travel times, reliability; reduce delay</b>	N/A
<b>Freight or goods movement</b>	Improved ride Quality & striping visibility.
<b>Increase Access for All</b>	Multimodal striping improvements in the Soquel Village area will enhance system performance for bikes and active transportation.
<b>Health and Equity</b>	Resurfacing & restriping of bike lanes and Multimodal striping improvements in the Soquel Village area will benefit bikes and active transportation.
<b>DAC Benefits</b>	N/A
<b>RTP Consistency</b>	Originally a part of CO 83 but was removed from that project due to funding constraints. Will resurface & restripe existing bike lanes and make multimodal striping improvements near Soquel Village, which is consistent with elements of CO P36 & CO P26r



<b>Project Evaluation cont.</b>	<b>Soquel San Jose Rd/ Porter St - Road Resurfacing &amp; Multimodal Improvements</b>
<b>Complete Streets Consistency</b>	The goal of the complete streets guidebook is to plan transportation projects such that the maximum number of people in the community are benefited by transportation funding. This project is designed to provide longevity to a critical piece of roadway infrastructure that serves a great number of people in the community both in terms of travel to destination and in access to emergency services. Multimodal improvements are also planned as part of this project to serve active transportation users.
<b>Consistency w/other plans.</b>	N/A
<b>Public engagement</b>	This project has been reviewed and approved by the County of Santa Cruz Board of Supervisors. Pavement maintenance projects are typically not subject to a public review process, in our experience the public is generally very receptive to pavement maintenance projects, we work with each district supervisor to determine top priorities for their district.
<b>Scale of Benefits</b>	An estimated 15,380 vehicles are served by this route. No data is available for number of bikes or pedestrians served.
<b>Potential Risks (and plans to mitigate them)</b>	
<b>Funding - fully funded?</b>	Yes, local match is available to cover full grant request.
<b>How will potential cost increases be funded?</b>	Cost increases will be dealt with either by truncating project scope or limits, or by increasing use of local funds (if available).
<b>Schedule: Potential delays</b>	None.
<b>Deliverability:</b>	Since the project involves pavement maintenance of an existing facility within existing County right of way, the project will require no right of way acquisition, and only a CEQA categorical exemption in terms of environmental permitting. The County is eager to perform this work and can schedule the work for summer as soon as grant funds are available.
<b>Environmental: potential issues, risks</b>	None.
<b>Other risks</b>	N/A

<b>Project Evaluation:</b>	<b>Complete Streets Downtown Watsonville</b>
<b>Generally, what are the benefits of this project?</b>	
Reduce fatal or injury collisions, preserve system, reduce emissions, improve travel times, improve public health and serve disadvantaged community.	
<b>Safety (reduce fatal or injury collisions)</b>	Watsonville has high OTS pedestrian collision rate. Bulbouts are proven countermeasure to reduce number and severity of collisions.
<b>System preservation</b>	Replacement of non-standard curb ramps will upgrade existing pedestrian system.
<b>System Performance</b>	Increased biking and walking will reduce congestion and improve system efficiency.
<b>Reduce emissions/VMT</b>	Increased biking and walking will reduce vehicle usage, vehicle emissions and miles traveled.
<b>Travel times, reliability; reduce delay</b>	Increased biking and walking will decrease vehicle usage and improve travel times, reliability, reduce delay
<b>Freight or goods movement</b>	N/A
<b>Increase Access for All</b>	Improved bicycle and pedestrian facilities within downtown will expand multi-modal travel options to key destinations such as government center, library, Post Office, schools and business district.
<b>Health and Equity</b>	Improvements will be available to all residents as Watsonville is disadvantaged community and will promote healthy life style.
<b>DAC Benefits</b>	Increased walking and biking will help address high obesity rate. Improvements will be available to all Watsonville residents including those who are transportation disadvantaged due to age, income and language.
<b>RTP Consistency</b>	Listed in Draft 2045 RTIP as <b>WAT-P75</b> Complete Streets Downtown.
<b>Complete Streets Consistency</b>	Provides improved pedestrian and bicycle facilities.
<b>Consistency w/other plans.</b>	Watsonville General Plan, Downtown Watsonville Complete Streets Plan, Complete Streets to School Plan, Downtown Watsonville Specific Plan (in progress).
<b>Public engagement</b>	Proposed improvements identified in Downtown Watsonville Complete Streets Plan, Complete Streets to Schools Plan and Downtown Watsonville Specific Plan and City Capital Improvement Plan approved earlier this year. Complete Streets and Specific Plans were developed with stakeholder committee, in-person and online surveys and public meetings.
<b>Scale of Benefits</b>	Anticipate 2,1476 daily users including 203 bicyclists and 1,944 pedestrians. Estimated using October 2014 Mode Split Counts provided by the SCCRTC for Union and Rodriguez Streets and SCCRTC website traffic counts data.

<b>Project Evaluation cont.</b>	<b>Complete Streets Downtown Watsonville</b>
<b>Potential Risks</b> (and plans to mitigate them)	
<b>Funding</b> - fully funded?	Project will be fully funded if City receives full amount of this request.
How will potential cost increases be funded?	Gas Tax, Measure D, SB 1.
<b>Schedule:</b> Potential delays	Delays could be from unforeseen conditions such as utilities and poor quality soils.
<b>Deliverability:</b>	City has successfully implemented similar projects with grant funding in the past.
<b>Environmental:</b> potential issues, risks	Minimal environmental issues as all proposed improvements within existing road right of way and road footprint.
<b>Other risks</b>	None

<b>Project Evaluation:</b>	<b>State Route 1 - Freedom to State Park Auxiliary Lanes, Bus on Shoulder, and Coastal Rail Trail Segment 12</b>
----------------------------	--

**Generally, what are the benefits of this project?**

The project constructs auxiliary lanes and bus on shoulder improvements on SR 1. The project will also construct Segment 12 of the Coastal Rail Trail. The project will improve traffic flow and reduce congestion on SR 1, enhance multimodal safety, improve transit travel times, and improve transit reliability that will support a mode shift to bus transit. The project also provides improved pedestrian/bike access across the highway to and from regional destinations including commercial centers, schools, residential neighborhoods and beaches. The reduction in daily congestion will alleviate the amount of bypass traffic on local arterials.

<b>Safety (reduce fatal or injury collisions)</b>	<p>The Project addresses safety concerns on SR 1 through the addition of auxiliary lanes and promoting mode shift by constructing a bus on shoulder facility. The Project Traffic Operations Analysis Report (TOAR) analyzed collisions along the highway mainline for the build and no build scenarios for the current year (2019), construction year (2025), and horizon year (2045). Crash history was obtained from Caltrans TASAS data. In 2019, there were 156 crashes. With the project, collisions are expected to drop to 126. In 2045 without the project, crashes are projected to total 183; with the project crash totals drop to 148. The total number of collisions are expected to decrease by approximately 20% on the northbound direction and 17% in the southbound direction. The Project provides significant safety benefits on SR 1.</p> <p>The Project also enhances safety for bicyclists and pedestrians. The grade-separated Coastal Rail Trail provides a dedicated multiuse trail facility for active travel modes. Interactions between trail users and vehicles are limited to three at-grade crossings at Trout Gulch Road, Parade Street, and Aptos Creek Road. These crossings will include high visibility crosswalks to enhance the visibility of trail users and mark the preferred location for crossing the streets.</p>
<b>System preservation</b>	<p>The Project implements a system preservation approach to maximize the use of existing transportation assets. The project will construct new pavement for the widening to accommodate the auxiliary lanes. A Life Cycle Cost Analysis will be performed to determine the pavement structural section.</p> <p>Based upon prior phases, it is anticipated that rubberized hot mix asphalt (RHMA) will be selected. RHMA has a 20 year design life. The project also maintains the existing SR 1 bridge over Aptos Creek. This bridge will be widened to accommodate the additional lane width.</p>
<b>System Performance</b>	<p>The project improves the efficiency of the State Highway System through the addition of auxiliary lanes, bus on shoulder, and extends the Coast Rail Trail through Aptos. Highway operations are improved, reducing congestion and travel times. The improved operations also support transit reliability and promote a mode shift. Details are provided below.</p>

<b>Project Evaluation cont.</b>	<b>State Route 1 - Freedom to State Park Auxiliary Lanes, Bus on Shoulder, and Coastal Rail Trail Segment 12</b>
<b>Reduce emissions/VMT</b>	<p>The project is part of a suite of projects along the SR 1 corridor that reduces greenhouse gas (GHG) emissions and result in vehicle-miles traveled (VMT) reduction. The Unified Corridor Study (UCS) analyzed auxiliary lanes and bus on shoulder on SR 1, complete street improvements to Soquel Avenue/Drive and Freedom Boulevard, and Santa Cruz Branch Rail Line. The preferred scenario in the UCS, which includes this project, results in a countywide VMT reduction of 50,000 for a total of 5.93 million, GHG reduction of 0.06 metric tons per day, and a reduces carbon dioxide (CO2) emissions by 27%.</p> <p>A project-level analysis was also performed for GHG emissions, which included operational emissions over a 20 year period. In 2045, CO2 is reduces from 78,133 metric tons per year without the project to 77,206 metric tons per year with the project. This is a reduction of 927 metric tons per year, a 1.2% decrease. The GHG reduction will have a significant benefit for the residents in Santa Cruz County and particularly for those who reside along the SR 1 corridor.</p>
<b>Travel times, reliability; reduce delay</b>	<p>The project provides significant benefits in travel time reduction, provides travel time reliability, and reduces delays. The addition of the auxiliary lanes and bus on shoulder will reduce congestion, improve travel times, and promote a mode shift to bus transit. The project TOAR analyzed vehicle hours travelled (VHT) and vehicle hours of delays (VHD). In 2045, daily VHT is reduced by 1,890 from 24,370 without the project to 23,300 with the project. Similarly, daily VHD decreases in 2045 by 2,330 from 12,070 without the project to 9,740. Overall speed on the corridor increases as much as 52% in the southbound PM peak period (2pm to 8pm). These VHT and VHD reductions are driven in large part by the improvements in bus operations which will increase ridership.</p>
<b>Freight or goods movement</b>	<p>SR 1 is the primary goods movement corridor in the County. Trucks along the highway carry goods to and from the Bay Area, including agricultural goods, the second largest industry in the County. The highway carries 6% truck traffic, approximately 5,688 trucks per day. As discussed above, the project improvements reduce VHT and VHD and improve vehicle speeds. These improvements will = increase truck throughput on SR 1. The improved goods movement efficiency will influence freight-reliant business location decisions such as logistics centers and manufacturing.</p>
<b>Increase Access for All</b>	<p>The Project will improve mobility for users of all ages and abilities to many key destinations. The project provides a new Class I trail segment of the Coastal Rail Trail (Segment 12) that will improve mobility for pedestrians, bicyclists, and wheelchair users, including children and the elderly. The project enhances bus transit travel time and reliability to greatly benefit mobility for those who don't drive. The corridor provides access to key destinations for educational and job opportunities, housing, medical services, retail, restaurants, commercial, parks, and professional services.</p> <p>The Project improves transportation choices for commuters between Watsonville and Santa Cruz. The Project improves travel times for buses through</p>

	<p>the use of bus on shoulder through the interchanges and reduces congestion due to the improved weaving movements provided by the auxiliary lanes. The improved transit reliability provides commuters with the option of taking Santa Cruz METRO buses to access employment centers. This expands transportation options and makes riding a bus as efficient as driving alone. This is anticipated to result in a mode shift and allow Santa Cruz METRO to reduce express bus headways to accommodate the new riders.</p>
<b>Health and Equity</b>	<p>Transportation-disadvantaged populations along the corridor include children and youth, the elderly, people living with physical or mental challenges, and those experiencing low income or poverty--those who are often dependent on transit, walking, or bicycling for travel to school, jobs, shopping, recreational opportunities, and health care. SR 1 provides access to important destinations from Watsonville to Santa Cruz for these populations, such as employment centers, schools, shopping, Aptos High School, University of California - Santa Cruz, Cabrillo College, Dominican Hospital, Sutter Hospital, New Brighton State Beach, Seacliff State Beach, and other recreational opportunities. Many affordable housing opportunities, such as the mobile home parks and apartment complexes, are adjacent to the highway and the future Coastal Rail Trail (Segment 12) alignment. Access to these destinations is essential for equity, enhances health, and promotes a healthy community. Sections 5a and 5b expand on these benefits.</p>
<b>Improve public health or promote healthy communities, outreach to targeted users/health issues</b>	<p>The Project provides facilities that enhance the health and safety of the community. The project implements a dedicated bicycle and pedestrian Class I trail that reduces conflicts between active modes and vehicles to only three at-grade street crossings that will include high visibility crosswalks. This will reduce the occurrence and severity of collisions. The Project provides essential accommodations for youth, the elderly, and those with disabilities. This project encourages healthier, active transportation choices and creates a safer, more walkable community.</p> <p>Walking and biking reduce obesity and improve public health results. Active travel modes also support the environment by reducing emissions and improving air quality.</p> <p>The Project also improves public health due to improvements to SR 1. The addition of auxiliary lanes reduces crashes through increased weaving distances for vehicles entering and exiting the highway. The auxiliary lanes also help to reduce congestion on the highway, lowering vehicle emissions and improving air quality. The inclusion of bus on shoulder also supports reduced emissions by improving bus transit reliability, which will result in a mode shift. This will reduce the number of vehicles on SR 1.</p>
<b>DAC Benefits</b>	<p>The Project serves transportation disadvantaged users of all incomes, ages and abilities, by implementing safety measures, removing barriers such as incomplete sidewalks, providing safe and continuous bike lanes, and improving transit reliability and travel times for regional routes between Watsonville and Santa Cruz. The California Healthy Places Index shows that between 10% to 19% of residents along the corridor pay more than 50% of their income in housing costs. Although</p>

	<p>many affordable housing opportunities can be found along SR 1, the high housing costs severely limit transportation affordability. With this burden, providing safe and affordable transportation options is critical to serving these communities. The project provides safe, walkable and bikeable facilities, as well as better transit reliability to serve these populations.</p> <p>The Project benefits transportation disadvantaged communities beyond the project limits. Once all phases of the Coastal Rail Trail, the SR 1 auxiliary lanes, and bus on shoulder improvements are constructed, the corridor will serve residents from Watsonville to Davenport. The Project will provide transportation options for disadvantaged communities in downtown Watsonville where 14% of residents do not have access to vehicles. Residents can use the MBSST and improved transit reliability on SR 1 to access goods, services, health care, and employment opportunities in the County</p>
<b>RTP Consistency</b>	The Project is included in the priority/constrained project list in the draft 2045 Regional Transportation Plan – Project #RTC 24g.
<b>Complete Streets Consistency</b>	The project has been designed to be consistent with the Complete Streets guidelines set for in the Monterey Bay Area Complete Streets Guidebook and complies with California Complete Streets legislation (AB 1358). In accordance with guidance, the Project includes elements to address user needs across multiple modes—transit, pedestrian, bicycle, and motor vehicle—extending the Coastal Rail Trail and enhancing Santa Cruz METRO bus transit. As described in the Project Scope, the project removes barriers and enhances safety for pedestrians and bicyclists, and improves transit reliability and travel time, in accordance with Complete Streets principles.
<b>Consistency w/other plans.</b>	The Project is in the priority/constrained project list for the 2040 AMBAG Monterey Bay Metropolitan Transportation Improvement Program (MTIP) - Project #RTC24GSC. The Project is a significant element of the preferred scenario developed in the UCS. The UCS Final Report was approved by the RTC in January 2019. This project is described in the Watsonville – Santa Cruz Multimodal Corridor Program (WSC-MCP).
<b>Public engagement</b>	<p>Extensive community outreach on this project was conducted as part of the development of the Highway 1 Corridor Investment Program, Coastal Rail Trail (Monterey Bay Scenic Sanctuary Trail) Master Plan, and the UCS. During the study thousands of community members helped identify transportation priorities and project groupings for consideration in the UCS beginning December 2012 through January 2019. Outreach was targeted to partner agencies, stakeholders, RTC advisory committees, local business leaders, employers, transit/bicycle/pedestrian advocacy groups, community organizations, neighborhood associations, environmental organizations, low-income/ disadvantaged and disabled community advocates, and county citizens.</p> <p>Along with continual outreach through social media, print media, radio, website, and eNews list, specific engagement opportunities that took place include: Public meetings (14), RTC advisory committee meetings (15), Public</p>

	<p>workshops (6), Partner agency meetings (5), Online surveys (3), Focus group meetings with community organizations (7), Presentations to city councils and the Santa Cruz METRO board (6).</p> <p>Outreach was also conducted during the development of the WSC-MCP which identified the Project. Outreach for the WSC-MCP Cycle 2 suite of projects is ongoing. Once construction is funded for the Project, public outreach will take place prior to construction to inform the community about the project and its construction timeline. Such activities may include radio and print media, mailings and door hangers, pop-up events, as well as stakeholder meetings with local businesses, Dominican Hospital, Cabrillo College, other local schools, and local bicycle groups.</p>
<b>Scale of Benefits</b>	<p>The project TOAR estimated the number of users on SR 1. It is anticipated that 94,800 vehicles will use SR 1 daily upon construction. This number is based on existing Caltrans traffic counts and forecasts modeled using the AMBAG Travel Demand Model. In 2025, the number of daily vehicles increases to 99,900 and in 2045 the number is anticipated to be 113,000. The project supports a Santa Cruz METRO new express bus service running between Santa Cruz and Watsonville, in both directions. The services would begin at 2 buses per peak hour per direction (30-minute headway) in 2025 and increase to 4 buses per peak per direction (15-minute headway) on SR 1 by 2045. The UCS included a screenline estimate for bicycle and pedestrian users for the project as well. Based upon RTC counts, Rio Del Mar Boulevard has 41 bicyclists and 18 pedestrians daily.</p>
<b>Potential Risks (and plans to mitigate them)</b>	
<b>Funding</b> - fully funded?	<p>Current project funding consists of LPP Formula funds and Measure D for PA&amp;ED. PS&amp;E is partially funded by Measure D funds. The construction phase is currently unfunded. RTC will be pursuing competitive grant applications in future years to close the funding gap, using Measure D as a match. The RTC may also consider bonding against future Measure D revenues.</p>
Potential cost increases	<p>Cost increases for the PS&amp;E will be funded through Measure D.</p>
<b>Schedule:</b> Potential delays	<p>Potential schedule delays may be due to environmental requirements or right of way needs. Coordination and approvals from environmental resource agencies may result in additional studies and permitting requirements that can delay approvals. Right of way needs from private owners may take additional coordination or require eminent domain action. RTC understands these schedule risks and has identified mitigation strategies to reduce schedule and delivery risks. These include identifying special status species and permitting requirements and minimizing right of way acquisitions. These are described in detail in F4 and F5 below.</p>
<b>Deliverability:</b>	<p>RTC has the proven experience to oversee and deliver regional capital projects. RTC serves as the implementing agency for the planning, design, and right-of-way acquisition for Highway 1 projects, and Caltrans serves as the implementing agency for construction, while providing design oversight. The agency manages</p>



	consultants for the environmental clearance, engineering design, and right of way acquisition process and partners with the County of Santa Cruz for right of way support services. RTC is capable of delivering the project and is currently leading the final design and construction for two other segments of the SR 1 corridor improvements by monitoring the delivery risks. A dedicated funding source (Measure D - Highway Category) is available to supplement the preconstruction and construction funding for projects.
<b>Environmental:</b> potential issues, risks	<p>The Project is currently in the PA&amp;ED phase. The CEQA/NEPA document and associated technical studies are being prepared. The environmental clearance document will be an Environmental Impact Report (EIR) for CEQA and Environmental Assessment (EA) with a Finding of No Significant Impact (FONSI) for NEPA. The technical studies have identified environmentally sensitive habitat for California giant salamander, California red-legged frog, foothill yellow-legged frog, Santa Cruz long toed salamander, Steelhead, and other special status species. The Project's environmental clearance documentation provides significant legal coverage for the project improvements and reduces legal risks. Additionally, the Project will obtain construction permits from multiple resource agencies. RTC has worked with these agencies on adjacent segments of SR 1 and understands their requirements. This will mitigate potential delays.</p> <p>The Project design will address future environmental conditions. The improvements to SR 1 will provide climate resiliency by accommodating 100 year storm events, keeping the highway passable by vehicles during storms. The Class I trail provides alternative access for emergency vehicle ingress/egress during wildfires. This allows Soquel Drive, an evacuation route for Aptos, to be clear of emergency vehicles and increasing evacuation capacity. The Project's bridges will be designed to meet strict seismic requirements, keeping the bridges operational after earthquakes.</p>
<b>Other risks</b>	The only other potential is risk to project delivery is acquiring the right of way needed to complete the project. Right of way acquisitions are required for widening the highway and may be needed for construction of the Coastal Rail Trail. RTC is actively working to refine the design to minimize right of way needs. Strategies to reduce real property acquisition include widening and not replacing the SR 1 Aptos Creek Bridge, widening to the inside of SR 1 where possible, minimizing the impacts associated with the relocation of Moosehead Drive parallel to SR 1.

<b>Project Evaluation:</b>	<b>Chestnut Street St Storm Drain and Paving Rehab and Safety Improvements</b>
----------------------------	--

**Generally, what are the benefits of this project?**

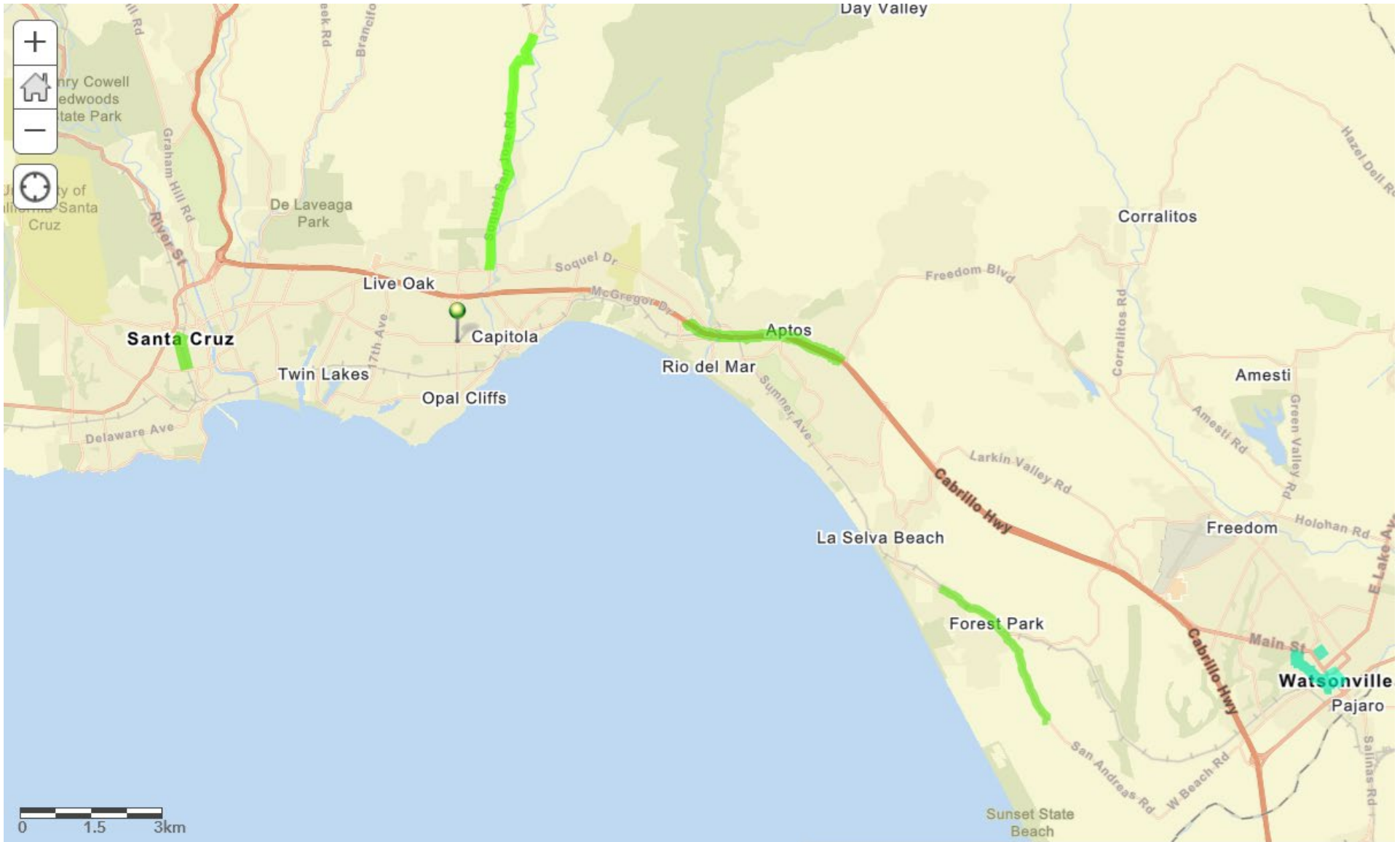
This project repairs and rehabilitates a failing roadway and makes corresponding bike and pedestrian improvements. Without this project funding, this roadway is at risk of failure.	
<b>Safety (reduce fatal or injury collisions)</b>	NA
<b>System preservation</b>	The roadway is currently failing due to a failing stormdrain. This project will use local funds to fix the stormdrain and grant funds to rehab the roadway, including updated curb ramps and bike and pedestrian striping. This project is listed in the Capital Investment Program 2020-2024 at Priority Level 1 due to the failure. There have been three cave ins due to failure in FY 21. The design process is complete and has determined the extent of the deterioration and all sections must be replaced. These cave ins limit the ability for all modes of transportation to use this roadway and additionally may impact Roaring Camp operations.
<b>System Performance</b>	This project will improve system performance by ensuring that the roadway is able to continue in continuous operation post project. As this point, additional cave-ins and failures will compromise the roadway.
<b>Reduce emissions/VMT</b>	N/A
<b>Travel times, reliability; reduce delay</b>	N/A
<b>Freight or goods movement</b>	Ensuring this roadway is repaired and maintained allows for the railroad system to continue to operate, including Roaring Camp operations. Additionally, this is a freight route to access the highway system.
<b>Increase Access for All</b>	While this project is primarily a roadway preservation project, this project will also install and improve bike and pedestrian infrastructure. This includes updates curbs ramps, crossings, signage, and striping.
<b>Health and Equity</b>	Maintaining this roadway in a state of good repair allows access to continue to high use destinations downtown, including the Walnut Avenue Womens Shelter, Boys and Girls Club, Downtown Public Library, and City Hall and associated public institutions, including the Civic Auditorium COVID testing site.
<b>DAC Benefits</b>	This project serves all people using all modes.
<b>RTP Consistency</b>	SC-P104 Measure H Road Projects
<b>Complete Streets Consistency</b>	This roadway is defined as a major collector by Caltrans FCS maps, which places it between pedestrian/bicycle oriented and auto/truck oriented on the street design type diagram from the Monterey Bay Area Complete Streets Guidebook. Using table 2, this calls for prioritization of transit, then autos/trucks, then cyclists, then pedestrians. This project is in line with the recommendations of the Complete Streets Guidebook.

<b>Project Evaluation cont:</b>	<b>Chestnut Street St Storm Drain and Paving Rehab and Safety Improvements</b>
<b>Consistency w/other plans.</b>	Capital Investment Program- Project c401505
<b>Public engagement</b>	This project is included as an Unfunded Priority 1 in the City of Santa Cruz Capital Investment Program. This overall City Budget and the CIP went through an interactive internal and external review. This project has also been vetted with Roaring Camp Railroads.
<b>Scale of Benefits</b>	Using the dates from the SCC Traffic Counts 2010-2016 file from the RTC website, the most recent traffic counts along this segment indicate that 5,084 vehicles per day use this roadway.
<b>Potential Risks (and plans to mitigate them)</b>	
<b>Funding - fully funded?</b>	With this funding, yes. Project funding comes from this grant, General Fund, Gas Tax, and Measure D.
How will potential cost increases be funded?	Gas tax and Measure D
<b>Schedule:</b> Potential delays	None
<b>Deliverability:</b>	Proven track record of delivering projects of similar scope, scale, and complexity on time and on budget.
<b>Environmental:</b> potential issues, risks	None
<b>Other risks</b>	None

## **E. Detailed Project Information**

### **Section 15. Overview of Projects Programmed with STIP funding**

See PPRs (Section 16) and PSRs (online at: [www.sccrtc.org/rtip](http://www.sccrtc.org/rtip)) for additional project information and more detailed maps.



## **F. Appendices**

### **Section 16. Project Programming Request Forms (PPR)**

#### ***New 2022 RIP Target***

<b>Project Sponsor</b>	<b>STIP PPNO</b>	<b>Project</b>
County of Santa Cruz	3088	San Andreas Road Resurfacing
County of Santa Cruz	3089	Soquel San Jose Rd/ Porter St - Road Resurfacing & Multimodal Improvements
Watsonville	3091	Complete Streets Downtown
SCCRTC	0073D	Hwy 1 Freedom-State Park Auxiliary Lanes, Bus on Shoulders, and Rail Trail Segment 12
SCCRTC	921	Planning, Programming & Monitoring (PPM)

#### ***Covid-STIP***

Santa Cruz, city	3090	Chestnut Street St Storm Drain and Paving Rehab and Safety Improvements
SCCRTC	921	Planning, Programming & Monitoring (PPM)

#### ***Carryover from 2020 STIP***

SCCRTC	73C	State Route 1, State Park-Bay/Porter Aux lanes, bus on Shoulder & Mar Vista Bike/ped bridge
SCCRTC	921	Planning, Programming & Monitoring (PPM)

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/15/2021 11:48:52
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
05			3088	Santa Cruz County		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Santa Cruz				Santa Cruz County Regional Transportation Commission		
				MPO	Element	
				AMBAG	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Casey Carlson			831-454-2160	Casey.Carlson@santacruzcounty.us		

Project Title

San Andreas Road Resurfacing

Location (Project Limits), Description (Scope of Work)

Near La Selva Beach and Watsonville on San Andreas Road from 365' south of Manresa State Beach to Sunset Beach Rd (approx 3 miles).  
Resurfacing roadway.

Component	Implementing Agency
PA&ED	Santa Cruz County
PS&E	Santa Cruz County
Right of Way	Santa Cruz County
Construction	Santa Cruz County

Legislative Districts

Assembly:	29	Senate:	17	Congressional:	20
-----------	----	---------	----	----------------	----

Project Milestone	Existing	Proposed
Project Study Report Approved	10/05/2021	
Begin Environmental (PA&ED) Phase		11/14/2022
Circulate Draft Environmental Document Document Type CE		11/15/2022
Draft Project Report		11/15/2022
End Environmental Phase (PA&ED Milestone)		12/12/2022
Begin Design (PS&E) Phase		01/16/2023
End Design Phase (Ready to List for Advertisement Milestone)		04/10/2023
Begin Right of Way Phase		03/13/2023
End Right of Way Phase (Right of Way Certification Milestone)		04/10/2023
Begin Construction Phase (Contract Award Milestone)		07/10/2023
End Construction Phase (Construction Contract Acceptance Milestone)		10/23/2023
Begin Closeout Phase		10/24/2023
End Closeout Phase (Closeout Report)		12/19/2023

Date 12/15/2021 11:48:52

Purpose and Need

San Andreas Road is an important route in the southern area of the County, with connections to State Highway 1 at either end, and two highway exit routes between including Buena Vista Drive where the County Landfill is located. The road serves a large number of tourists as two State Beaches/campgrounds are located there as well as a private campground, serves a large volume of agricultural traffic as several farms are located along the road, and commute traffic as this route is a bypass to State Highway 1. In addition to serving motor vehicles, San Andreas Road has Class 2 Bike Lanes throughout its length and is the primary bike corridor in this area of the County. This route provides access to commuters, cyclists, residents, tourists, emergency response vehicles, agricultural vehicles, Sunset Beach and Manresa Beach State Parks/ Campgrounds, KOA Campground, Santa Cruz County Landfill, Watsonville City Landfill, Renaissance High School, Monterey Bay Academy, Central Fire Station 7, the community of La Selva Beach, and is a vital thoroughfare for vehicles and cyclists. The section of San Andreas proposed for work is significantly deteriorated and in need of immediate work, this project will extend the life of this road so that it may continue to benefit the community.

NHS Improvements	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class	NA	Reversible Lane Analysis	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		

Project Outputs

Category	Outputs	Unit	Total
Pavement (lane-miles)	Local road - reconstructed	Miles	3

Additional Information



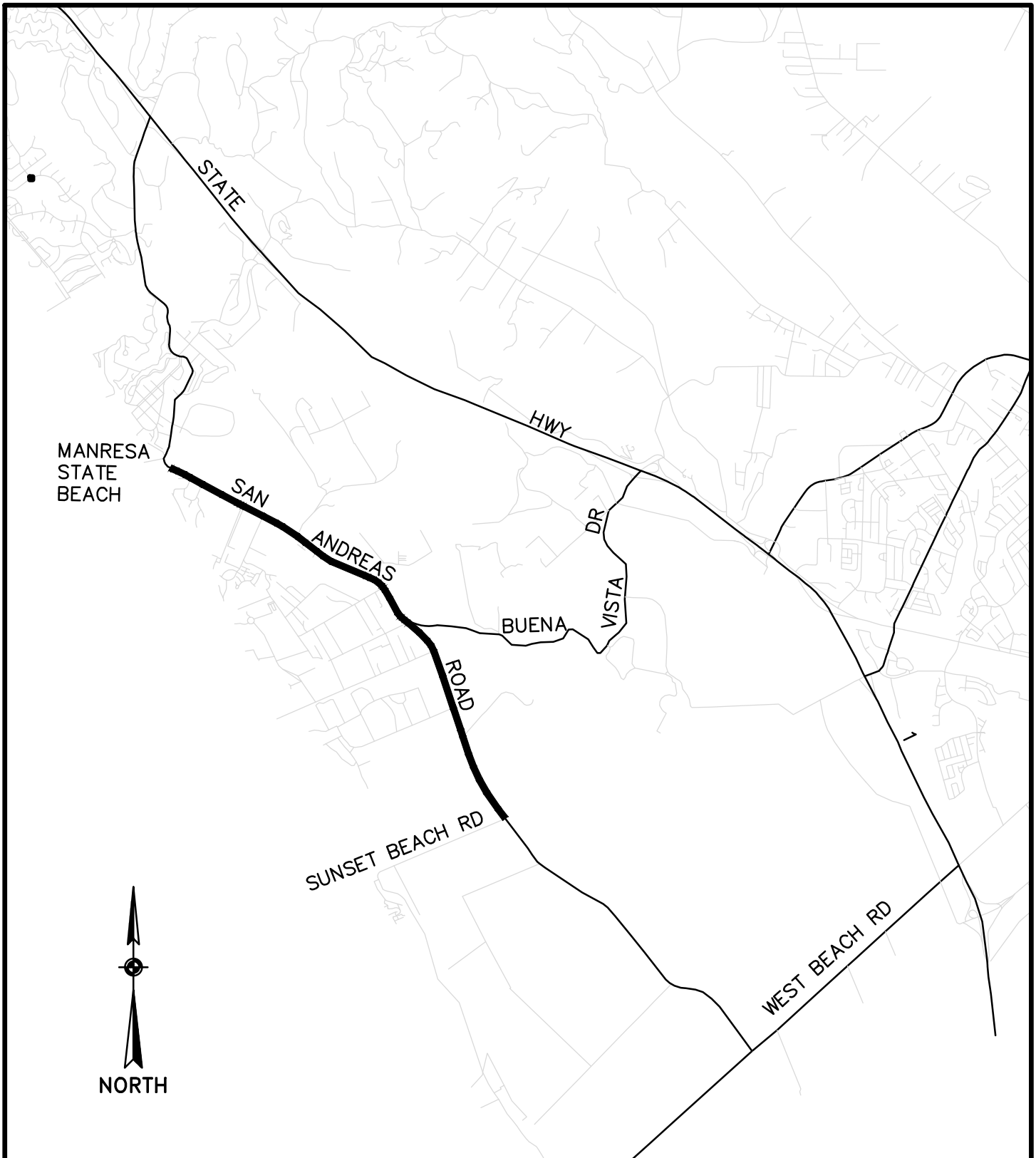
Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Preservation Pavement	LPPC, LPPF	Pavement Condition Index	Index	100	40	60
			Rating	Good	Poor	

District	County	Route	EA	Project ID	PPNO
05	Santa Cruz				3088
Project Title					
San Andreas Road Resurfacing					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		1,863						1,863	
TOTAL		1,863						1,863	

Fund #1:	Local Funds - Local Transportation Funds (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Santa Cruz County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		213						213	
TOTAL		213						213	

Fund #2:	RIP - State Cash (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Santa Cruz County Regional Transpo
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Approved by the SCCRTC 12/2/21 for inclusion in the 2022 STIP. State-only funds requested.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		1,645						1,645	
TOTAL		1,645						1,645	
Fund #3:	Other State - STPL State Exchange (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Santa Cruz County Regional Transpo
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Approved by the SCCRTC 12/2/21
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		5						5	
TOTAL		5						5	



# **SAN ANDREAS ROAD**

**365' S/O MANRESA STATE BEACH TO SUNSET BEACH RD**

**2021 CONSOLIDATED REGIONAL  
TRANSPORTATION GRANT**

**VICINITY MAP**

**DESIGN: CRC**

**DRAFTING: CRC**

**CHECKED:**

**DATE: 9/1/21**

**SCALE: 1"=4000'**

**JOB NO: -**

**SHEET**

**D1**

## Part D – Site Photos (San Andreas Road)



Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/15/2021 11:47:32
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCC <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
05			3089	Santa Cruz County		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Santa Cruz				Santa Cruz County Regional Transportation Commission		
				MPO	Element	
				AMBAG	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Casey Carlson			831-454-2160	Casey.Carlson@santacruzcounty.us		

Project Title

Soquel San Jose Rd/ Porter St - Road Resurfacing & Multimodal Improvements

Location (Project Limits), Description (Scope of Work)

In Soquel, on Soquel San Jose Road/Porter Street, from Soquel Drive to Laurel Glen Rd. Roadway resurfacing, repaving/restriping existing bike lanes, and multimodal improvements in Soquel Village.

Component	Implementing Agency
PA&ED	Santa Cruz County
PS&E	Santa Cruz County
Right of Way	Santa Cruz County
Construction	Santa Cruz County

Legislative Districts

Assembly: 29 Senate: 17 Congressional: 20

Project Milestone	Existing	Proposed
Project Study Report Approved	10/05/2021	
Begin Environmental (PA&ED) Phase		11/14/2022
Circulate Draft Environmental Document Document Type CE		11/14/2022
Draft Project Report		11/14/2022
End Environmental Phase (PA&ED Milestone)		12/12/2022
Begin Design (PS&E) Phase		01/16/2023
End Design Phase (Ready to List for Advertisement Milestone)		04/10/2023
Begin Right of Way Phase		03/13/2023
End Right of Way Phase (Right of Way Certification Milestone)		04/10/2023
Begin Construction Phase (Contract Award Milestone)		07/10/2023
End Construction Phase (Construction Contract Acceptance Milestone)		10/23/2023
Begin Closeout Phase		10/24/2023
End Closeout Phase (Closeout Report)		12/19/2023

Date 12/15/2021 11:47:32

Purpose and Need

State Highway 17 to State Highway 1 is the primary North/South commute route for the County, Soquel San Jose Road is a cut through route which bypasses this route taking traffic directly from the Summit Rd exit of Highway 17 to the Porter Street Exit of Highway 1 in Soquel. Soquel San Jose Road was the former Highway of this region, it serves a high volume of commute traffic on a normal day, and during emergencies when Highway 17 is blocked it becomes the primary bypass route of Highway 17. Class 2 Bike Lanes are present on the section closer to Soquel and the remainder of the road is a Class 1 Bike Lane. This route provides access to commuters, cyclists, residents, emergency response vehicles, Mountain School, Soquel High School, Soquel Cal Fire Station, St. Claire’s Retreat, Anna Jean Cummings Park, the communities of Happy Valley and Soquel, and is a vital thoroughfare connecting Highway 17 to Soquel. This project will extend the life of this road so that it may continue to benefit the community.

NHS Improvements	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class	NA	Reversible Lane Analysis	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO
Inc. Sustainable Communities Strategy Goals	<input checked="" type="checkbox"/> YES <input type="checkbox"/> NO	Reduce Greenhouse Gas Emissions	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO		

Project Outputs

Category	Outputs	Unit	Total
Pavement (lane-miles)	Local road - reconstructed	Miles	3.3



Additional Information



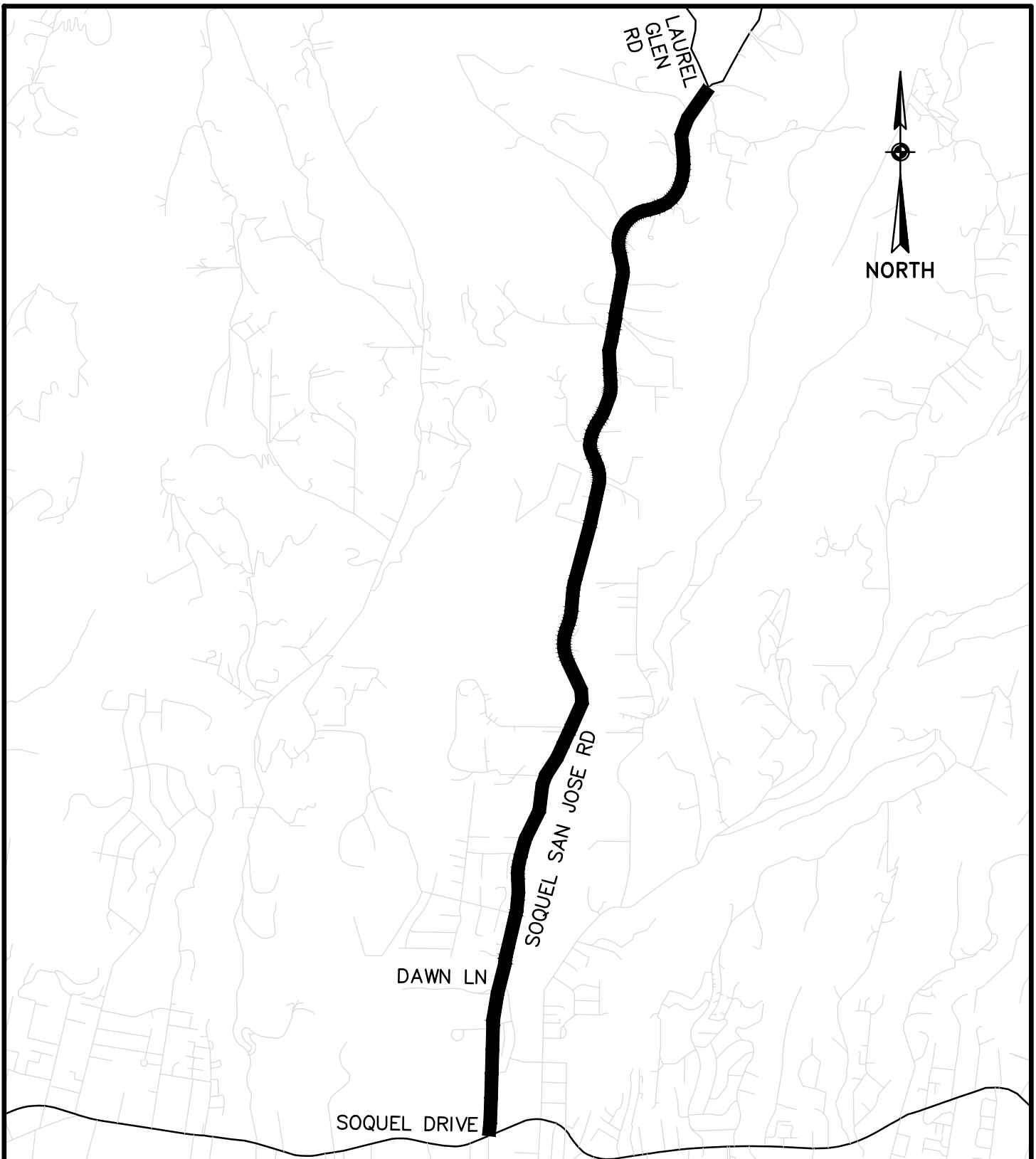
Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Preservation Pavement	LPPC, LPPF	Pavement Condition Index	Index	100	40	60
			Rating	Good	Poor	

District	County	Route	EA	Project ID	PPNO
05	Santa Cruz				3089
Project Title					
Soquel San Jose Rd/ Porter St - Road Resurfacing & Multimodal Improvements					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		1,643						1,643	
TOTAL		1,643						1,643	

Fund #1:	Local Funds - Local Transportation Funds (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Santa Cruz County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		188						188	
TOTAL		188						188	

Fund #2:	RIP - State Cash (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Santa Cruz County Regional Transpo
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Approved by the SCCRTC 12/2/21 for inclusion in 2022 STIP. State-only funds requested.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		1,455						1,455	
TOTAL		1,455						1,455	



# SOQUEL SAN JOSE ROAD/ PORTER ST

## LAUREL GLEN ROAD TO SOQUEL DRIVE

2021 CONSOLIDATED REGIONAL  
TRANSPORTATION GRANT  
VICINITY MAP

DESIGN: CRC

DRAFTING: CRC

CHECKED:

DATE: 9/1/21

SCALE: 1"=2000'

JOB NO: -

SHEET

D1

## Part D – Site Photos (Soquel San Jose Road)





## Part D – Site Photos (Soquel San Jose Road)





Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/15/2021 08:49:24
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCC <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
05			3091	City of Watsonville		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Santa Cruz				Santa Cruz County Regional Transportation Commission		
				MPO	Element	
				AMBAG	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Murray Fontes			831-768-3117	murray.fontes@cityofwatsonville.org		

Project Title

Complete Streets Downtown Watsonville

Location (Project Limits), Description (Scope of Work)

In Watsonville. On Rodriguez St from south of Main St to Second St; Brennan St from Palm St to 5th St; and Union St from Alexander St to Elm St. Pedestrian and bicycle improvements, including curb ramps, bulbouts, pavement markings and signage.

Component	Implementing Agency
PA&ED	City of Watsonville
PS&E	City of Watsonville
Right of Way	City of Watsonville
Construction	City of Watsonville

Legislative Districts

Assembly:	30	Senate:	17	Congressional:	20
-----------	----	---------	----	----------------	----

Project Milestone	Existing	Proposed
Project Study Report Approved	10/05/2021	
Begin Environmental (PA&ED) Phase		11/01/2022
Circulate Draft Environmental Document	Document Type CE	11/01/2022
Draft Project Report		07/01/2022
End Environmental Phase (PA&ED Milestone)		03/01/2023
Begin Design (PS&E) Phase		03/01/2023
End Design Phase (Ready to List for Advertisement Milestone)		01/01/2024
Begin Right of Way Phase		10/01/2023
End Right of Way Phase (Right of Way Certification Milestone)		01/01/2024
Begin Construction Phase (Contract Award Milestone)		04/01/2024
End Construction Phase (Construction Contract Acceptance Milestone)		10/01/2024
Begin Closeout Phase		10/01/2024
End Closeout Phase (Closeout Report)		04/01/2025

Date 12/15/2021 08:49:24

**Purpose and Need**

As a community, Watsonville has high pedestrian and bicycle collision rates as identified in the California State Office of Traffic Safety (OTS) Crash Ratings where the City has ranked in the top five for pedestrians and top 25 for bikes from 2014 - 2019. As a result, Watsonville adopted a Vision Zero policy in 2019. The proposed multimodal infrastructure improvements include installation of bulbouts, replacement of curb ramps and installation of Sharrows and signage. These improvements will provide multiple benefits, including: reduce fata or injury collisions; preserve system, reduce emissions, improve travel times, improve public health and serve a disadvantaged community.

NHS Improvements ☐ YES ☒ NO Roadway Class NA Reversible Lane Analysis ☐ YES ☒ NO  
Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

**Project Outputs**

Category	Outputs	Unit	Total
Active Transportation	# Signs, lights, greenway, or other safety / beautification	EA	100
ADA Improvements	Repair/upgrade curb ramp	EA	68



Date 12/15/2021 08:49:24

**Additional Information**

Project Outputs- Include replacement curb ramps & bulbouts (est 68), installation of Shared Lane Markings (Sharrows-est. 20), and signage (est 25) within the downtown area.

The City of Watsonville has high pedestrian and bicycle collision rates. The 2019 Downtown Watsonville Complete Streets Plan recommended safety improvements. The project is included in the Santa Cruz County Regional Transportation Commission's Draft 2045 Regional Transportation Plan.

The project area includes portions of three streets in downtown Watsonville: Rodriguez St from south of Main St to Second St; Brennan St from Palm St to 5th St; and Union St from Alexander St to Elm St. It is estimated that there are a daily average of 2,147 people using the project area including 203 bicyclists and 1,944 pedestrians.

The City of Watsonville secured a Caltrans Planning Grant and in 2017 commissioned the Downtown Watsonville Complete Streets Plan. The Plan was developed over a two year period with significant public outreach that included: a series of informational booths, input booths, presentations, stakeholder meetings, and on-line surveys were conducted throughout the development of the Plan to gather feedback from the general public, students, local business community members, transit agencies, and Caltrans. Along with in-person outreach, e-mail, newsletters, on-site posters, a web page, and social media posts were utilized to inform the community about the project. Outreach materials were translated into Spanish and Spanish translators were present at events to ensure those who were not strong English communicators could also provide input.

Through these efforts, it was determined that the community strongly supported developing a more walkable and bikeable Downtown and a series of pedestrian and bicycle improvements were recommended. These improvements reflected the goal of creating complete streets, were sensitive to the context of the existing downtown. The Watsonville City Council approved the Plan in 2019. Installation of improvements recommended by the Plan began in 2021, when Watsonville Public Works & Utilities staff replaced striping and crosswalks on Rodriguez Street for the length of the project.

As a community, Watsonville has high pedestrian and bicycle collision rates as identified in the California State Office of Traffic Safety (OTS) Crash Ratings where the City has ranked in the top five for pedestrians and top 25 for bikes from 2014 - 2019. During this period there was a total of 25 collisions within the project area. As a result, Watsonville adopted a Vision Zero policy in 2019. The proposed multimodal infrastructure improvements proposed with this project are established safety measures. By shortening the distance for crossing streets, bulbouts improve pedestrian safety. Updating curb ramps achieves compliance with current accessibility standards and enhances pedestrian access. Installation of Sharrows and signage increases driver awareness of bicyclists. These improvements will provide multiple benefits, including: reduce fatal or injury collisions, preserve system, reduce emissions, improve travel times, improve public health and serve a disadvantaged community.

The proposed improvements are within the existing right of way and no acquisitions are required. Utility relocation will be limited to adjusting the elevation of existing utility boxes, allowing for existing storm drain inlets and fire hydrants. There are no railroad facilities within the project area.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Accessibility	LPPF, LPPC, SCCP	Number of Destinations Accessible by Mode	Number	2	1	1

District	County	Route	EA	Project ID	PPNO
05	Santa Cruz				3091

Project Title

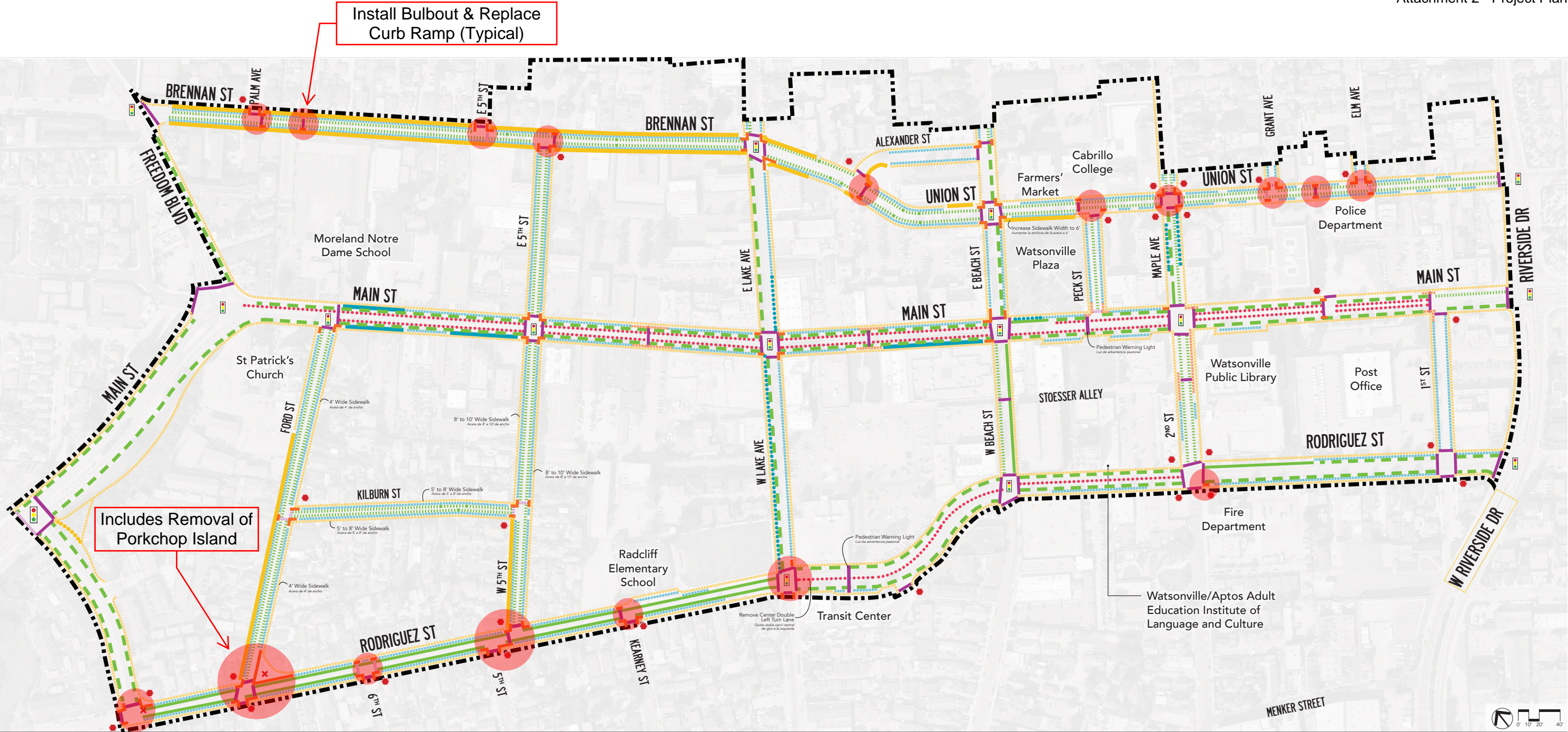
## Complete Streets Downtown Watsonville

Existing Total Project Cost (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Implementing Agency
E&P (PA&ED)									City of Watsonville
PS&E									City of Watsonville
R/W SUP (CT)									City of Watsonville
CON SUP (CT)									City of Watsonville
R/W									City of Watsonville
CON									City of Watsonville
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)		75						75	
PS&E		125						125	
R/W SUP (CT)									
CON SUP (CT)									
R/W			35					35	
CON			1,175					1,175	
TOTAL		200	1,210					1,410	

Fund #1:	Other State - STPL State Exchange (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Santa Cruz County Regional Transpo
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		75						75	Approved by RTC 12/2/21
PS&E		100						100	
R/W SUP (CT)									
CON SUP (CT)									
R/W			35					35	
CON			142					142	
TOTAL		175	177					352	

Fund #2:	RIP - State Cash (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Santa Cruz County Regional Transpo
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Approved by SCCRTC 12/2/21 for inclusion in the 2022 STIP. State-only funds requested
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			896					896	
TOTAL			896					896	
Fund #3:	Local Funds - City Funds (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									City of Watsonville
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		25						25	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			137					137	
TOTAL		25	137					162	





- SIDEWALK - EXISTING - 8' to 10'

ACERA - EXISTENTE - 8' A 10'

SIDEWALK - WIDTH INCREASE

ACERA - AUMENTO DE LA ANCHURA

SIDEWALK - NEW

ACERA - NUEVO

TRAVEL LANE TO BE REMOVED

CARRIL DE TRANSITO QUE SE ELIMINARA

PARKING - EXISTING TO REMAIN

ESTACIONAMIENTO - SE QUEDARA EXISTENTE

PARKING - EXISTING TO BE REMOVED

ESTACIONAMIENTO - EXISTENTE QUE SE ELIMINARA

PARKING - NEW

ESTACIONAMIENTO - NUEVO

BIKE LANE

CARRIL DE BICICLETA

BIKE LANE - WITH BUFFER

CARRIL DE BICICLETA - CON PROTECCION

SHARROWS

"SHARROWS"

CURB BULB OUT - EXISTING

EXTENSION DE ACERA - EXISTENTE

CURB BULB OUT - NEW

EXTENSION DE ACERA - NUEVO

CROSSWALK - HIGH VISIBILITY

CRUCE - DE ALTA VISIBILIDAD

CROSSWALK - NEW LEG

CRUCE - NUEVA SECCION

PORKCHOP ISLAND - TO BE REMOVED

ISLA - QUE SE ELIMINARA

STOP SIGN, EXISTING

LETREO DE ALTO, EXISTENTE

TRAFFIC LIGHT, EXISTING

SEMAFORO, EXISTENTE

# Project Plan

Locations of Bulbout Installation, Curb Ramp Replacement & Porkchop Island Removal



Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/15/2021 11:16:00
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other					
District	EA	Project ID	PPNO	Nominating Agency	
05	0C734	0520000083	0073D	Santa Cruz County Regional Transportation Commission	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Santa Cruz	1	8.200	10.600		
				MPO	Element
				AMBAG	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Sarah Christensen			831-460-3200	schristensen@sccrtc.org	

**Project Title**

State Route 1 - Freedom to State Park Auxiliary Lanes and Bus on Shoulders

**Location (Project Limits), Description (Scope of Work)**

Near Aptos on Highway 1 between Freedom Blvd and State Park Dr. Construct auxiliary lanes on State Route 1 between Freedom Blvd and Rio Del Mar Blvd and Rio Del Mar and State Park Drive Interchanges, modify shoulders to allow buses to use shoulders under interchanges, construct soundwalls and retaining walls. Includes reconstruction of two bridges over Highway 1 and widening of the highway bridge over Aptos Creek/Spreckles Drive. MBSST bicycle/pedestrian rail trail from just south of the Rio del Mar Boulevard crossing of the Santa Cruz Branch Rail line to State Park Drive.

Component	Implementing Agency
PA&ED	Santa Cruz County Regional Transportation Commission
PS&E	Santa Cruz County Regional Transportation Commission
Right of Way	Santa Cruz County Regional Transportation Commission
Construction	Caltrans District 5

**Legislative Districts**

Assembly: 29 Senate: 17 Congressional: 20

Project Milestone	Existing	Proposed
Project Study Report Approved	01/01/2007	
Begin Environmental (PA&ED) Phase	03/22/2020	03/22/2020
Circulate Draft Environmental Document Document Type EIR/FONSI	04/01/2021	06/15/2022
Draft Project Report	04/01/2021	06/10/2022
End Environmental Phase (PA&ED Milestone)	01/01/2022	12/28/2022
Begin Design (PS&E) Phase	07/01/2022	12/28/2022
End Design Phase (Ready to List for Advertisement Milestone)	01/01/2023	12/02/2024
Begin Right of Way Phase	10/01/2021	01/31/2023
End Right of Way Phase (Right of Way Certification Milestone)	01/01/2023	10/01/2024
Begin Construction Phase (Contract Award Milestone)	04/01/2023	05/15/2025
End Construction Phase (Construction Contract Acceptance Milestone)	06/01/2025	12/31/2027
Begin Closeout Phase	06/15/2025	01/15/2028
End Closeout Phase (Closeout Report)	12/01/2025	10/31/2028

Date 12/15/2021 11:16:00

Purpose and Need

Reduce congestion, improve safety. Reduce delay and collisions.

NHS Improvements ☒ YES ☐ NO

Roadway Class 2

Reversible Lane Analysis ☒ YES ☐ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO

Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs			
Category	Outputs	Unit	Total
Intercity Rail/Mass Trans	Operational improvements	EA	2.5
State Highway Road Construction	Auxiliary lane miles constructed	Miles	2.3
State Highway Road Construction	Modified/Reconstructed bridges	EA	3
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	1.15

Date 12/15/2021 11:16:00

Additional Information

Part of the Watsonville-Santa Cruz Multimodal Corridor, candidate for future SB1 competitive grants (e.g. SCCP).  
Note- Data for other metrics will be available in the next few months as the project team completes tech reports for PA/ED.



Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPF, LPPC, SCCP	Daily Vehicle Hours of Delay	Hours	9,295	11,324	-2,029

District	County	Route	EA	Project ID	PPNO
05	Santa Cruz	1	0C734	0520000083	0073D
Project Title					
State Route 1 - Freedom to State Park Auxiliary Lanes and Bus on Shoulders					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)	3,950							3,950	Santa Cruz County Regional Transpo
PS&E	5,530							5,530	Santa Cruz County Regional Transpo
R/W SUP (CT)	474							474	Santa Cruz County Regional Transpo
CON SUP (CT)		7,900						7,900	Caltrans District 5
R/W		3,160						3,160	Santa Cruz County Regional Transpo
CON		79,000						79,000	Caltrans District 5
TOTAL	9,954	90,060						100,014	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	3,950							3,950	
PS&E		5,800						5,800	
R/W SUP (CT)									
CON SUP (CT)				12,777				12,777	
R/W			5,035					5,035	
CON				106,474				106,474	
TOTAL	3,950	5,800	5,035	119,251				134,036	

Fund #1:	State SB1 LPP - Local Partnership Program - Formula distribution (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.724.000
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)	1,190							1,190	\$1190 PAED voted 06/24/20
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,190							1,190	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	1,190							1,190	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,190							1,190	

Fund #2:	Local Funds - Measure D - 2016 Transportation Improvement Plan (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.400.100
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)	1,190							1,190	Santa Cruz County Regional Transpo
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,190							1,190	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	1,190							1,190	LPP-f match
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,190							1,190	
Fund #3:	Local Funds - Measure D - 2016 Transportation Improvement Plan (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.400.100
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)	1,570							1,570	Santa Cruz County Regional Transpo
PS&E	5,530							5,530	
R/W SUP (CT)	474							474	
CON SUP (CT)									
R/W		3,160						3,160	
CON									
TOTAL	7,574	3,160						10,734	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	1,570							1,570	
PS&E		5,500						5,500	
R/W SUP (CT)									
CON SUP (CT)									
R/W			5,035					5,035	
CON									
TOTAL	1,570	5,500	5,035					12,105	

Fund #4:	Future Need - Future Funds (Uncommitted)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)		7,900						7,900	
R/W									
CON		79,000						79,000	
TOTAL		86,900						86,900	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)				12,777				12,777	
R/W									
CON				106,474				106,474	
TOTAL				119,251				119,251	
Fund #5:	RIP - State Cash (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Santa Cruz County Regional Transpo
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									SCCRTC's share of 2022 STIP capacity. Approved by SCCRTC 12/2/21
PS&E		300						300	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		300						300	

Complete this page for amendments only					Date 12/15/2021 11:16:00
District	County	Route	EA	Project ID	PPNO
05	Santa Cruz	1	0C734	0520000083	0073D

SECTION 1 - All Projects

Project Background

First programmed with LPP-formula.

Programming Change Requested

Add STIP-RIP funds for design. Update lead agencies for ROW and construction.

Reason for Proposed Change

Add \$300k STIP for PS&E. Approved by SCCRTC 12/2/21.  
Updated delivery and funding plan; updated total cost estimate.

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

No change to funds previously programmed by CTC (LPP-f) for PA/ED.

Other Significant Information

RTC and Caltrans plan to partner on future grant funding opportunities.

SECTION 2 - For SB1 Project Only

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

Add STIP funds for design. Update lead agency for ROW and construction, schedule, and total cost information.

Approvals

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

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

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



## PROJECT FACT SHEET

Updated July 2021

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

## Project Description

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

The existing railroad bridges will be replaced with longer span bridges to accommodate the addition of auxiliary lanes on Highway 1. The Highway 1 bridge over Aptos Creek will be widened or replaced as part of the project. The new bridges, soundwalls, and retaining walls will incorporate aesthetic treatments consistent with the visual character of the corridor and the adjacent community.

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



## Project Highlights

- ▶ Improves traffic and safety operations on Highway 1
- ▶ Adds infrastructure for buses to travel in the auxiliary lanes between interchanges and on the outside shoulder through interchanges
- ▶ Reduces cut-through traffic diverting to local streets and neighborhoods by adding auxiliary lanes between State Park Drive and Freedom Boulevard
- ▶ Replaces two existing railroad bridges and widens the Highway 1 Aptos Creek bridge
- ▶ Provides a dedicated bicycle and pedestrian trail, improving safety and connectivity to schools, commercial centers, and transit facilities
- ▶ Multimodal options to increase corridor throughput
- ▶ Improves active transportation connectivity

## Project Delivery Strategy

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



## PROJECT FACT SHEET

Updated July 2021

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

## Project Funding

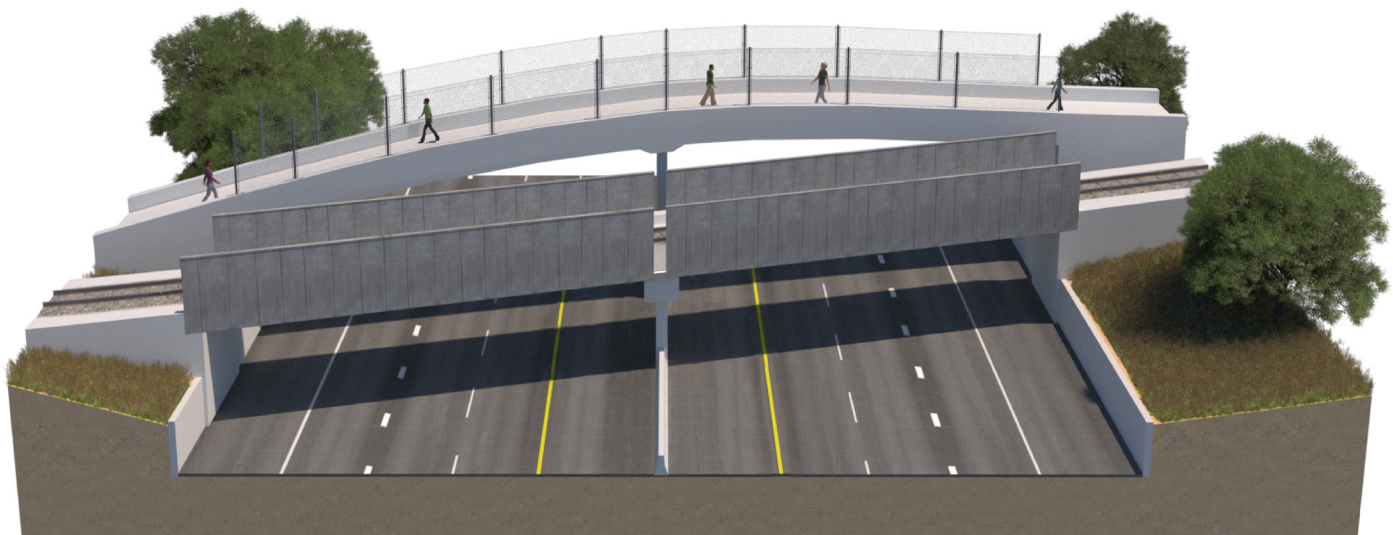
Estimated Total Cost	\$	TBD*
Funding Sources		
Measure D (Highway)	\$	19.2M
Other Secured	\$	1.2M
Needed	\$	TBD*

\*Cost estimates are under development.



## Project Status/Schedule

The environmental phase of this project is expected to be completed in 2022. The design phase is expected to begin in 2022 and be construction-ready in 2025, pending availability of funds for construction.



Preliminary rendering of new railroad and bicycle/pedestrian bridges



Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/15/2021 10:29:21
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
05		0522000015	0921	Santa Cruz County Regional Transportation Commission		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Santa Cruz						
				MPO	Element	
				AMBAG	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Rachel Moriconi			831-460-3200	rmoriconi@sccrtc.org		

**Project Title**

Planning, Programming and Monitoring-2022

**Location (Project Limits), Description (Scope of Work)**

Planning, Programming and Monitoring.

Component		Implementing Agency		
PA&ED				
PS&E				
Right of Way				
Construction		Santa Cruz County Regional Transportation Commission		
Legislative Districts				
Assembly: 29,30		Senate: 17		Congressional: 20
Project Milestone			Existing	Proposed
Project Study Report Approved				
Begin Environmental (PA&ED) Phase				
Circulate Draft Environmental Document		Document Type		
Draft Project Report				
End Environmental Phase (PA&ED Milestone)				
Begin Design (PS&E) Phase				
End Design Phase (Ready to List for Advertisement Milestone)				
Begin Right of Way Phase				
End Right of Way Phase (Right of Way Certification Milestone)				
Begin Construction Phase (Contract Award Milestone)				
End Construction Phase (Construction Contract Acceptance Milestone)				
Begin Closeout Phase				
End Closeout Phase (Closeout Report)				



Date 12/15/2021 10:29:21

Purpose and Need

Work associated with planning regional projects, programming transportation funds, and monitoring the implementation of programmed projects. Keep projects on schedul, address state and federal mandates.

NHS Improvements

☐ YES ☒ NO

Roadway Class

Reversible Lane Analysis

☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals

☐ YES ☒ NO

Reduce Greenhouse Gas Emissions

☐ YES ☒ NO

Project Outputs			
Category	Outputs	Unit	Total

District	County	Route	EA	Project ID	PPNO
05	Santa Cruz			0522000015	0921
Project Title					
Planning, Programming and Monitoring-2022					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									Santa Cruz County Regional Transpo
R/W									
CON	3,327	136	53	116				3,632	Santa Cruz County Regional Transpo
TOTAL	3,327	136	53	116				3,632	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	3,327	137	116	116	113	113		3,922	
TOTAL	3,327	137	116	116	113	113		3,922	

Fund #1:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.600.670
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Santa Cruz County Regional Transp \$76 CON voted 07/16/98 \$76 CON voted 11/09/99 \$76 CON voted 06/15/00 \$76 CON voted 05/05/01 \$76 CON voted 06/28/02 \$76 CON voted 02/26/04 \$76 CON voted 03/03/05 \$77 CON voted 07/14/05 Notes
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	3,327	136	53	116				3,632	
TOTAL	3,327	136	53	116				3,632	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									Shift some funds from FY22/23 to FY23/24
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	3,327	73	116	116				3,632	
TOTAL	3,327	73	116	116				3,632	

Fund #2:	RIP - COVID Relief Funds - STIP (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									approved by RTC 12/2/21
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		64						64	
TOTAL		64						64	
Fund #3:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Santa Cruz County Regional Transpo
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									5% of 2022 STIP. Approved by RTC 12/2/21
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					113	113		226	
TOTAL					113	113		226	

Complete this page for amendments only					Date 12/15/2021 10:29:21
District	County	Route	EA	Project ID	PPNO
05	Santa Cruz			0522000015	0921

SECTION 1 - All Projects

Project Background

Ongoing PPM

Programming Change Requested

Add \$290k, including \$64K CRRSAA-STIP for part of cost of PPM

Reason for Proposed Change

.Ongoing planning, programming funds, and monitoring projects once programmed, including CRRSAA funds.

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

No delay

Other Significant Information

SECTION 2 - For SB1 Project Only

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

Add \$290k (5% of CRRSAA-STIP & 5% 2022 STIP capacity) spread over FY22/23-FY26/27. \$64k in FY22/23 is from CRRSAA-STIP.

Approvals

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

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

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

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/15/2021 09:43:30
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input checked="" type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
05			3090	City of Santa Cruz		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Santa Cruz				Santa Cruz County Regional Transportation Commission		
				MPO	Element	
				AMBAG	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Josh Spangrud, PE			831-420-5178	jspangrud@cityofsantacruz.com		

Project Title

Chestnut Street St Storm Drain, Paving Rehab and Safety Improvements

Location (Project Limits), Description (Scope of Work)

In city of Santa Cruz, on Chestnut St, from Laurel St to Green St. Pavement rehabilitation, install bike and pedestrian improvements including curb ramps and crossings.

Component	Implementing Agency
PA&ED	City of Santa Cruz
PS&E	City of Santa Cruz
Right of Way	City of Santa Cruz
Construction	City of Santa Cruz

Legislative Districts

Assembly: 29 Senate: 17 Congressional: 20

Project Milestone	Existing	Proposed
Project Study Report Approved	10/05/2021	
Begin Environmental (PA&ED) Phase		01/01/1000
Circulate Draft Environmental Document Document Type CE		
Draft Project Report		01/01/1000
End Environmental Phase (PA&ED Milestone)		01/01/1000
Begin Design (PS&E) Phase		10/01/2021
End Design Phase (Ready to List for Advertisement Milestone)		03/01/2022
Begin Right of Way Phase		01/01/1000
End Right of Way Phase (Right of Way Certification Milestone)		01/01/1000
Begin Construction Phase (Contract Award Milestone)		04/01/2022
End Construction Phase (Construction Contract Acceptance Milestone)		06/01/2022
Begin Closeout Phase		06/01/2022
End Closeout Phase (Closeout Report)		08/01/2022

Date 12/15/2021 09:43:30

Purpose and Need

System preservation. Repairs and rehabilitates a failing roadway and makes corresponding bike and pedestrian improvements. Without this project funding, this roadway is at risk of failure.

NHS Improvements

☐ YES ☒ NO

Roadway Class

NA

Reversible Lane Analysis

☐ YES ☒ NO

Inc. Sustainable Communities Strategy Goals

☒ YES ☐ NO

Reduce Greenhouse Gas Emissions

☐ YES ☒ NO

Project Outputs			
Category	Outputs	Unit	Total
Pavement (lane-miles)	Local road - rehabilitated Miles	Miles	0.94

Date 12/15/2021 09:43:30

Additional Information

Ouputs - Pavement lane miles = 0.94; 0.47 is length of road bidirectional.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Preservation Pavement	LPPC, LPPF	Pavement Condition Index	Index	100	50	50
			Rating	Good	Poor	

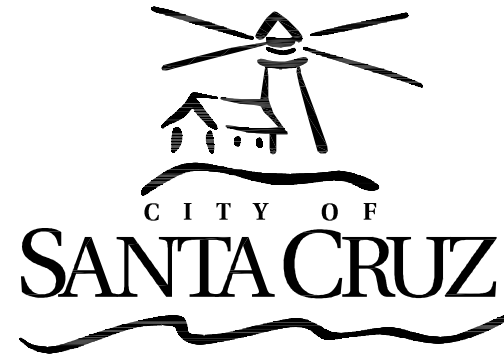


District	County	Route	EA	Project ID	PPNO
05	Santa Cruz				3090
Project Title					
Chestnut Street St Storm Drain, Paving Rehab and Safety Improvements					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	15							15	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	1,150	1,000						2,150	
TOTAL	1,165	1,000						2,165	

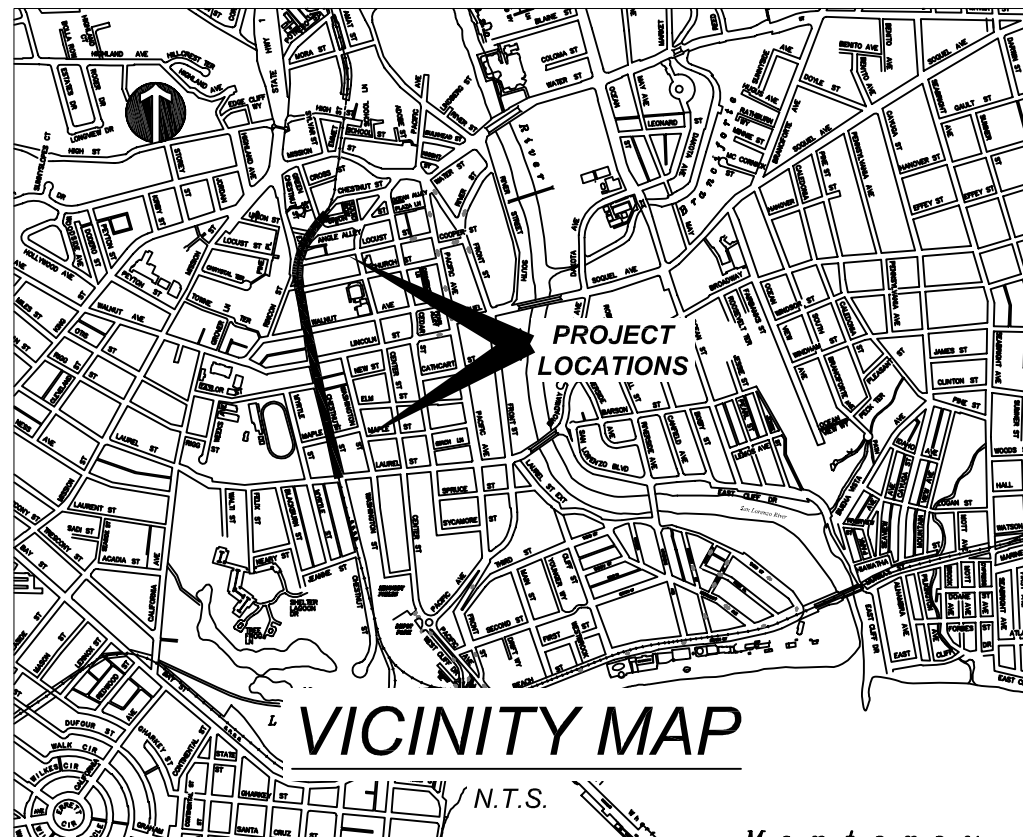
Fund #1:	Local Funds - City Funds (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									City of Santa Cruz
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									combination of general funds, measure funds, and HUTA
PS&E	15							15	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	1,150							1,150	
TOTAL	1,165							1,165	

Fund #2:	RIP - COVID Relief Funds - STIP (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	22-23	23-24	24-25	25-26	26-27	27-28+	Total	Funding Agency
E&P (PA&ED)									Santa Cruz County Regional Transpo
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Approved by RTC 12/2/21 for 2022 STIP. STATE-only Covid funds are requested. City plan to request an advance allocation at the March 2022 CTC meeting.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		1,000						1,000	
TOTAL		1,000						1,000	



## PUBLIC WORKS DEPARTMENT

# 2022 OVERLAY PROJECT (C 400809) *CHESTNUT STREET, FROM GREEN STREET TO LAUREL AVENUE* *and* **STORM WATER - REPLACEMENT PROJECT**



## SHEET INDEX

- 1) COVER SHEET
- 2) CHESTNUT ST OVERLAY
- 3) CHESTNUT ST OVERLAY
- 4) CHESTNUT ST OVERLAY
- 5) CHESTNUT ST STRIPING PLAN
- 6) CHESTNUT ST STRIPING PLAN
- 7) CHESTNUT ST STRIPING PLAN
- 8) DETAILS CROSS SECTIONS
- 9) STORM PLAN AND PROFILE: SECTION 1
- 10) STORM PLAN AND PROFILE: SECTION 2
- 11) STORM PLAN AND PROFILE: SECTION 3
- 12) DETAILS

APPROVED BY:

R.C.E. NO. 79670  
ASSISTANT DIRECTOR / CITY ENGINEER  
CITY OF SANTA CRUZ



REFERENCES	DATE	JANUARY 2022	SCALE	AS SHOWN
FIELD BOOK: #	DRAWN	S METZ	SHEET	1 OF 12
DRAWING #: #	DESIGN	STAFF	VAULT NO.	
	CHECKED	SUPV.	#	



## Chestnut Street Existing Conditions Site Photos



*Figure 1 Chestnut St at Green St*



*Figure 2 Chestnut St at Church St*

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	07/06/2021 17:22:36
Programs <input type="checkbox"/> LPP-C <input type="checkbox"/> LPP-F <input type="checkbox"/> SCCP <input type="checkbox"/> TCEP <input type="checkbox"/> STIP <input type="checkbox"/> Other						
District	EA	Project ID	PPNO	Nominating Agency		
05	0C733	0518000116	0073C	Santa Cruz County Regional Transportation Commission		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Santa Cruz	1	10.540	13.440	Santa Cruz Metropolitan Transit District, Santa Cruz County		
				MPO	Element	
				AMBAG	Capital Outlay	
Project Manager/Contact			Phone	Email Address		
Sarah Christensen			831-460-3200	schristensen@sccrtc.org		

**Project Title**

State Route 1 - State Park to Bay/Porter Auxiliary Lanes

**Location (Project Limits), Description (Scope of Work)**

Near Capitola and Aptos, State Route 1 from State Park Drive to Bay/Porter Interchanges. Construct auxiliary lanes between interchanges. Includes reconstruction of the Capitola Avenue overcrossing to accommodate new lanes on State Route 1 and improve bicycle and pedestrian facilities; hybrid bus-on-shoulder/auxiliary lane facility between Bay Ave/Porter St and State Park Dr (total distance 3 miles); bicycle/pedestrian overcrossing of Hwy 1 at Mar Vista Dr with sidewalk, ADA ramps, and intersection improvements at bridge approaches; additional project elements: add emergency pullouts and enforcement areas, sound wall, retaining walls, improved median barrier, lighting, overhead signs, traffic monitoring stations, drainage, and drought-tolerant landscaping  
 SCCP/LPP Title: Watsonville-Santa Cruz Multimodal Improvements –Bay Ave/Porter St to State Park Dr - Contract #2

Component	Implementing Agency
PA&ED	Santa Cruz County Regional Transportation Commission
PS&E	Santa Cruz County Regional Transportation Commission
Right of Way	Santa Cruz County Regional Transportation Commission
Construction	Caltrans District 5

**Legislative Districts**

Assembly:	29	Senate:	17	Congressional:	20
-----------	----	---------	----	----------------	----

Project Milestone	Existing	Proposed
Project Study Report Approved	08/12/0020	
Begin Environmental (PA&ED) Phase	07/01/2019	07/01/2019
Circulate Draft Environmental Document Document Type EIR/FONSI	03/15/2020	10/01/2020
Draft Project Report	03/15/2020	11/17/2020
End Environmental Phase (PA&ED Milestone)	09/01/2020	05/10/2021
Begin Design (PS&E) Phase	12/01/2020	11/01/2020
End Design Phase (Ready to List for Advertisement Milestone)	10/15/2021	10/01/2022
Begin Right of Way Phase	12/01/2020	05/15/2021
End Right of Way Phase (Right of Way Certification Milestone)	10/15/2021	08/01/2022
Begin Construction Phase (Contract Award Milestone)	07/01/2022	04/01/2023
End Construction Phase (Construction Contract Acceptance Milestone)	02/28/2024	04/01/2027
Begin Closeout Phase	03/30/2024	04/02/2027
End Closeout Phase (Closeout Report)	06/30/2024	10/02/2030

Date 07/06/2021 17:22:36

Purpose and Need

Project Benefits:  
Improve traffic flow, increase safety, improve travel times and reliability and improve pedestrian/bike access across highway. Heavily traveled - over 100,000 vehicles per day. Daily congestion results in by-pass traffic on local arterials.

Purpose and Need:  
Reduce congestion, improve safety. Reduce delay and collisions.

Outputs/Outcomes:  
SHRC Auxiliary Lane miles constructed: 3.8 (combo of northbound and southbound lanes)  
Transit operational improvements  
Active Transportation: 1 new bicycle/pedestrian bridge  
Bus-on-shoulder facility

NHS Improvements ☒ YES ☐ NO

Roadway Class 1

Reversible Lane Analysis ☒ YES ☐ NO

Inc. Sustainable Communities Strategy Goals ☒ YES ☐ NO

Reduce Greenhouse Gas Emissions ☒ YES ☐ NO

Project Outputs			
Category	Outputs	Unit	Total
Other	Sound wall miles constructed	Miles	1.98
Operational Improvement	Auxiliary lanes	Miles	3.8
Active Transportation	Pedestrian Bridge	SQFT	12,587
Pavement (lane-miles)	Roadway lane miles	Miles	3.8
Active Transportation	Pedestrian/Bicycle facilities miles constructed	Miles	0.5
Active Transportation	Sidewalk miles	Miles	0.2
ADA Improvements	New curb ramp installed	EA	3
Operational Improvement	Interchange modifications	EA	3
Active Transportation	Bicycle lane-miles	Miles	0.5
Operational Improvement	Shoulder widening	EA	2
Bridge / Tunnel	Local reconstructed bridge/tunnels	SQFT	7,475



Date 07/06/2021 17:22:36

#### Additional Information

This is one project/contract that is part of the combined Watsonville - Santa Cruz Multimodal Corridor Program Cycle 2 application (ePPR-6149-2020-0005). Project also referred to as "Highway 1 Multimodal Improvements –Bay Avenue/Porter Street to State Park Drive" in the SCCP/LPP Application.

**FOR PERFORMANCE INDICATORS AND MEASURES:** Performance measures were evaluated for the combined set of measures for all projects within the Cycle 2 proposal and are shown here for all three components of the SCCP/LPP project per CTC direction. Performance measures were not evaluated for the individual projects.

**MILESTONES:** Month/year of some activities updated to reflect current schedule= 2 months later than previous estimates. End construction and close-out changed based on clarification from Caltrans on end dates to show given required landscape establishment – rather than just mainline construction completion/open to public dates and typical final closeout timing.

**OUTPUTS:** Updated to reflect 65% design data and clarification how to count different outputs. The exact lengths of auxiliary lanes and ADA improvements are based on 65% design. The noise barriers found reasonable and feasible are included in the project based on the approved Noise Abatement Decision Report (NADR). Four of the 14 walls originally studied did not meet the reasonableness criteria. Pavement lane miles updated to reflect the auxiliary lanes, rather than aux lanes, local road, and bus on shoulder facilities (total 4.6). Bridges-output for replacement Capitola Ave bridge (7475 sqft) previously mistakenly listed as "modified/improved interchanges" not "Local reconstructed bridge/tunnels". The overall benefits provided by the three linked projects remain consistent.

**Background:** Hwy 1 State Park to Bay/Porter Aux Lanes first programmed and allocated as APDE in the 2018 STIP. Mar Vista Bike/Ped overcrossing (STIP PPNO 1968) was combined with the Aux Lanes/Bus on Shoulders project; the STIP amendment adding Mar Vista bridge to this project (funding and scope) was approved by the CTC at its August 2020 meeting. While the Aux Lanes/bus-on-shoulders and bike/ped overcrossing were originally initiated as separate projects, during the environmental review process the project team determined that the most cost-effective and quickest way to deliver both was to combine the projects.

This is part of the larger Highway 1 Corridor Investment Program - which includes TSM aux lanes, bus-on-shoulders, bike/ped bridges, and HOV lanes from the Highway 1/17 interchange in Santa Cruz to San Andreas Road in south Aptos. The program-level environmental document for the Corridor Program was completed in December 2018.

**PURPOSE:** To reduce congestion and improve safety for all modes of travel, increase multimodal options to increase corridor throughput, reduce greenhouse gas emissions, improve access for emergency services, promote business development and improve access to housing, jobs, schools, and medical facilities, improve active transportation connectivity, promote livable communities including complete streets.

#### NEED:

- Travel time delays due to congestion on Highway 1 are experienced by commuters, transit, commerce, and emergency vehicles and increases the costs for all users/operators
- “Cut-through” traffic, or traffic on local streets, occurs and is increasing because drivers seek to avoid congestion on Highway 1. This results in congestion on local streets and decreased safety for active transportation modes
- Limited opportunities exist for pedestrians and bicyclists to safely travel across Highway 1 within the project corridor
- There are insufficient incentives to take transit on Highway 1 or Soquel Avenue/Drive because congestion threatens travel time and reliability and there is no priority over auto travel

Caltrans D5 Project Manager is Heidi Borders  
Contact Rachel Moriconi - [rmoriconi@sccrtc.org](mailto:rmoriconi@sccrtc.org) for programming info

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Congestion Reduction	LPPF, LPPC, SCCP	Project Area, Corridor, County, or Regionwide VMT per Capita and Total VMT	Total Miles	6,257,640	6,270,957	-13,317
			VMT per Capita	19.98	20.02	-0.04
	LPPF, LPPC, SCCP	Person Hours of Travel Time Saved	Person Hours	47,791	53,063	-5,272
			Hours per Capita	0.1516	0.1694	-0.0178
	LPPF, LPPC, SCCP	Daily Vehicle Hours of Delay	Hours	7,370	9,500	-2,130
System Reliability	LPPF, LPPC, SCCP	Peak Period Travel Time Reliability Index	Index	0	0	0
	LPPF, LPPC, SCCP	Transit Service On-Time Performance	% "On-time"	0	0	0
Air Quality & GHG	LPPF, LPPC, SCCP, TCEP	Particulate Matter	PM 2.5 Tons	44.281	44.375	-0.094
			PM 10 Tons	107.78449	108.0139	-0.22941
	LPPF, LPPC, SCCP, TCEP	Carbon Dioxide (CO <sub>2</sub> )	Tons	522,289.125	523,401	-1,111.875
	LPPF, LPPC, SCCP, TCEP	Volatile Organic Compounds (VOC)	Tons	170.43	170.785	-0.355
	LPPF, LPPC, SCCP, TCEP	Sulphur Dioxides (SO <sub>x</sub> )	Tons	5.1411	5	0.1411
	LPPF, LPPC, SCCP, TCEP	Carbon Monoxide (CO)	Tons	1,761.806	1,765.556	-3.75
	LPPF, LPPC, SCCP, TCEP	Nitrogen Oxides (NO <sub>x</sub> )	Tons	248.534	249.06	-0.526
Safety	LPPF, LPPC, SCCP, TCEP	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries	Number	3.45	4.54	-1.09
	LPPF, LPPC, SCCP, TCEP	Number of Fatalities	Number	0.95	1.26	-0.31
	LPPF, LPPC, SCCP, TCEP	Fatalities per 100 Million VMT	Number	0.4245	0.5771	-0.1526
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries	Number	9.32	11.66	-2.34
	LPPF, LPPC, SCCP, TCEP	Number of Serious Injuries per 100 Million VMT	Number	4.17	5.33	-1.16
	Optional	Number of Property Damage Only and Non-Serious Injury Collisions	Number	262.9	321.4	-58.5
	Optional	Accident Cost Savings	Dollars	25,966,748	32,451,517	-6,484,769
Accessibility	LPPF, LPPC, SCCP	Number of Jobs Accessible by Mode	Number	76,916	58,439	18,477
	LPPF, LPPC, SCCP	Number of Destinations Accessible by Mode	Number	2,234	1,698	536
	LPPF, LPPC, SCCP	Percent of Population Defined as Low Income or Disadvantaged Within 1/2 Mile of Rail Station, Ferry Terminal, or High-Frequency Bus Stop	%	62	0	62
Economic Development	LPPF, LPPC, SCCP, TCEP	Jobs Created (Direct and Indirect)	Number	1,650	0	1,650
Cost Effectiveness	LPPF, LPPC, SCCP, TCEP	Cost Benefit Ratio	Ratio	2.21	0	2.21



Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
System Preservation Pavement	LPPC, LPPF	Pavement Condition Index	Index	76	66	10
			Rating	Good	Fair	
System Preservation Bridges	LPPF, LPPC	Bridge Deck Rating	Rating	Good	Poor	
	LPPF, LPPC	Bridge Superstructure Rating	Rating	Good	Fair	
	LPPF, LPPC	Bridge Substructure Rating	Rating	Good	Fair	
Noise Level (Soundwalls Only)	LPPC, LPPF	Number of Receptors	Number	203	203	0
	LPPC, LPPF	Properties Directly Benefited	Number	181	0	181
	LPPC, LPPF	Number of Decibels	Number	62	73	-11

District	County	Route	EA	Project ID	PPNO
05	Santa Cruz	1	0C733	0518000116	0073C
Project Title					

State Route 1 - State Park to Bay/Porter Auxiliary Lanes

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)	2,635							2,635	Santa Cruz County Regional Transpo
PS&E	2,310	750						3,060	Santa Cruz County Regional Transpo
R/W SUP (CT)		315						315	Santa Cruz County Regional Transpo
CON SUP (CT)			8,760					8,760	Caltrans District 5
R/W		785						785	Santa Cruz County Regional Transpo
CON			73,400					73,400	Caltrans District 5
TOTAL	4,945	1,850	82,160					88,955	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	
E&P (PA&ED)	2,635							2,635	
PS&E	2,310	750						3,060	
R/W SUP (CT)									
CON SUP (CT)			8,760					8,760	
R/W		1,100						1,100	
CON			73,400					73,400	
TOTAL	4,945	1,850	82,160					88,955	

Fund #1:	RIP - State Cash (Committed)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)	1,830							1,830	Santa Cruz County Regional Transpo CTC considering STIP amendment to combine \$6779 previously programmed to PPNO 1968 (Mar Vista) into this project (as shown here) at its Aug. 2020 meeting. \$1830 PAED voted 08/14/19
PS&E		750						750	
R/W SUP (CT)		315						315	
CON SUP (CT)									
R/W		785						785	
CON			4,929					4,929	
TOTAL	1,830	1,850	4,929					8,609	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	1,830							1,830	STIP amendment 20S-02 approved at 8/2020 CTC mtg. Current request at time of June 2021 CTC vote: Change RW imp agency from CT to SCCRTC, allocate \$1,100 RIP as RW capital, \$0 as RW support, \$750 PS&E.
PS&E		750						750	
R/W SUP (CT)									
CON SUP (CT)									
R/W		1,100						1,100	
CON			4,929					4,929	
TOTAL	1,830	1,850	4,929					8,609	

Fund #2:	Local Funds - Measure D - 2016 Transportation Improvement Plan (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.400.100
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)	360							360	Santa Cruz County Regional Transpo Updated by RTC 2/20 & 5/20. Some PA/ED \$ shifted to other phases based on updated cost est. RTC PM not shown. Includes funds previously programmed to Mar Vista.
PS&E	2,310							2,310	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			10,000					10,000	
TOTAL	2,670		10,000					12,670	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	360							360	
PS&E	2,310							2,310	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			10,000					10,000	
TOTAL	2,670		10,000					12,670	
Fund #3:	RSTP - STP Local (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.810
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)	445							445	Santa Cruz County Regional Transpo
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	445							445	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	445							445	State Exchange
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	445							445	

Fund #4:	State SB1 SCCP - State Highway Account (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.705.100
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ Approved by CTC 12/2/20
PS&E									
R/W SUP (CT)									
CON SUP (CT)			8,760					8,760	
R/W									
CON			44,077					44,077	
TOTAL			52,837					52,837	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)			8,760					8,760	
R/W									
CON			44,077					44,077	
TOTAL			52,837					52,837	
Fund #5:	State SB1 LPP - Local Partnership Program - Competitive program (Committed)								Program Code
Existing Funding (\$1,000s)									20.XX.724.100
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27+	Total	Funding Agency
E&P (PA&ED)									Caltrans HQ Approved by CTC 12/2/20
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			14,394					14,394	
TOTAL			14,394					14,394	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			14,394					14,394	
TOTAL			14,394					14,394	

**Complete this page for amendments only**

Date 07/06/2021 17:22:36

District	County	Route	EA	Project ID	PPNO
05	Santa Cruz	1	0C733	0518000116	0073C

**SECTION 1 - All Projects**

**Project Background**

2018 RTIP - \$1.8M STIP programmed for pre-construction, combined aux lanes from Bay/Porter-Park and Park-St. Park into one projects, allocated by CTC 8/15/19. 9/3/20: Measure D modified/respread based on updated cost estimates/needs.  
8/20: Scope and funding amended by CTC to combine Mar Vista Bike/Ped overcrossing with Aux Lanes.  
2019-"bus on shoulders" added to scope.  
12/2/20: CTC programmed \$52,837,000 SCCP & \$14,394,000 LPP-C for construction.

**Programming Change Requested**

At time of vote - Change lead agency for ROW to SCCRTC and combine RIP-STIP ROW and ROW support to ROW capital to be allocated to SCCRTC.

Clarify scope in CTIPs to match SCCP/LPP approved project - includes bus-on-shoulder and Mar Vista bike/ped overcrossing.

Updated output and milestones based on current asset performance calculator. RTC began PS&E and ROW at risk using local funds.

Construction end and closeout dates updated to reflect 3-year plant establishment period (at time of construction allocation, project team to request more than 36-months to closeout).

Project Outputs were updated to reflect updated design and clarification how to count different outputs, including interchanges (originally Rio Del Mar interchange was erroneously counted as 2). The exact lengths of auxiliary lanes, bike/ped overcrossing and ADA improvements are updated based on the 65% design data. The noise barriers that are found reasonable and feasible are included in the project based on the approved Noise Abatement Decision Report (NADR). Four of the 14 walls originally studied did not meet the reasonableness criteria. The project adds 4.6 miles of roadway lanes including auxiliary lanes and BOS lanes on Highway 1 and Capitola Ave. The aux lanes freeway lane miles are 3.8 mile long in northbound and southbound direction. The overall benefits provided by the three linked projects remain consistent.

Change lead for construction from CT's HQ to CT's D5.

**Reason for Proposed Change**

Print ePPR for baseline agreement and STIP PS&E and ROW allocations

SCCRTC to take lead on ROW and funds previously programmed as Caltrans ROW Support to be allocated as RTC ROW capital. At time of vote - reflect updated lead agency for ROW (change from CT to SCCRTC), change RIP ROW Sup to ROW capital, and reflect scope/description approved by CTC 8/20 to include Mar Vista bike/ped overcrossing and SCCP/LPP approved project scope.

Minor edits and updates to project milestones and outputs based on current asset performance calculations; updated construction and project end dates to reflect that the contractor will be responsible for 3-year plant establishment.

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

1) No change to construction year. Environmental review and refined design resulted in updated schedule; Month/year of some activities updated to reflect current schedule= 2 months later than previous estimates. End construction and close out changed based on clarification from Caltrans on what end dates to show given required landscape establishment – rather than just mainline construction completion/open to public dates and typical final closeout timing.

2) No cost increases anticipated due to delay; RTC initiated PS&E and ROW "at risk" using local funds to expedite delivery;

3) any potential increases to be funded by local funds.

**Other Significant Information**

Project is funded by a combination of STIP, SCCP, LPP-c, and local funds.

**SECTION 2 - For SB1 Project Only**

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

At time of vote - Reflect updated lead agency for ROW as SCCRTC, shift ROW Support funds into ROW capital, and reflect updated scope (STIP amendment was approved at August 2020 CTC meeting and is consistent with SCCP/LPP application).

Approvals

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

Name (Print or Type)	Signature	Title	Date

SECTION 3 - All Projects

Attachments

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



## PROJECT FACT SHEET

Updated July 2021

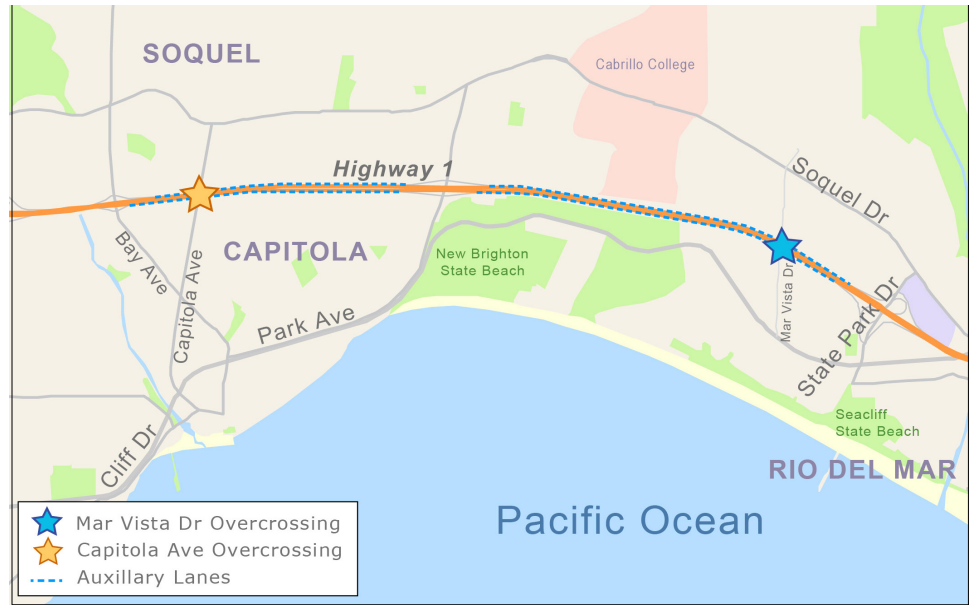
# Highway Corridor: Highway 1 Aux Lanes, BOS (Bay Avenue/Porter Street to State Park Drive), and Mar Vista Bicycle/Pedestrian Overcrossing

## Project Description

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

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

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



## Project Highlights

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

## Project Delivery Strategy

The RTC is leading the delivery of this project. Measure D-Highway Corridor funds and other RTC discretionary funds are being used to complete the work necessary to ready the project for construction. RTC was successful in securing Cycle 2 SB1 Solutions to Congested Corridors and Local Partnership Program competitive funds in 2020, which fully funds construction of this project.



# PROJECT FACT SHEET

Updated July 2021

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

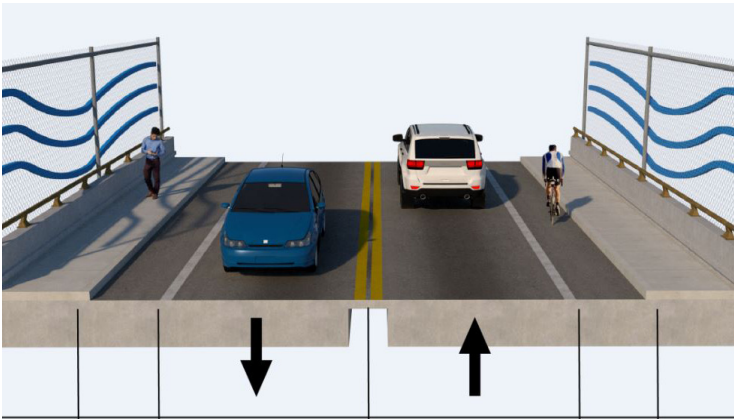
### Project Funding

Estimated Total Cost	\$	94.2M
Funding Sources		
Measure D (Highway)	\$	17.9M
Other Secured*	\$	76.3M

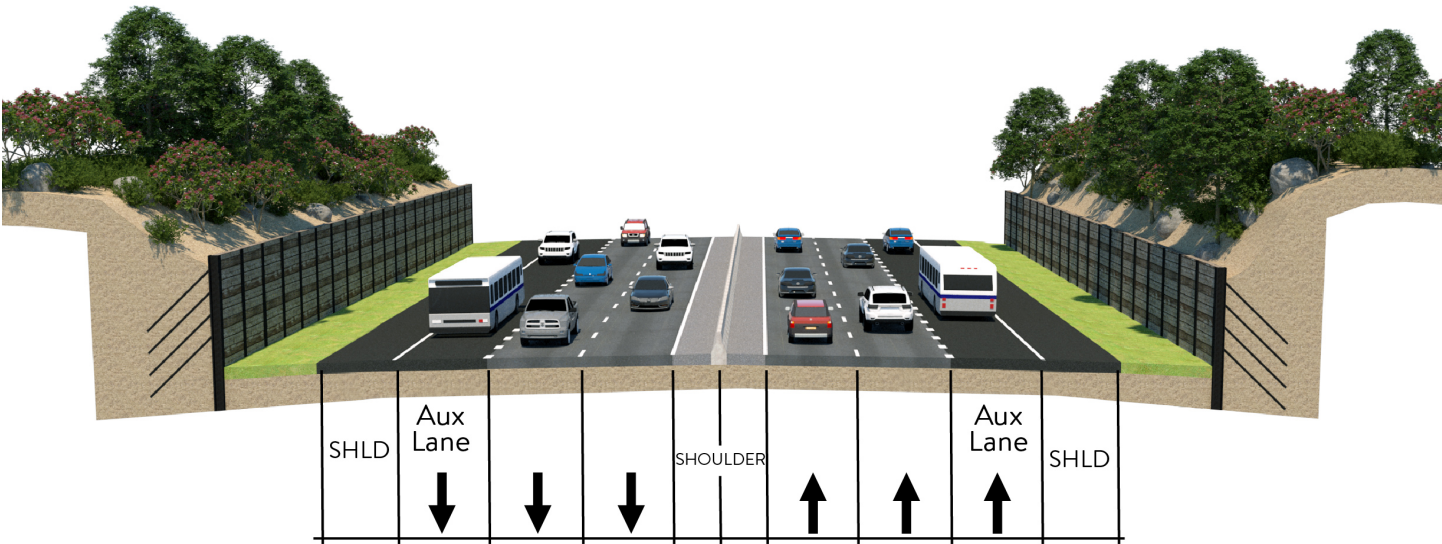
\*Includes STIP and SB1 (SCCP and LPP programs) funds.

### Project Status/Schedule

Environmental review was completed in 2021. Final design is underway and expected to be completed in 2022. The project is expected to be construction-ready at the end of 2022.



Preliminary rendering of Capitola Avenue Overcrossing



Preliminary rendering of auxiliary lanes



## **Section 17. Board Resolution – Approving the 2022 RTIP**

### **RESOLUTION NO. 28-22**

Adopted by the Santa Cruz County Regional Transportation Commission  
on the date of December 2, 2021  
on the motion of Commissioner **Koenig**  
duly seconded by Commissioner **G. Johnson**

A RESOLUTION ADOPTING THE 2021 CONSOLIDATED GRANTS PROGRAM  
AND 2022 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM TO  
PROGRAM REGIONAL SHARES OF STATE AND FEDERAL FUNDS AND  
AMEND PROJECT LISTINGS FOR PREVIOUSLY PROGRAMMED PROJECTS

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

- Approximately \$4.5 million State Transportation Improvement Program (STIP) through FY2026/27;
- Approximately \$3.5 million Surface Transportation Block Grant Program/Regional Surface Transportation Program Exchange (STBG/RSTPX) anticipated through FY21/22;
- Approximately \$2.6 million Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) highway funds available through June 2024; and
- Approximately \$0.5 million of Highway Infrastructure Program (HIP) funds.

WHEREAS, the RTC must prepare and adopt a *Regional Transportation Improvement Program (RTIP)* for submittal to the California Transportation Commission in order for projects to be considered for the *2022 State Transportation Improvement Program (STIP)*;

WHEREAS, the RTC prepared the *2022 Regional Transportation Improvement Program* consistent with the *Santa Cruz County Regional Transportation Plan (RTP)*, the Association of Monterey Bay Area Governments' (AMBAG) *Metropolitan Transportation Plan/Sustainable Communities Strategies (MTP/SCS)*, state law (including SB 45), California Transportation Commission and Caltrans guidelines, and in consultation and cooperation with local project sponsors and the California Department of Transportation (Caltrans) District 5;

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

WHEREAS, the RTC evaluated the benefits of projects proposed for funding based on regional, state, and federal goals, performance measures

and evaluation criteria and in consultation with the RTC's advisory committees, and in consideration of public comments;

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

1. The 2021 Consolidated Grants program and *2022 Regional Transportation Improvement Program for Santa Cruz County* are hereby adopted to:
  - a. Program Santa Cruz County's regional target of 2022 State Transportation Improvement Program (STIP), Surface Transportation Block Grant/Regional Surface Transportation Program Exchange (STBG/RSTPX), Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA), and Highway Infrastructure Program (HIP) funds to projects, as shown in Exhibit A (Attachment 2); and
  - b. Amend project listings for previously programmed projects to reflect the most current project scope, funding, and schedule information, as shown in Exhibit B (Attachment 3).
2. The RTC's FY21/22 Budget is hereby amended to reflect these programming actions.
3. RTC staff is hereby authorized to work with projects sponsors to submit and execute documents required by the California Transportation Commission (CTC) and/or Caltrans, which may be necessary to obligate or otherwise secure funds programmed by the RTC.
4. The California Transportation Commission is hereby requested to incorporate projects and amendments into the *2022 State Transportation Improvement Program* (STIP) and the Association of Monterey Bay Area Governments is hereby requested to incorporate these actions into the *Metropolitan Transportation Improvement Program* (MTIP), as applicable.
5. STIP funding availability and amendments are contingent upon concurrence and allocation by the California Transportation Commission (CTC).
6. Project sponsors are required to comply with all conditions and requirements set forth by applicable state and/or federal statutes, regulations, procedures and guidelines.

7. Project sponsors shall obtain RTC concurrence in allocation, extension, amendment or other requests for proposed STIP and CRRSAA funds prior to submittal of such requests to Caltrans or the CTC. Concurrences will generally be handled administratively by RTC staff, though major project scope, funding, or other changes shall be subject to RTC board action.
8. Concurrences for submittals to Caltrans or CTC and allocations and amendments to other projects will be handled administratively by RTC staff unless substantive project modifications require that concurrence be authorized by RTC action.
9. Prior to final design, projects with bicycle, pedestrian, and/or transit components shall undergo review by the RTC's Bicycle Committee and/or Elderly and Disabled Transportation Advisory Committee (E&D TAC) and project sponsors shall incorporate complete streets components where feasible and/or appropriate.

AYES: COMMISSIONERS **Bertrand, Brown, R. Johnson, Koenig, and Commissioner Alternates Hernandez, Schiffrin, Quinn, and G. Johnson**

NOES: COMMISSIONERS **Montesino, Petersen, Northcutt, and Commissioner Alternate Pageler**



Sandy Brown (Dec 3, 2021 15:49 PST)

Sandy Brown, Chair

ATTEST:



Guy Preston, Secretary

Exhibit A: Project List

Exhibit B: Amendments to Previously Programmed Projects

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

\\\\rtcserv2\\internal\\rtip\\2022rtip\\2022cycle\\staffreports\\2021rtip-resolution.docx

## 2021 Consolidated Grants (Approved 12/2/21\*)

Agency	Project Name	Approved Funding	STIP	CRRSAA-STIP	CRRSAA-RSTPX	RSTPX	HIP	Description (for projects recommended for partial funding, scope may be reduced)	Primary Benefits, Notes & Committee Recommendations	Anticipated users
Capitola	41st Ave Intersection and Roadway Rehabilitation	\$492,000		\$227,000		\$265,000		Reconstruct pavement on three sections of 41st Ave including 1) the intersection of Capitola Road and 41st Ave, 2) the intersection of Clares Street and 41st Ave	<b>System Preservation.</b> Regionally significant road, high traffic volumes. If only \$492k approved, Capitola will use funds on intersections & would wait to reconstruct 41st Ave. <b>Based on input from Bike Committee &amp; E&amp;DTAC - funding contingent on making intersections and 41st Ave more bike friendly and accessible to all pedestrians. E&amp;DTAC recommends safety lights be added at Hwy 1 interchange.</b>	40,800/day
Capitola	Kennedy Drive Sidewalk	\$197,000				\$197,000		Construct approximately 550 feet of sidewalk along Kennedy Drive. Includes curb and gutter, retaining walls, and ADA curb ramps.	<b>Pedestrian Safety &amp; Access.</b> Fills gap in sidewalks next to school	50/day
County of SC	Emergency Routes Resurfacing: Alba & Jamison Creek Roads	\$1,870,000			\$1,266,120	\$98,942	\$504,938	Pavement maintenance of approximately 7.08 miles of roadway including all of Alba Road (Empire Grade to State Highway 9=3.91miles) and Jamison Creek Rd (Empire Grade to State Highway 236 = 3.17 miles). Isolated sections of digout and asphalt replacement where rutting has occurred & isolated asphalt leveling courses, followed by resurfacing of the entire roadway, restriping. Covers existing roadway edge to existing roadway edge.	<b>System Preservation.</b> Roads are in terrible shape. ITAC and staff recommend \$500k for Alba Rd (Additional \$500k was not included in prelim recommendations reviewed by Bike Committee and E&DTAC)	600/day
County of SC	Soquel Drive Buffered Bike Lanes & Congestion Mitigation	\$1,000,000				\$1,000,000		Improvements for bus transit, active transportation, and intersections on 5.6 miles of Soquel Ave/Soquel Drive (La Fonda to State Park Dr), including: buffered/protected bike lanes, green bike boxes, sidewalk gap closures, ADA ramps, crosswalk upgrades, adaptive signal control, transit signal priority, and pavement rehabilitation.	<b>Safety, system preservation, bike, transit access.</b> Well rounded, high priority project. \$1M recommended due to pavement priorities. County committed to fund balance. <b>E&amp;DTAC recommends safety lights be added at Soquel/41st Avenue intersection.</b>	23,618/day
County of SC	San Andreas Road Resurfacing	\$1,650,000	\$1,645,000			\$5,000		Pavement maintenance of approximately 3.01 miles of San Andreas Rd, from 365' S/O Manresa State Beach to Sunset Beach Rd. Isolated sections of digout and asphalt replacement where rutting has occurred, followed by resurfacing of the entire roadway surface and restriping. Work extends from existing roadway edge to existing roadway edge and includes repaving/restriping existing bike lanes.	<b>System Preservation.</b> Serves state parks and agricultural traffic. Popular with cyclists. <b>Bike Committee recommends increasing to add portion of \$500k (staff recommendation adds funds to Alba Rd instead).</b>	2667/day
County of SC	Soquel San Jose Rd/ Porter St - Road Resurfacing & Multimodal Improvements	\$1,455,000	\$1,455,000					Pavement maintenance of approximately 3.15 miles of Soquel San Jose Road and 0.18 miles of Porter Street, forming a continuous section from Soquel Drive to Laurel Glen Rd. Isolated sections of digout and asphalt replacement where rutting has occurred, followed by resurfacing of the entire roadway surface and restriping. Work extends from existing roadway edge to existing roadway edge and includes repaving/restriping existing bike lanes. Includes multimodal improvements in Soquel Village, possibly green lanes, ped crossing enhancements, etc.	<b>System Preservation.</b> Regionally significant route. <b>Bike Committee recommends increasing funds to project (staff recommending funds to Alba Rd instead); county staff notified Bike Committee they will consider adding green or buffered bike lanes and improved ped crossings.</b>	15,380/day

Agency	Project Name	Approved Funding	STIP	CRRSAA-STIP	CRRSAA-RSTPX	RSTPX	HIP	Description (for projects recommended for partial funding, scope may be reduced)	Primary Benefits, Notes & Committee Recommendations	Anticipated users
County of SC	Holohan Road Resurfacing	\$440,000				\$440,000		Pavement maintenance of approximately 1.42 miles of Holohan Rd, from Green Valley Rd to 420' W/O State Hwy 152 (the project limit of the planned Holohan/152 intersection improvements). Isolated sections of digout and asphalt replacement where rutting has occurred, followed by resurfacing of the entire roadway surface and restriping. Work extends from existing roadway edge to existing roadway edge and includes repaving/restriping existing bike lanes.	<b>System Preservation.</b> Regionally significant truck and commute route, serves disadvantaged community (DAC), PVUSD Bus Fleet.	16,704/day
Scotts Valley	Granite Creek Rd Overcrossing	\$500,000				\$500,000		Repaving of asphalt surface and restriping on Granite Creek Rd from Scotts Valley Dr to the intersection at Santas Village Rd and SV Dr/Santas Village Rd intersection. Widening bike lanes-narrowing travel lanes, adding green treatment to bike lanes, adding a bike box. Adds retaining wall to shore up sloughing under sidewalks. Repaving of AC sidewalks to meet ADA grades. Addition of truncated domes where they are missing at the two intersections.	<b>System Preservation, Bike, Pedestrian Access.</b> Regionally significant roadway. <i>E&amp;DTAC and staff recommend funding be contingent on lighting being added.</i>	10K-25K/day
Santa Cruz, city	Chestnut Street St Storm Drain and Paving Rehab and Safety Improvements	\$1,000,000		\$1,000,000				Rehab pavement, install bike/ped improvements including new curb ramps and crossings from Laurel Street to Mission Street (Rte 1). <i>Other funds being used to replace the storm drain system.</i>	<b>System Preservation &amp; Bike, Pedestrian, School Access.</b> City's #1 priority	5500/day
Santa Cruz, city	Ocean Street Pavement Rehab and Bike/Ped Upgrades	\$600,000				\$600,000		Ocean Street pavement rehabilitation and bike and pedestrian upgrades between Felker St and Water Street	<b>System Preservation &amp; Bike, Pedestrian, Transit Access.</b> Regionally significant road.	18K-28K/day
Watsonville	Complete Streets Downtown	\$1,248,000	\$896,000			\$352,000		Pedestrian and bicycle improvements, including curb ramps, bulbouts, pavement markings and signage. Rodriguez St from 550 feet south of Main St to Second St; Brennan St from Palm St to 5th St and Union St from Alexander St to Elm St	<b>Safety, Active Transportation, Equity.</b> Watsonville's only application, fills gaps in ped network, high collision rates.	2146/day
SCCRTC	State Route 1 - Freedom to State Park Auxiliary Lanes, Bus on Shoulder, and Coastal Rail Trail Segment 12	\$300,000	\$300,000					Construct auxiliary lanes on State Route 1 between Freedom Boulevard and State Park Drive Interchanges, construct bus on shoulder facility, construct soundwalls and retaining walls, and 1.25 mile segment of the coastal rail trail.	<b>System Performance, bike/ped, transit access to schools.</b> Consider using Measure D for balance of design. <i>E&amp;DTAC recommends safety lights be added at pedestrian crossings at Highway 1 interchanges.</i>	94,800/day
SCCRTC	Planning, programming, and monitoring (PPM) - 5% of STIP-Covid & 2022 STIP	\$290,000	\$226,000	\$64,000				Funding for 3 years of programming and monitoring use of funds per state and federal mandates, including staff time associated with this grant cycle.	<b>Required to meet state and federal mandates.</b>	countywide
TBD	Other Projects TBD	\$189,000				\$189,000				
Approved Funds		\$11,231,000	\$4,522,000	\$1,291,000	\$1,266,120	\$3,646,942	\$504,938			

\*Motion approved by RTC board: Staff to alter awards to ensure County roads awarded \$2 million more than what was recommended by staff, with final alterations to be left up to staff's best judgement; but the grant amounts proposed for each of the four cities should not be compromised and at least \$300,000 should be allocated to Highway 1.

***Regional Transportation Improvement Program (RTIP)***  
**Amendments to Previously Approved Projects**  
***Approved December 2, 2021 RTC meeting***

Action	Project #	Project	Proposed Amendment
Shift funds between projects	CO 85 & CO 86	CO 85: Scotts Valley Area Routes Resurfacing CO86: Zayante Corridor Resurfacing	Shift \$355,060 RSTPX cost savings from the Scotts Valley Area to the Zayante resurfacing project. Projects were funded by a combination of RSTPX, STIP and local funds.

## **Section 18. Detailed STIP Project Programming Summary Table**

### **Summary of Santa Cruz County 2022 STIP Proposal**

*Approved by SCCRTC board 12/2/21, including projects carried over from 2020 STIP*

#### ***New 2022 RIP Target***

<b>Project Sponsor</b>	<b>STIP PPNO</b>	<b>Project</b>	<b>Proposed change for 2022 STIP</b>	<b>RTIP #</b>	<b>SOF ?</b>	<b>Total STIP (\$000s)</b>	<b>Summary of Benefits</b>
County of Santa Cruz	3088	San Andreas Road Resurfacing	New Project	CO 91	Yes	<b>1,645</b>	System Preservation. Serves two State Parks and agricultural traffic. Popular with cyclists.
County of Santa Cruz	3089	Soquel San Jose Rd/ Porter St - Road Resurfacing & Multimodal Improvements	New Project	CO 92	Yes	<b>1,455</b>	System Preservation. Regionally significant route/alternate to SR17, serves Soquel High and Elementary schools. Popular with cyclists.
Watsonville	3091	Complete Streets Downtown	New Project	WAT 47	Yes	<b>896</b>	Safety, Active Transportation, Equity. High ped collision rates in area, fills gaps in ped network.
SCCRTC	0073D	Hwy 1 Freedom-State Park Auxiliary Lanes, Bus on Shoulders, and Rail Trail Segment 12	New STIP Project (also programmed to receive LPP-f)	RTC 24g	No	<b>300</b>	Auxiliary lanes will improve freeway operations by reducing congestion, travel delay and vehicle collisions. The Rail Trail will promote active travel modes and improve access and safety across Highway 1. This section of Highway 1 carries over <del>XXX</del> ,000 vehicles a day and is heavily used by disadvantaged communities in south county to access jobs and colleges. Daily congestion on Highway 1 results in by-pass traffic on local arterials, increased travel times and delay.
SCCRTC	921	Planning, Programming & Monitoring (PPM)	Added funds based on CTC established max. for share periods. <i>(See below for carryover &amp; COVID \$)</i>	RTC 04	Yes	<b>226</b>	Ensure that state and federal planning and programming requirements are met.

**\$4,522    *New 2022 STIP Shares***

#### ***Covid-STIP***

Santa Cruz, city	3090	Chestnut Street St Storm Drain and Paving Rehab and Safety Improvements	New Project. Note, City of SC may request advance allocation at March 2022 meeting once funds programmed.	SC 52	Yes	<b>1,000</b>	System Preservation & Bike, Pedestrian, School Access.
SCCRTC	921	Planning, Programming & Monitoring (PPM)	Adds funds based on CTC established max. for mid-cycle STIP	RTC 04	Yes	<b>64</b>	Ensure that state and federal planning and programming requirements are met, in order for projects to access state and federal funds.

Project Sponsor	STIP PPNO	Project	Proposed change for 2022 STIP	RTIP #	SOF ?	Total STIP (\$000s)	Summary of Benefits
Capitola	3092	41st Ave Resurfacing (Reserve)	Add SOF Placeholder. <i>(Scope of Capitola's 41st Ave resurfacing project being refined)</i>	CAP 20	Yes	227	System preservation, improved bike & ped facilities

**\$1,291 New COVID Shares**

**Carryover from 2020 STIP**

SCCRTC	73C	State Route 1, State Park-Bay/Porter Aux lanes, bus on Shoulder & Mar Vista Bike/ped bridge	No change. STIP programmed for construction in FY22/23. <i>(funds previously allocated not shown)</i>	RTC 24e	No	4,929	Auxiliary lanes will improve freeway operations by reducing congestion, travel delay and vehicle collisions. The new Mar Vista pedestrian/bicycle crossing will promote active travel modes and improve access and safety across Highway 1. Daily congestion on Highway 1 results in by-pass traffic on local arterials, increased travel times and delay. Project part of Watsonville-Santa Cruz Congested corridor.
SCCRTC	921	Planning, Programming & Monitoring (PPM)	Carry over/shift some funds from FY22/23 to FY23/24 <i>(backfilled with COVID-RIP)</i>	RTC 04	Yes	305	Ensure that state and federal planning and programming requirements are met, in order for projects to access state and federal funds.

**\$5,234 2020 STIP carryover (FY22/23-24/25)**

**\$11,047 Proposed 2022 RIP Totals**

**FY21/22 Project not yet allocated, may need allocation extension**

Watsonville	2825	Freedom Blvd Reconstruction (Alta Vista Ave to Davis Rd)	No changes to programming, however city may request allocation extension in spring 2022.	WAT 45	Yes	1,550	System preservation (PCI 58) on major arterial (ADT 24,000), ADA upgrades, sharrows/signage to improve bike safety, crossing feature to improve pedestrian safety.
-------------	------	--	--	--------	-----	-------	--