

SANTA CRUZ COUNTY



2024 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

Prepared For :

California Transportation Commission (CTC)

Prepared By :

SCCRTC



 831-460-3200

 1101 Pacific Ave, Ste. 250, Santa Cruz CA

 www.sccrtc.org/rtip



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

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December 15, 2023

Tanisha Taylor, Executive Director
California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814
Attn: Kacey.Ruggiero@catc.ca.gov

RE: 2024 Regional Transportation Improvement Program (RTIP) for Santa Cruz County

Dear Director Taylor:

The Santa Cruz County Regional Transportation Commission (RTC) hereby submits the 2024 Santa Cruz County Regional Transportation Improvement Program (RTIP) for consideration by California Transportation Commission (CTC). The RTC adopted the RTIP at its December 7, 2023, meeting, where it selected 23 projects to receive the region's targeted share of State Transportation Improvement Program (STIP) and other regional funds following a public hearing.

The RTC requests that the CTC program the region's 2024 STIP Target of \$8,602,000 to the following projects:

- Escalona Complete Streets – \$2,772,000
- Felton-SLV Schools Complete Streets Improvements – \$1,800,000
- Glen Arbor Sidewalk - \$2,100,000
- Soquel San Jose Rd/ Porter St - Road Resurfacing & Multimodal Improvements – \$1,500,000
- Project and planning, programming, and monitoring (PPM) – \$430,000

The 2024 RTIP reflects the RTC board's prioritization of fix-it-first local road projects and complete streets. We appreciate the CTC's support in including the aforementioned projects in the 2024 STIP. If you have any questions regarding our proposal, please contact Amy Naranjo of my staff at programming@sccrtc.org or (831) 460-3200.

Sincerely,

Luis Mendez
Interim Executive Director

cc: Kacey.Ruggiero@catc.ca.gov; Rambabu.Bavirisetty@dot.ca.gov; OCIP@dot.ca.gov

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A. Overview and Schedule

Section 1 Executive Summary

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

This RTIP document serves as the RTC's proposal to the California Transportation Commission (CTC) for the 2024 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.

The RTC proposes to use STIP funds to fix critical access roads in unincorporated areas of the county and to implement complete streets projects. Project proposed for county shares of the 2024 STIP fund include:

- Escalona Complete Streets (construction) – \$2,772,000
- Felton-SLV Schools Complete Streets Improvements (construction) – \$1,800,000
- Glen Arbor Sidewalk (construction) - \$2,100,000
- Soquel San Jose Rd/ Porter St - Road Resurfacing & Multimodal Improvements (construction) – \$1,500,000
- Project and planning, programming, and monitoring (PPM) – \$430,000

The RTC's proposal for the 2024 STIP also carries forward the following projects:

- Safe Routes to Downtown Watsonville
- Soquel San Jose Rd/ Porter St - Road Resurfacing & Multimodal Improvements
- Project and planning, programming, and monitoring (PPM)

The RTC selects projects through an open public process. Following a well-attended public hearing held on December 7, 2023, the RTC approved funding for various projects throughout the county.

Section 2 General Information

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

Agency website links: www.sccrtc.org

RTIP document link: www.sccrtc.org/rtip

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

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Section 3 Background of Regional Transportation Improvement Program (RTIP)

(a) What is the Regional Transportation Improvement Program?

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

(b) RTC's Historical and Current Approach to developing the RTIP

The process for developing the RTIP and STIP typically begins in the spring of odd numbered years when the CTC determines the financial assumptions to use in developing the STIP Fund Estimate. Based on those assumptions, the California Department of Transportation (Caltrans) estimates the amount of certain state and federal revenues anticipated for transportation statewide over the next five years. The CTC releases the draft STIP Fund Estimate, as well as Guidelines for the development of the STIP, during the summer of odd years for public review and comment. The final fund estimates 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 (75%) 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 (25%) 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 2024 RTIP, following the approval of evaluation criteria (Section 22), the

RTC issued a call for projects for consolidated grants including anticipated regional shares of STIP, Regional Surface Transportation Program Exchange (RSTPX), SB-1 Local Partnership Program (LPP), and SB-125 Transit and Intercity Rail Capital Program (TIRCP) and Zero Emission Transit Capital Program (ZETCP). Any project proposed in the RTIP must be included in or be consistent with the Regional Transportation Plan. Applications submitted by project sponsors were evaluated against approved evaluation criteria, reviewed by RTC advisory committees, and approved by the RTC board after a public hearing. Applications and preliminary and final staff recommendations were available on the RTC website.

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 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 2022 Regional Transportation Improvement Program (RTIP) will have started construction before the start of FY24/25. The following projects listed in Table 1 will not be carried forward into the 2024 STIP.

Table 1 Completion of Prior STIP Projects

Project Name/ Location	Description	Summary of Improvements & Benefits
State Route 1, State Park-Bay/Porter Aux lanes, bus on Shoulder & Mar Vista Bike/ped bridge (RTC/Caltrans, PPNO 73C)	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 .	Operational improvements, safety, bike/ped access, and transit travel times.
San Andreas Road Resurfacing (County of SC, PPNO 3088)	Pavement rehabilitation: Digouts, Chip Seal, and restriping	System preservation – 3.01 miles
Chestnut Street St Storm Drain and Paving Rehab and Safety Improvements (SC city, PPNO 3090)	Replacement of failed storm drain system, rehabilitation of pavement, additional striping, and pedestrian safety improvement	System preservation – 0.94 miles, bike & ped improvements
41st Ave/Capitola Rd Intersections & Roadway Rehab (Capitola, PPNO 3092)	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	System preservation – 0.47 miles. ADA upgrades and bike facility LOS
Freedom Blvd, Alta Vista Av-Davis Av, reconstruction (Watsonville, PPNO 2825)	Remove and replace non-ADA compliant curb ramps, install high visibility crosswalks, provide sharrows and bicycle signage, upgrade existing bus stop and shelter, install a new traffic signal at Sydney Ave. with pedestrian signal heads, pedestrian actuated traffic signals, audible countdown, and reconstruct roadway.	System preservation – 2.2 miles. Operational improvements. Bike, ped and transit improvements.

Section 5 RTIP Outreach and Participation

(a) RTIP Development and Approval Schedule

Action	Date
RTC's Bicycle Committee, Elderly and Disabled Transportation Advisory Committee (E&D TAC), and Interagency Technical Advisory Committee (ITAC) provide input on evaluation criteria for 2024 RTIP	February 2023
ITAC discuss proposed process and evaluation criteria for 2024 RTIP	June 15, 2023
RTC approves proposed process and evaluation criteria for 2024 RTIP	August 3, 2023
CTC adopts Fund Estimate and Guidelines	August 16-17, 2023
RTC issues call for projects	August 21, 2023
Caltrans identifies State Highway Needs	September 15, 2023
Caltrans submits draft ITIP	October 15, 2023
CTC ITIP Hearing, South	November 1, 2023
CTC ITIP Hearing, North	November 8, 2023
Applications due to RTC	October 25, 2023
RTC's Bicycle Committee, Elderly and Disabled Transportation Advisory Committee (E&D TAC), ITAC, and Transportation Equity Workgroup review proposed projects and preliminary staff recommendations.	November 13, 14, 16, 27, 2023
Public Hearing, SCCRTC adopts 2024 RTIP	December 7, 2023
Regions submit RTIP to CTC	December 15, 2023
Caltrans submits ITIP to CTC	December 15, 2023
CTC STIP Hearing, North	January 25, 2024
CTC STIP Hearing, South	February 1, 2024
CTC publishes staff recommendations	March 1, 2024
CTC Adopts 2024 STIP	March 21-22, 2024

(b) Public Participation/Project Selection Process

The 2024 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 2024 RTIP carries over projects from the 2022 RTIP and includes new projects proposed for the region's targeted share of 2024 STIP funds.

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 testimony at a well-attended public hearing, on December 7, 2023, the RTC voted to focus funds to County roadway preservation and local complete streets projects.

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 2024 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. Caltrans did not request any projects for RTC's RIP shares. For over a decade, Caltrans has been working with the RTC and the community to identify Complete Streets improvements for the State Route 9/San Lorenzo Valley (SLV) corridor. In 2023, Caltrans completed a PSR (funded by RTC Measure D funds) for complete streets elements along the SR9 corridor and the RTC completed a more detailed study focused on access to the Felton-SLV Schools with Caltrans and the school district in 2022. The RTC programmed the region's targeted share of 2024 STIP funding for the Felton-SLV Schools Complete Streets Improvements project. This project expands the scope of an existing Caltrans State Highway Operation and Protection Program (SHOPP) project (EA 05-1K890), which aims to preserve and extend the lifespan of pavement on Highway 9 in Felton. Caltrans will serve as the implementing agency for construction on this project.

B. 2024 STIP Regional Funding Request

Section 6 Regional Share and Request for Programming

The 2024 STIP Fund Estimate identifies Santa Cruz County's programming target for the 5 years of the 2024 STIP (FY24/25-FY28/29) as:

- **2024 Regional Target: \$8,602,000**

The 2024 RTIP adds three (3) new projects and carries over three (3) projects in Santa Cruz County (Table 2). See Section 15 and PPRs for detailed project proposals.

If the CTC is unable to program STIP funds in the year requested for projects, the RTC and/or local jurisdiction project sponsors may request an AB3090 amendment, may delay project implementation, or propose a substitute project. 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.

Table 2 New 2024 RIP Target

Project Sponsor	STIP PPNO	Project	Proposed change for 2024 STIP	Total STIP (in \$000s)
Santa Cruz, city	3216	Escalona Complete Streets	New STIP Project	\$2,772
SCCRTC	2879	Felton-SLV Schools Complete Streets Improvements	New STIP Project	\$1,800
County of Santa Cruz	3217	Glen Arbor Rd Sidewalk	New STIP Project	\$2,100
County of Santa Cruz	3089	Soquel San Jose Rd/ Porter St - Road Resurfacing & Multimodal Improvements	Add 2024 RIP funds	\$1,500
SCCRTC	921	Planning, Programming & Monitoring (PPM)	Add 2024 RIP funds	\$ 430
Total 2024 STIP				\$8,602
Carryover from 2022 RIP				
Watsonville	3116A 3091	Safe Routes to Downtown Watsonville	Update PPNO	\$ 896
County of Santa Cruz	3089	Soquel San Jose Rd/ Porter St - Road Resurfacing & Multimodal Improvements	Add 2024 RIP funds, extend project limits	\$1,455 (plus \$1,500 new)

Project Sponsor	STIP PPNO	Project	Proposed change for 2024 STIP	Total STIP (in \$000s)
SCCRTC	921	Planning, Programming & Monitoring (PPM)	Carryover	\$342 (plus \$430 new)
Total Carryover from 2022 STIP				\$2,693
Total 2024 STIP (carryover and new)				\$11,295

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)

Proposed Regional STIP	STIP funds	Local	Other	Total Cost
Escalona Complete Streets	\$2,772	\$900 Gas Tax	\$169 RSTPX	\$3,841
Felton-SLV Schools Complete Streets Improvements	\$1,800	\$512 Measure D	\$30,409 SHOPP	\$32,721
Glen Arbor Rd Sidewalk	\$2,100	\$1,532		\$4,102
Soquel San Jose Rd/ Porter St - Road Resurfacing & Multimodal Improvements	\$2,955	\$382		\$3,337
Planning, Programming & Monitoring (PPM)	\$772	\$0	Varies-RPA	\$772

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 2024 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, **Highway 1** auxiliary lanes and bus-on-shoulder facilities, and **SR 9** Complete Streets.

Section 9 Projects Planned Within Multimodal Corridors

Caltrans and regional transportation agencies prepare corridor plans to identify multimodal transportation projects that will meet state, regional, and local goals, and benefit corridors around the state. In consideration of the RTC's Rail Transit Alternatives Analysis, Unified Corridor Investment Study (UCS), 2045 and draft 2050 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.

The 2024 RTIP reflects priorities that were identified through these major planning efforts.

Since STIP and other state and federal funding is insufficient to fund all 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. The RTC is working with Caltrans to

add several new bicycle/pedestrian bridges over Highway 1 as part of its Auxiliary Lanes/Bus-on-Shoulders projects and Caltrans has prepared a Highway 17 Access Management Plan which identifies locations to improve bicycle and pedestrian access over the highway.

Section 11 Complete Streets Consideration

The RTC prioritized funding for projects that actively embraced Complete Streets principles. These projects, recommended for the State Transportation Improvement Program (STIP), aim to improve safety and accessibility for everyone by incorporating elements like safer crosswalks and signals, wider and connected bike lanes, accessible transit stops, clear pedestrian warnings, and new sidewalks.

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

Section 12 Regional Level Performance Evaluation

Performance measures are included in the 2024 RTIP as required in the 2024 STIP Guidelines. The 2024 RTIP furthers the goals of the 2045 Santa Cruz County Regional Transportation Plan (RTP) and the Association of Monterey Bay Area Governments' (AMBAG) 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). The following table reflects the regional level performance of measures included in the 2045 RTP and 2045 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, equity, and public 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 other funding is secured, match amount, and leveraged funds
13. Deliverability of the project or if there are possible barriers to project schedules.

(a) Performance Indicators and Measures

Table 3 (Table B1) summarizes the regional-level performance measures from the 2045 Santa Cruz County RTP and Monterey Bay MTP/SCS, where data was available. NA reflects areas where data was unavailable.

Table 3 Regional Level Performance Indicators and Measures (Table B1)

Goal	Indicator/Measure	Current System Performance (Baseline)	Projected System Performance (Year)
Congestion Reduction	Vehicle Miles Traveled (VMT) per capita	15.3 miles/capita/workday (2005)	13.40 (2035) Reduction: -17.1%
	Percent of congested VMT (at or below 35 mph)	NA	NA
	Commute mode share (travel to work or school)	Drive Alone: 64.2% Carpool: 8.8% Transit: 1.8% Bike: 2.0% Walk: 4.6% Other: 1.9% Work @ home: 16.3% (2018-2022 ACS)	NA. 2045 target is to 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)	55 (2020)	80 (2045, 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	TBD

		(SCMTD 2015)	
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 and serious injuries per capita	0.00007369	Reduce
	Fatalities and serious injuries per VMT	0.00439939	Reduce
Economic Vitality	Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	AMBAG region: 15%	40% (2040)
	Mean commute travel time (to work or school)	32 minutes (2018-2022 ACS)	NA (Partly dependent on land use decisions)
	Farebox recovery ratio	18.1% (FY23)	NA
Environmental Sustainability	Change in acres of agricultural land	N/A	N/C
	CO ₂ emissions reduction per capita	15.02 (2005)	13.05 (2035) Reduction: -17.9%

Section 13 Regional and Statewide Benefits of RTIP

All projects programmed in the Santa Cruz County 2024 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 2024 RTIP projects is summarized in the following sections.

D. Performance and Effectiveness of RTIP

Section 14 Evaluation of Cost Effectiveness of RTIP

Per Section 22B and Appendix B of the STIP Guidelines, the performance measures listed in Table 4 (Table B2) below evaluate the cost-effectiveness of projects proposed in the STIP on a regional level.

Table 4 Evaluation - Cost-Effectiveness Indicators and Measures (Table B2)

Goal	Indicator/Measure	Current Level of Performance (Baseline)	Projected Performance Improvement
Congestion Reduction	Reduce Vehicle Miles Traveled (VMT) per capita	15.3 (2005)	Decrease
	Reduce Percent of congested VMT (at or below 35 mph)	NA	Reduce
	Change in commute mode share (travel to work or school)	Drive Alone: 64.2% Carpool: 8.8% Transit: 1.8% Bike: 2.0% Walk: 4.6% Other: 1.9% Work @ home: 16.3% (2018-2022 ACS)	Reduce SOV through bike/ped projects and improved transit stops
Infrastructure Condition	Reduce percent of distressed state highway lane-miles	NA	No change
	Improve Pavement Condition Index (local streets and roads)	55 (2020)	Improved PCI on several local roadway
	Reduce percent of highway bridge deck area in Poor Condition	NA	No change
	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	NA
Safety	Reduce fatalities and serious injuries per capita	0.0074%	Reduce
	Reduce fatalities and serious injuries per VMT	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)	32 minutes (2018-2022 ACS)	Decrease with improved system reliability and facilities
	Increase farebox recovery ratio	18.1% (FY22)	Improve. Increase ridership with bus on shoulders
Environmental Sustainability	Change in acres of agricultural land	NA	NC
	CO ₂ 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](#) , agencies may use Table B3 to identify by proposed project, or in summary for all proposed projects, changes to the built environment. The 2024 RTIP includes the following:

Table 5 Evaluation – Project Changes or Increased Capacity Benefits (Table B3)

Project Type or Mode	Changes to Built Environment	Indicator/Measure	Benefits or Performance Improvement at Project Completion
State Highway	New general-purpose lane-miles		
	New HOV/HOT lane-miles		
	Lane-miles rehabilitated		
	New or upgrade bicycle lane/sidewalk miles	New sidewalks, curb extensions, crosswalks, ADA curbs, bike boxes	Safety and access
	Operational improvements	Intersection and transit stop improvements	Safety
	New or reconstructed interchanges		
	New or reconstructed bridges		
Transit or Intercity Rail	Additional transit service miles		
	Additional transit vehicles		
	New rail track miles		
	Rail crossing improvements		
	Station improvements		
Local Streets and Roads	New lane-miles		
	Lane-miles rehabilitated	6 miles	System preservation
	New or upgrade bicycle and pedestrian facilities	new sidewalks, crosswalks, and ADA curbs in Felton, Ben Lomond, and Santa Cruz	Safety and access
	Operational improvements	Intersection improvements	Safety
	New or reconstructed bridges		

Section 15 Project Specific Evaluation

A project level benefit evaluation shall be submitted for projects for which construction is proposed, if the total amount of existing and proposed STIP for right-of-way and/or construction of the project is \$15 million or greater, or the total project cost is \$50 million or greater.

While no project-level analysis is required for the RTC's projects proposed for STIP funds this cycle, information on benefits of each of the NEW projects proposed for the 2024 STIP are provided in the following pages.

- Escalona Complete Streets (pg. 19)
- Felton-SLV Schools Complete Streets (pg. 21)
- Glen Arbor Rd Sidewalk (pg. 30)

B. PROJECT BENEFITS/ EVALUATION CRITERIA

Information in this section will be used to evaluate projects. The RTC is required to consider how well projects advance regional, state and federal goals, policies, performance metrics and targets, including how projects will contribute towards implementation of the long-range transportation plan (Regional Transportation Plan) and other state and federal regulations including the California Complete Streets Act of 2008, SB375, the Federal FAST Act.

See Attachment 2 of the call for projects for examples of type of information to demonstrate benefits.

Project Title:		Escalona Complete Streets
Generally, what are the benefits of this project?		
<p>The existing PCI ranges from 33 to 44 (poor). Paving this section of roadway will enhance the infrastructure condition and extend the useful life of the asset. Along this corridor, none of the existing intersections have ADA compliant ramps. This project will install fifty (50) new ramps, increasing accessibility for people of all ages and abilities. This project will install complete sidewalks on the eastbound side of the street, filling gaps and creating a continuous pedestrian facility. This improves the public realm and enhances public health.</p>		
Benefit Category (See Attachment 2 of Call for Projects for additional information and sample supporting data)		How does this project address any of the following? Projects are not expected to address all of these; if not applicable or not a primary purpose, write "N/A".
1	Safety and Collisions (reduce fatal or injury collisions)	In the five year period of 2017-2022, there have been three collisions within the project area. Two of these were cars hitting a parked car. One was a broadside collision between two cars.
2	System Preservation / Infrastructure Condition (maintain existing transportation infrastructure, service, or program)	This project will improve the PCI from a range of 33 to 44 to good condition. This will extend system preservation and improve infrastructure condition.
3	System Performance	
3a	Reduce Emissions and/or Vehicle Miles Traveled	This project improves the facility for walking. This could lead to mode shift for various trips.
3b	Improve travel times, travel time reliability; reduce delay	
3d	Improve freight or goods movement efficiency	
4	Increase Access for All (Expand multi-modal travel options/choices, especially to and within key destinations for all users)	This project will install 50 new ADA accessible curb ramps and complete sidewalk on the eastbound side of Escalona. As it stands, users with mobility needs cannot access the sidewalk in many locations due to lack of ramps, and lack of sidewalks causes many users to walk in the roadway.
5	Public Health and Equity - Enhance health, safe access to key destination for transportation-disadvantaged populations	This project will install 50 new ADA accessible curb ramps and complete sidewalk on the eastbound side of Escalona. As it stands, users with mobility needs cannot access the sidewalk in many locations due to lack of ramps, and lack of sidewalks causes many users to walk in the roadway.
5a	Improve public health or promote healthy communities, provide outreach to targeted users/health issues	
5b	Serve people who are transportation disadvantaged due to age, income, ability or language or other challenges	This project will install 50 new ADA accessible curb ramps and complete sidewalk on the eastbound side of Escalona. As it stands, users with mobility needs cannot access the sidewalk in many locations due to lack of ramps, and lack of sidewalks causes many users to walk in the roadway.
5c	What percent of the population in the project area is minority or low-income?	
5d	Will the proposed project increase traffic in low-income and minority neighborhoods?	No

6	Climate Change and Resiliency (reduces greenhouse gas (GHG) emissions or vehicle miles traveled (VMT) per capita)	This project improves the facility for walking. This could lead to mode shift for various trips.
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Additional Considerations in Project Evaluation:		
A.	RTP Consistency: If project is included in the 2045 Regional Transportation Plan (RTP) Project List, list RTP Project Number	SC-P07 and SC-P104
B.	Consistency with Complete Streets guidelines and policies: Describe how is project consistent with guidelines, integrates complete streets elements	This project would be categorized as a local street using the Complete Streets Guidebook. As such, pedestrians are identified as the highest priority users. The addition of complete sidewalks and ramps to this project is in line with the values of the Complete Streets Guidebook. This is approximately 50% of total project costs.
C.	Consistency with other plans. What other plans is this project listed in, if any?	CIP- projects c409452 and c400809
D.	Public engagement: How was this project determined to be a priority? What outreach will occur during implementation?	Annual adoption of CIP. Prior and during implementation, direct outreach to neighbors will take place. This will include engagement with neighbors who will have sidewalk added to their frontage. It will also include direct mailers to all abutting neighbors and signage placed on the corridor.
E.	Scale of Benefits - How many users are expected to use the facility, service or program? What is the source of this estimate?	Estimated 3500 users per day.
F.	Potential Risks (and plans to mitigate them)	
F1	Funding - Is this project fully funded? What other funding has been secured for the project?	Not fully funded. Secured Gas Tax for a local match.
	How will potential cost increases be funded?	Local Measure Funds or Gas Tax.
	Will funds programmed by RTC be used to leverage other grants? If funds are not approved by the RTC during this competitive grant cycle, will other funding be at risk of being lost?	No
	Is this project eligible for any other competitive grants?	No
F2	Schedule: Describe any potential delays to schedule	Should funding not be awarded, this project will not be constructed until such date that funding is secured.
F3	Deliverability: Describe why your agency is capable of delivering this project. (sufficient staff, project management, performance in	The City of Santa Cruz regularly delivers paving and sidewalk projects of this scope and complexity. We have sufficient staff and project management experience to complete this project.
F4	Environmental: Describe any potential environmental issues, mitigations, risks associated with current and future environmental conditions	None
F5	Other: Describe any other potential risks and plans to mitigate risks	

B. PROJECT BENEFITS/ EVALUATION CRITERIA

Information in this section will be used to evaluate projects. The RTC is required to consider how well projects advance regional, state and federal goals, policies, performance metrics and targets, including how projects will contribute towards implementation of the long-range transportation plan (Regional Transportation Plan) and other state and federal regulations including the California Complete Streets Act of 2008, SB375, the Federal FAST Act.

Project Title:		Felton/SLV Schools Complete Streets Enhancement to Caltrans EA 05-1K890 Felton CAPM SHOPP Project
Generally, what are the benefits of this project?		
Increased safety of and use of the system by pedestrians, bicyclists, and transit users		
Benefit Category (See Attachment 2 of Call for Projects for additional information and sample supporting data)		How does this project address any of the following? <i>Projects are not expected to address all of these; if not applicable or not a primary purpose, write "N/A"</i>
1	Safety and Collisions (reduce fatal or injury collisions)	<p>The risk of fatal and severe crashes for bicyclists and pedestrians is significantly higher on rural highways compared to other unincorporated roadways in Santa Cruz County. Between 2011 and 2021, 10% of all bike-ped crashes on rural highways were fatal and 32% were severe injury, while in other unincorporated areas, the crash fatality rate was lower at 4% and 23% severe injury. In the last 10 years, there have been 9 recorded bicycle or pedestrian-involved collisions, including 2 fatalities. This recorded number is likely far lower than the actual number of crashes since so many collisions in this rural area with low levels of CHP oversight result in the filing of a formal report. Safer roads mean more reliable access to jobs and more consistent delivery times for freight, aiding economic vitality goals for the region. Safer opportunities to bicycle and walk encourage vibrant Main Street local business activity. They will increase accessibility and mobility for all users, especially vulnerable and disadvantaged communities who are more often victims of traffic collisions, thus furthering equity goals. Dedicated facilities make travelers more likely to try alternative transportation, reducing reliance on single occupancy vehicles and in the process furthering both public health and sustainability goals. Incorporation of latest design standards and best practices into a proactive instead of reactive safety framework.</p> <p>Updating and repairing existing sidewalks and installing new sidewalks: The minimal and deteriorating sidewalk network in Felton is a major concern for pedestrians. The FHWA's STRMN document states that sidewalks are desirable to support pedestrian safety and comfort in areas with a mix of land uses and with generally high traffic volumes or speeds. Caltrans' Main</p>
2	System Preservation / Infrastructure Condition (maintain existing transportation infrastructure, service, or program)	The Caltrans 1K890 CAPM project's primary goal is to improve existing pavement conditions, which will reduce the number of transportation facilities in distressed condition, minimize roadway closures, and extend the useful life of facilities. RTC funded additions of sidewalks and curb extensions will further improve the useful life of the infrastructure with new curb/gutter drainage and will also enhance climate adaptation and preparedness for high-intensity storm events.
3	System Performance	The SLV Plan prioritizes system performance for all modes of transportation and promotes livable communities. Improvements in the Felton/Schools area focus on enhancing pedestrian and bicycle safety, and well as increasing access, and connectivity for all modes. Existing lack of bike/ped facilities or connections to transit result in increased vehicle travel even for short trips, including between stores within the town. The proposed enhancements will reduce reliance on driving from nearby neighborhoods into town, nearby parks, libraries, and the SLV Schools Tri-campus; thus leading to increased system efficiency due to the improved traffic flow.

3a	Reduce Emissions and/or Vehicle Miles Traveled	Dedicated bicycle facilities, expanded pedestrian facilities, crossing safety enhancements, and improved transit stop access and amenities will all support shifts in travel behavior to alternative modes. These facilities will support walking or biking for short trips into town or between locations in town, as well as increasing the attractiveness of transit to and from Felton and the SLV Schools, resulting in reduced VMT and emissions.
3b	Improve travel times, travel time reliability; reduce delay	Residents living near downtown Felton will be able to safely bike and walk to town, the park, the schools, and other destinations in Felton. Residents living further from Felton/Schools but able to access transit stops will find transit options to these destinations more attractive with improvements to the access, safety, and comfort of their destination's stations, including curb/gutter sidewalk and transit stop areas to keep waiting bus riders out of the dirt ditches/shoulders they currently need to traverse. Taken together, this mode shift will reduce congestion for travelers still utilizing personal vehicles, increasing travel time reliability, and reducing delay during peak times such as morning school drop-off and the afternoon commute/shopping times.
3d	Improve freight or goods movement efficiency	This segment of Highway 9 sees very high truck traffic, including logging, quarry aggregate mining, and other heavy freight. It is the only truck route for goods movement to the four towns in SLV. Any improvements to reduce delays or improve travel times will positively benefit the entire freight network of the SLV. This will reduce conflicts between bicycles/pedestrians and freight traffic via dedicated facilities and will also enhance the efficiency of the freight network by enhancing safety.
4	Increase Access for All (Expand multi-modal travel options/choices, especially to and within key destinations for all users)	<p>Currently for most travelers the only feasible transportation to and within Felton is by driving. There is currently a narrow, non-ADA compliant sidewalk with stairs that runs for the span of one block on one side of the highway and is located on private property. There are no pedestrian facilities to access the only northbound transit stop in downtown Felton, and there is only a fragment of sidewalk to the southbound transit stop which is not connected to downtown. There are no bicycle facilities, and for most of the downtown area, bicycles and pedestrians mix in the shoulder, which is also utilized by motorists passing on the right around vehicles waiting in the lane to turn left. This project aims to address these safety issues with separate facilities for all modes of transportation.</p> <p>The Caltrans-led component of a two-way turn lane for vehicles in downtown Felton will reduce passing on the right and allow the shoulders to primarily function as bike lanes. Also including wide sidewalks and street trees throughout downtown will make walking and rolling feasible, safe, and comfortable for users of all ages and abilities. The bicycling, walking, and transit access components downtown and around the SLV Tri-Schools Campus will create universal access for all modes to the schools, the library, the post office, medical services, dining, shopping, grocery stores, the Farmer's Market, and many other destinations for Felton residents and those taking transit from outlying areas, as well as allowing those driving to park once and complete their errands/shopping on foot.</p>

5	Public Health and Equity - Enhance health, safe access to key destination for transportation-disadvantaged populations	This Hwy 9 project will enhance public health and access to key destinations by providing active transportation options. Active transportation modes enhance public health through increased exercise, improved mental health, and better air quality. These alternative transportation options will also provide additional connectivity for transportation-disadvantaged communities who may not be able to afford a car. Low-income households in SLV are often concentrated along Highway 9 and in floodplains near the San Lorenzo River, and thus would see direct positive impacts from immediately adjacent complete streets facilities.
5a	Improve public health or promote healthy communities, provide outreach to targeted users/health issues	Healthy communities are not confined by safety concerns to only travel by private vehicle. Dedicated walking and bicycling facilities throughout downtown Felton and connecting to the nearby schools will encourage using active transportation for local trips, improve public health with physical activity, reduced collisions, and reduced emissions, as well as fostering community vitality through casual interactions on and with the streetscape. During SLV Plan outreach and subsequent outreach to the community, the RTC collaborated with organizations supporting vulnerable community such as Mountain Community Resources and the Valley Women's Club have allowed the SLV Program to maintain alignment with the needs of low-income, transportation disadvantaged, and otherwise vulnerable community members.
5b	Serve people who are transportation disadvantaged due to age, income, ability or language or other challenges	One of the SLV Plan's evaluation criteria was to increase transportation options for people who are disadvantaged due to age, income, ability, or minority status. Transportation disadvantaged populations are those who stand to benefit the most from these improvements, as they provide or enhance transportation facilities for those who cannot drive and must walk, bike, or take transit to get around due to age, income, ability, or other challenges.
5c	What percent of the population in the project area is minority or low-income?	Felton is made up of three zip codes: 95018, 95041, 95066. California's poverty line in 2021 was \$36,900 per household. According to the Census 5-Year Estimates for 2017-2021, zip code 95018 had a 2,552 population with 10.8% living below the poverty line. These figures do not include the unhoused population of the San Lorenzo Valley, a majority of whom sleep in riparian or forested areas near Felton in order to access services at Mountain Community Resources, which is located directly in the center of the proposed complete streets improvements in Felton.
5d	Will the proposed project increase traffic in low-income and minority neighborhoods?	The project will not increase auto traffic anywhere, as it includes no vehicle improvements other than those designed to improve safety for transit, bicycles, and pedestrians.
6	Climate Change and Resiliency (reduces greenhouse gas (GHG) emissions or vehicle miles traveled (VMT) per capita)	One of the SLV Plan's evaluation criteria is to reduce emissions and VMT. The project seeks to reduce the number and distance of vehicle trips, shift car travel to alternative modes, and increase proportion of trips accomplished by walking, or transit, thus reducing idling and improve average speeds for those who continue to drive.
Additional Considerations in Project Evaluation:		

A.	<p>RTP Consistency: If project is included in the 2045 Regional Transportation Plan (RTP) Project List, list RTP Project Number</p>	<p>CT 09: Hwy 9 Felton Pedestrian Safety Improvements Construct pedestrian path on Route 9 from the San Lorenzo Valley (SLV) High School to the intersection of Graham Hill Rd/Felton-Empire, plus signage and crosswalk improvements between Kirby St and Graham Hill Road.</p> <p>CT-P09: Hwy 9 SLV Corridor Projects Implementation of priorities identified in the Complete Streets Corridor Plan. Includes improvements to increase safety and discourage speeding, updated and expanded bicycle and pedestrian facilities including shoulder widening, auto turn lanes and other auto circulation improvements, and transit improvements in SLV.</p> <p>CT-P76: Hwy 9 Capital Maintenance (CapM) Preserve pavement, rehabilitate 5 drainage systems, install 2 TMS. (El Solyo Heights in Felton to north of SR 1 in Santa Cruz). EA 05-1K890</p> <p>CO-P46a: Hwy 9 – Downtown Felton Bike Lanes & Sidewalks (San Lorenzo Valley Trail) Install sidewalks and bicycle lanes on Hwy 9 through downtown Felton.</p> <p>CO-P46b: Hwy 9 – North Felton Bike Lanes & Sidewalks (San Lorenzo Valley Trail) Install sidewalk/pedestrian path on west side, shoulder widening to 5' for bicycle lanes from SLV High School in Felton to Glen Arbor Road in Ben Lomond, including frontage of SLV elementary, middle and high schools. Includes new and replacement bike/ped bridges.</p> <p>VAR 09s: SLV Schools Complex Circulation and Access Study <u>Gather data, preliminary engineering, traffic analysis, and feasibility and</u></p>
B.	<p>Consistency with Complete Streets guidelines and policies: Describe how is project consistent with guidelines, integrates complete streets elements</p>	<p>This project was identified through the Highway 9/San Lorenzo Valley Complete Streets Corridor Plan (SLV Plan) which is a planning study that provides a vision, guiding principles, and realistic strategies to improve how people get around the San Lorenzo Valley. This plan is consistent with the goals and priorities of a "Complete Streets" plan, that focuses on planning, designing, operating, and maintaining transportation facilities that improve mobility for all users, including motorists, pedestrians, bicyclists, transit vehicles, and truckers, as appropriate to the function and context of the facility.</p> <p>In addition: Caltrans Director's Policy on Complete Streets (DP-37) requires all new projects funded or overseen by Caltrans to have complete streets features that provide safe and accessible options for people walking, biking, and riding transit or passenger rail. Caltrans' "Toward an Active California," which is its first pedestrian and bicycle plan, continues progress toward a sustainable multimodal transportation system. "Main Street, California" policies where State highways serve as main streets in small towns and can provide access to all modes of transportation. Caltrans Smart Mobility and Active Transportation Program, and the recently updated Highway Design Manual, incorporating Complete Streets into Main Street projects to ensure Caltrans considers all modes as integral elements of the transportation system to provide comfortable access for all.</p>

C.	Consistency with other plans. What other plans is this project listed in, if any?	<p>The SLV Plan is consistent with several related plans. Local Plans: the San Lorenzo Valley Trail Feasibility Study, the Felton Town Plan, the Santa Cruz County Parks Strategic Plan, the Santa Cruz County Active Transportation Plan, the Sustainable Santa Cruz County Plan, Santa Cruz County General Plan. Regional Plans: Santa Cruz County Regional Transportation Plan, Santa Cruz Metro Bus Stop Guidelines, Santa Cruz County Economic Vitality Study, Santa Cruz County Economic Development Vision and Strategy, Monterey Bay Area Complete Streets Guidebook, Monterey Bay Area Metropolitan Transportation Plan and Sustainable Communities Strategy. AMBAG Sustainable Communities Strategy Toolkit. Federal Plans: California Transportation Plan (CTP) 2040, Caltrans Strategic Management Plan, District 5: 2015 District System Management Plan, Main Street, California: A Guide for Improving Community and Transportation Vitality, Small Town and Rural Multimodal Networks, State Route (SR) 9 Transportation Concept Report, Towards an Active California: State Bicycle & Pedestrian Plan, and Caltrans As-Built and ROW Maps.</p>
D.	Public engagement: How was this project determined to be a priority? What outreach will occur during implementation?	<p>The SLV Plan finalized in 2019 was a Community Based Plan. Public input was gathered at several stages of this planning effort. Community members first provided input on goals, objectives, and performance criteria; identified over 800 challenge areas in the SLV and later provided feedback on design ideas and priorities for implementation. Hundreds of comments and project ideas were collected from community meetings, as well as multiple workshops, focus groups, surveys, and other outreach events. Additional information on public engagement can be found in Appendix D of the SLV Plan in 3 - Supporting Materials.</p> <p>The SLV Schools Access Study finalized in 2023 further refined access and circulation concepts with a focus on the SLV Schools Tri-Campus. This Study also relied heavily on public input, utilizing surveys, workshops, and focus groups to gather ideas and solicit feedback on draft designs. Monthly meetings for the project included feedback from the County of Santa Cruz, Caltrans, SLV Unified School District, and Santa Cruz Metro Transit District, see excerpt in 3 - Supporting Materials.</p> <p>Beyond these two studies, outreach to key stakeholders in the Felton/Schools area has been ongoing, including SLVUSD, the Downtown Felton Association, Mountain Community Resources, and of course regular meetings with the Caltrans project team. Once the project has secured construction funding, another round of outreach to the Felton community and the larger SLV community will occur to update them on the project's progress and gather feedback on the proposed complete streets features</p>

E.	Scale of Benefits - How many users are expected to use the facility, service or program? What is the source of this estimate?	<p>It is crucial that this project receives grant funding to take full advantage of this Caltrans SHOPP partnering opportunity. Measure D set aside \$10 million for San Lorenzo Valley complete streets projects over 30 years, while the full build-out of the improvements desired by the community exceeds \$50 million in 2021 dollars. The Caltrans 05-1K890 CAPM repaving project represents an incredible opportunity for the program to stretch our Measure D and other discretionary funds available now, with no future opportunities of this scale identified for the remainder of the Hwy 9/SLV corridor. Caltrans has agreed to fund the preconstruction component of all complete streets improvements, with RTC's contribution being construction funding. This represents approximately 70% of the total costs of these complete street components being funded by Caltrans, if RTC is successful in securing construction funding. Due to escalation, bonding interest, and other inflationary factors, the \$10 million allocated to SLV projects from the neighborhood category of Measure D is not sufficient to complete the 6 scoped complete streets projects along Hwy 9 in SLV unless the program takes full advantage of the 05-1K890 CAPM partnering opportunity. This means that beyond the benefits to residents of and visitors to Felton described below, securing this funding now will allow for Measure D funds to be stretched to construct more complete streets improvements along the corridor, including Boulder Creek, and possibly Ben Lomond or Brookdale.</p> <p>Felton and the SLV Tri-Schools Campus just to the north have high latent demand for bicycling and walking facilities, and safer crossing facilities. Via</p>
F.	Potential Risks (and plans to mitigate them)	<p>The RTC will take a proactive approach to project delivery by closely monitoring the scope, budget, schedule, and risks on a regular basis as part of the Project Development Team (PDT) and takes steps toward mitigating risk in a timely manner. To control project costs, the PDT pursues value engineering opportunities through preconstruction and construction components of the project to control costs. Regular review of project risks documented in a risk register is performed in collaboration with the PDT which scales the qualitative probability and quantitative impacts of project risks. As circumstances change the level of a known risk or introduce a new risk, the risk register is reviewed, and mitigation, acceptance, or avoidance measures are implemented accordingly to avoid or plan for cost overruns and schedule delays.</p>

F1	<p>Funding - Is this project fully funded? What other funding has been secured for the project?</p>	<p>As noted above under Benefits, it is crucial for this project to receive grant funding immediately. Measure D sets aside \$10 million for San Lorenzo Valley complete streets projects over 30 years, while the full build-out of the improvements desired by the community exceeds \$50 million. The Caltrans 05-1K890 CAPM repaving project represents an incredible opportunity for the program to stretch our Measure D dollars, that is only available right now, with no future opportunities of this scale. Caltrans, after extensive negotiation and work with the RTC, has agreed to fund preconstruction for all complete streets improvements for which RTC can secure construction funding for. This represents approximately 70% of the total costs of these complete street components being funded by Caltrans, if RTC can secure construction funding immediately as the CAPM project is already in the PA&ED phase. If this critical funding is secured, RTC will enter into a Cooperative Agreement with Caltrans that includes funds for the construction capital component of the project. Caltrans has agreed to fund all other project components including PA/ED, PS&E, right-of-way, and construction support.</p> <p>Without this collaboration and the current round of funding, it would not be possible to fully finance these improvements using Measure D alone without removing all possibility of funding any other improvements in the SLV. Measure D SLV funding must be leveraged strategically as it is insufficient to cover the extensive costs of implementing complete streets improvements throughout the 4 towns of SLV. To ensure an equitable investment in these towns and to address the significant safety concerns from a State Highway</p>
	<p>How will potential cost increases be funded?</p>	<p>Potential cost increases for construction will be funded through a combination of Caltrans SHOPP, Measure D, and possibly other regional discretionary funds. Programmed SHOPP and STIP projects receiving allocations over \$1 million can adjust funds for construction capital, with a maximum adjustment of \$200,000 plus 10 percent of the initial construction allocation. Following RTL and advertisement, if the lowest responsive bid amount exceeds the construction capital allocation amount, Caltrans will be able request G12 funds to close the funding gap. If the bid amount exceeds what is available through the original funding + G12, the RTC will work with Caltrans to seek additional funds to fully fund the project, including Measure D and other discretionary funds available. If through this consolidated grant funding process, the RTC decides to program our shares of STIP-RIP funds to construction of this project, both SHOPP and STIP G12 funding would be available, further reducing the risk of needing to program additional Measure D or other regional discretionary funds for construction.</p>

	Will funds programmed by RTC be used to leverage other grants? If funds are not approved by the RTC during this competitive grant cycle, will other funding be at risk of being lost?	<p>If successful, the secured funds will be leveraged with the SHOPP 05-1K890 CAPM funds, to maximize benefits for the community. Caltrans would cover the pre-construction expenses, which means the amount of funding at risk of being lost if funds are not approved by RTC during this competitive grant cycle is approximately \$5 million.</p> <p>Without this collaboration and the current round of funding, it would not be possible to fully finance these improvements using Measure D alone. The funds allocated from Measure D must be leveraged strategically to secure additional grant funding because they are insufficient on their own to cover the extensive costs of implementing complete streets improvements along the Hwy 9 stretch from Felton to Boulder Creek. This strategic approach will enable us to use taxpayers' money more efficiently and effectively to optimize the mobility benefits for the community.</p>
	Is this project eligible for any other competitive grants?	Currently, this project is not eligible for other types of funding, so this grant application is crucial to getting these complete streets improvements funded. The region is not currently eligible for ATP funding due to non-competitive DAC numbers. It may be possible to apply for HSIP and SS4A grant funding in the future, but this region will not be eligible for those funds until the County and RTC both have approved SS4A safety action plans, which won't be completed for several years. Now is the best time to fund this project, with this grant opportunity, because partnership with Caltrans on 05-1K890 depends on securing funding this fiscal year.
F2	Schedule: Describe any potential delays to schedule	Adding the proposed complete streets enhancements will not delay the project because the project is early in the PA/ED phase. Caltrans has requested that funds be secured by the end of the 2023 calendar year to avoid delays to the overall schedule. If funds are not secured through the RTC consolidated grant process, Caltrans plans to move forward with project development activities without these critical complete streets enhancements. It is possible that Caltrans could experience some slight delays to the overall schedule, however it is not anticipated to change the fiscal year for the construction allocation.

F3	<p>Deliverability: Describe why your agency is capable of delivering this project. (sufficient staff, project management, performance in past)</p>	<p>The RTC will not serve as implementing agency for construction of the project, but instead will serve as project sponsor and PDT member. The RTC has a record of delivering a full range of safe, convenient, reliable, and efficient transportation choices for the community. The RTC oversees projects for local streets, roads, bike lanes, and sidewalks. Information on projects funded by the RTC is available in the Regional Transportation Improvement Program (RTIP). Current highway projects include the Hwy 1 Corridor Investment Program, Highway 17 Wildlife Crossing, the Hwy 9 Complete Streets Corridor Plan, the Hwy 152 Corralitos Creek Bridge ADA Improvements, and others.</p> <p>The RTC has a substantial record of project delivery and project management, demonstrating its capability to handle complete streets improvements for this project. Caltrans will serve as the implementing agency for the project and has significant project delivery capabilities for projects along the state highway system. The two agencies working together will provide a comprehensive approach by linking the priorities identified through RTC's planning process, and implementation through the Caltrans project development process to see the critical complete streets improvements through construction. Caltrans and RTC have had several focus meetings to review, refine the scope, and estimate construction costs of the proposed complete streets enhancements.</p>
F4	<p>Environmental: Describe any potential environmental issues, mitigations, risks associated with current and future environmental conditions (climate change, extreme weather, seismic)</p>	<p>Santa Cruz County experiences environmental issues such as sea level rise, coastal erosion, extreme weather events and flooding, wildfires, and extreme temperatures on the county's transportation infrastructure, and these impacts are increasing. Caltrans will conduct the environmental review for this project and determine the best course of action to minimize impacts and maximize the climate resiliency of the built environment. The Caltrans environmental and design teams have already developed the Area of Potential Effect (APE) for the proposed improvements and do not anticipate any changes to significance by adding the complete streets enhancements. There is a potential for a significant and unavoidable visual impact of the project due to removal of trees. Caltrans environmental and design staff will continue analysis and refinements to the design to limit tree removal and propose on- and off-site mitigation replanting as appropriate to mitigate to a less than significant level, if feasible.</p>
F5	<p>Other: Describe any other potential risks and plans to mitigate risks</p>	<p>There is a possibility that right of way acquisition may be needed to construct the complete streets improvements. For example, if the travelled shoulder is at or directly adjacent to the Caltrans right of way, new right of way may be needed to build ADA-compliant sidewalks, curb ramps, and/or transit islands. The right-of-way acquisition process could pose a delivery risk to the project due to the time needed to complete the acquisitions. Negotiated purchase and sale agreements are the preferred route, however if not possible the condemnation process could take more than one year to complete. To manage and mitigate this schedule risk, RTC will work with Caltrans to monitor scheduled right of way activities concurrent with final design completion to achieve RTL on schedule. Utility conflicts pose another risk due to the time and coordination required to relocate facilities. Caltrans plans to positively locate underground facilities and perform design-level surveys of utilities, and subsequently design improvements so that relocations can be avoided.</p>

B. PROJECT BENEFITS/ EVALUATION CRITERIA

Information in this section will be used to evaluate projects. The RTC is required to consider how well projects advance regional, state and federal goals, policies, performance metrics and targets, including how projects will contribute towards implementation of the long-range transportation plan (Regional Transportation Plan) and other state and federal regulations including the California Complete Streets Act of 2008, SB375, the Federal FAST Act.

See Attachment 2 of the call for projects for examples of type of information to demonstrate benefits.

Project Title:		Glen Arbor Rd Sidewalk Installation from Highway 9 to Pine Street
Generally, what are the benefits of this project?		
<p>While sidewalks along Glen Arbor Rd. exist along both sides of Glen Arbor Road, they terminate approximately 100 ft east of Highway 9. If residents and children would like to walk along Glen Arbor Rd., pedestrians have to walk either on the side of the road or in the travel lane. This causes a major safety concern and discourages users of all ages and abilities from walking along Glen Arbor Rd. The proposed project will extend the northern sidewalk to Pine Street (approximately 1,100 feet) giving residents a safer alternative mode of transportation to access destinations within Ben Lomond.</p> <p>Future expansion of the sidewalk is planned from Pine Street to Newell Creek (approximately 2,000 feet).</p>		
Benefit Category (See Attachment 2 of Call for Projects for additional information and sample supporting data)		How does this project address any of the following? Projects are not expected to address all of these; if not applicable or not a primary purpose, write "N/A".
1	Safety and Collisions (reduce fatal or injury collisions)	<p>The project will improve pedestrian safety along Glen Arbor Rd. by providing residents and children with a dedicated space to walk and separating pedestrians from the travel lane. In existing conditions, the existing tree canopy and shadows also impede pedestrian visibility causing unsafe walking conditions between motor vehicles and pedestrians.</p> <p>The posted speed limit on Glen Arbor Rd. is 30 mph, which deters residents and children from walking along Glen Arbor Rd.</p>
2	System Preservation / Infrastructure Condition (maintain existing transportation infrastructure, service, or program)	N/A
3	System Performance	Project provides a safer alternative mode of transportation for residents. Currently residents are required to walk in the vehicle travel lane.
3a	Reduce Emissions and/or Vehicle Miles Traveled	Project provides a safer alternative mode of transportation so residents will choose to walk instead of drive to access amenities provided in Ben Lomond.
3b	Improve travel times, travel time reliability; reduce delay	N/A
3d	Improve freight or goods movement efficiency	N/A
4	Increase Access for All (Expand multi-modal travel options/choices, especially to and within key destinations for all users)	Project will provide approximately 1,100 feet of sidewalk to promote and increase walking and separate pedestrians from the vehicle travel lane. In addition, this project will help fill gaps in the existing sidewalk network. Future expansion is planned to extend the sidewalk to Newell Creek to fill in additional gaps.
5	Public Health and Equity - Enhance health, safe access to key destination for transportation-disadvantaged populations	<p>Project will promote walking to enhance health and safe access to destinations within Ben Lomond.</p> <p>The proposed project will provide access to the following amenities provided in Ben Lomond:</p> <ul style="list-style-type: none"> - Ben Lomond Market - Local Restaurants - Scarborough Home Center - Ben Lomond County Park - Ben Lomond Library - Transit stops for Bus 35 at either Highway 9 or Pine Street.
5a	Improve public health or promote healthy communities, provide outreach to targeted users/health issues	The project promotes a healthier alternative mode of transportation (walking) for residents along Glen Arbor Rd and adjacent side streets.
5b	Serve people who are transportation disadvantaged due to age, income, ability or language or other challenges	The project serves people who are transportation disadvantaged by providing them a safer and more accessible walking path along Glen Arbor Rd. The sidewalk will provide an important gap closure that is ADA accessible and will make active transportation more viable for users of all ages and abilities.

Benefit Category (See Attachment 2 of Call for Projects for additional information and sample supporting data)		How does this project address any of the following? <i>Projects are not expected to address all of these; if not applicable or not a primary purpose, write "N/A".</i>
5c	What percent of the population in the project area is minority or low-income?	According to the Climate and Economic Justice Screening Tool, approximately 12% of the population are considered minority. The tract is not identified as disadvantaged.
5d	Will the proposed project increase traffic in low-income and minority neighborhoods?	No, the project will provide a sidewalk and neighborhood vehicular traffic will not increase.
6	Climate Change and Resiliency (reduces greenhouse gas (GHG) emissions or vehicle miles traveled (VMT) per capita)	Project will reduce GHG emissions or VMT by promoting walking and provide residents with the option to safely walk to access destinations in Ben Lomond instead of traveling in their car.

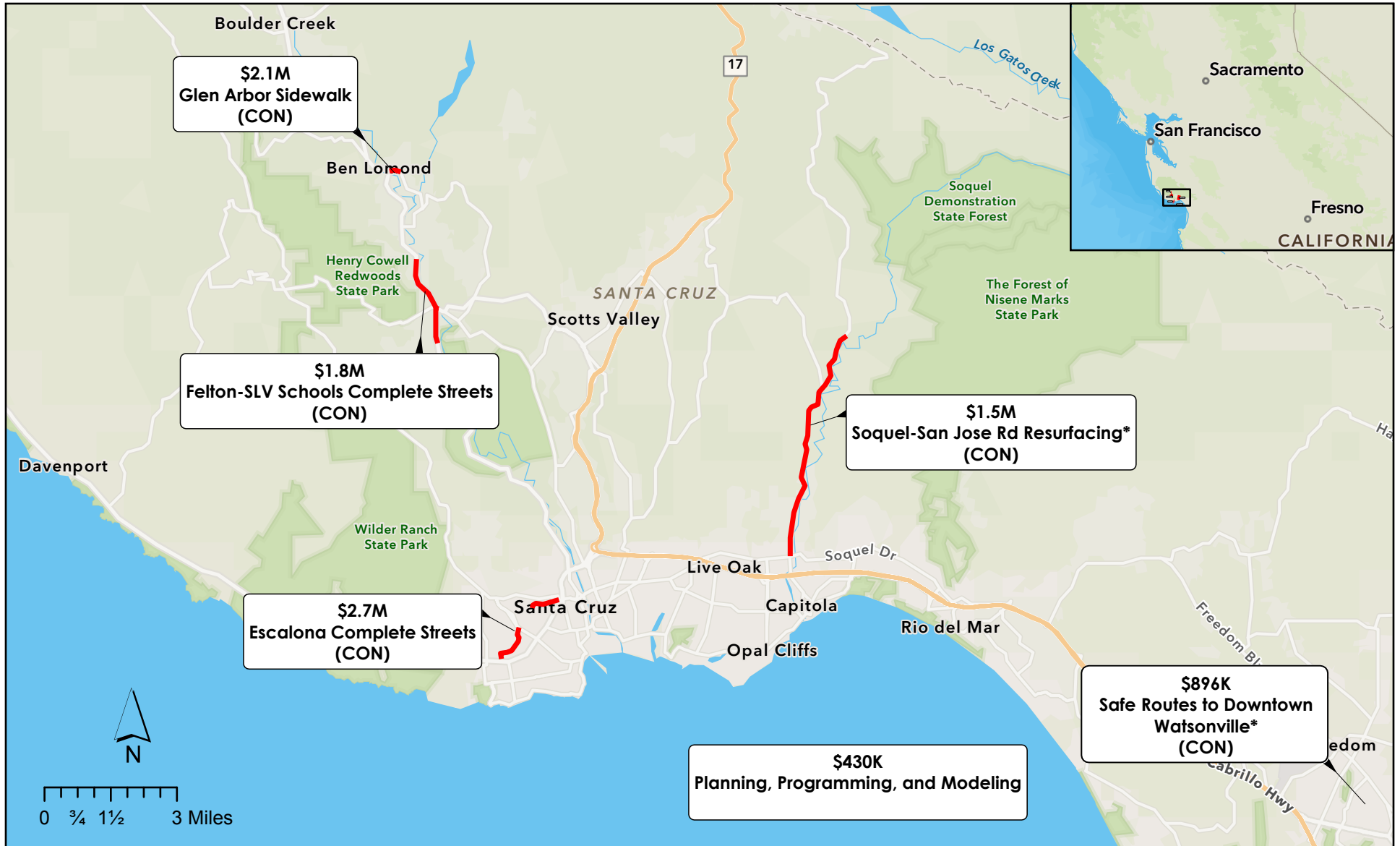
Additional Considerations in Project Evaluation:		
A.	RTP Consistency: If project is included in the 2045 Regional Transportation Plan (RTP) Project List, list RTP Project Number	CO-P108
B.	Consistency with Complete Streets guidelines and policies: Describe how is project consistent with guidelines, integrates complete streets elements	The project implements complete street elements by: - Accommodating all users and not just motorized vehicles - Designing for safety and providing pedestrians a separated sidewalk so pedestrians do not need to walk in the street.
C.	Consistency with other plans. What other plans is this project listed in, if any?	County of Santa Cruz Active Transportation Plan - Project BL005.
D.	Public engagement: How was this project determined to be a priority? What outreach will occur during implementation?	<p>The County of Santa Cruz Active Transportation Plan was released for public review and comments. In addition, the Active Transportation Plan included public outreach, stakeholder meetings, online outreach, and temporary demonstration projects. In the Appendix F of the ATP, multiple comments identify that the community would benefit from sidewalks along Glen Arbor. Refer to excerpt in Appendix D.</p> <p>- Comment 56: "...I think sidewalks through Glen Arbor neighborhood will also be extremely helpful as many walk through this neighborhood and there are hiking trails around quail hollow...."</p> <p>- Comment 60: "...Similarly, Graham Hill Road, Glen Arbor, Felton Empire and Mount Hermon Road are absurdly unsafe for pedestrians and bicyclists under existing conditions....."</p> <p>- Comment 63: "...Please consider a extension of sidewalk and traffic calming from Glen Arbor/Hwy 9 (South of Highland Park) around the sharp turn to connect to the rest of Glen Arbor...."</p> <p>- Comment 65: "...My biggest concern is about pedestrian safety on Glen Arbor Road and Main Street in Ben Lomond...for 12 years the Ben Lomond community has identified the north side of Glen Arbor from Pine to Highway 9/Mill Street as our highest priority safety project for peds.... the downtown village of Ben Lomond (market, park, businesses) is the ""key destination""...."</p> <p>During implementation, community meetings will be conducted to determine the final installation designs.</p>
E.	Scale of Benefits - How many users are expected to use the facility, service or program? What is the source of this estimate?	<p>40 daily users</p> <p>From the United States Census Tract 1203.02 in Santa Cruz County, it was determined that the total population in this tract is 1,786. It was assumed that approximately 2% of those households would utilize the sidewalk.</p>
F.	Potential Risks (and plans to mitigate them)	<p>While the project has not completed final design, the County has indicated that installation of the sidewalk would benefit the community in Ben Lomond and will make this project a priority.</p> <p>The County is on-track to begin the PAED, PS&E, and right of way analysis once grant funding has been received.</p>
F1	Funding - Is this project fully funded? What other funding has been secured for the project?	No funds have been secured for the project.
	How will potential cost increases be funded?	Local funds

Benefit Category <i>(See Attachment 2 of Call for Projects for additional information and sample supporting data)</i>		How does this project address any of the following? <i>Projects are not expected to address all of these; if not applicable or not a primary purpose, write "N/A".</i>
	Will funds programmed by RTC be used to leverage other grants? If funds are not approved by the RTC during this competitive grant cycle, will other funding be at risk of being lost?	No
	Is this project eligible for any other competitive grants?	While the project will provide better access for pedestrians, and may be eligible for ATP funds, the County does not think it would be competitive for funding.
F2	Schedule: Describe any potential delays to schedule	Potential delays to the schedule can be caused by the PAED, PS&E, and the right of way analysis.
F3	Deliverability: Describe why your agency is capable of delivering this project. (sufficient staff, project management, performance in past)	<p>The project will be extending the existing sidewalk and will require grading. A CEQA Review will be required along with a SWPPP (to be verified upon design).</p> <p>The project will need to complete Plans, Specifications, and Estimate (PS&E) development to be approved by the County of Santa Cruz. The County will begin PAED, PS&E, and right of way analysis once grant funding has been approved. Right-of-way certification will occur concurrently to the start of PS&E phase. Community meetings will be required to determine the final installation designs.</p> <p>Our agency is capable of delivering this project based on past performance with the Soquel Drive Buffered Bike Lanes project, which spanned across 5.6 miles and included modifications to 21 traffic signals, and is currently under construction.</p>
F4	Environmental: Describe any potential environmental issues, mitigations, risks associated with current and future environmental conditions (climate change, extreme weather, seismic)	Two large trees exist along the proposed sidewalk alignment. If the tree closest to Glen Arbor Rd. cannot be removed, the sidewalk must be designed around the tree and changes to the roadway alignment are needed. The other tree can potentially be avoided and designed around with a brief pinch point in the sidewalk.
F5	Other: Describe any other potential risks and plans to mitigate risks	N/A



PROPOSED PROJECTS

2024 State Transportation Improvement Program



* Project carried over or partially carried over from 2022 STIP.

Date Saved: 12/14/2023 2:11 PM

F. Appendices

Appendix A: Project Programming Request Forms (PPR)

- Escalona Complete Streets
- Felton-SLV Schools Complete Streets
- Glen Arbor Rd Sidewalk
- Soquel San Jose Rd/ Porter St - Road Resurfacing & Multimodal Improvements
- Planning, Programming, and Modeling
- Safe Routes to Downtown Watsonville

Appendix B: RTC Resolution Approving the 2024 RTIP

Appendix C: Fact Sheet

Appendix D: Detailed STIP Project Programming Summary Table

Appendix E: Project Study Reports for NEW Projects

- Escalona Complete Streets
- Felton-SLV Schools Complete Streets
- Glen Arbor Rd Sidewalk

Appendix F: RTC's Evaluation Criteria

Section 17 Project Programming Request Forms (PPR)

Project Sponsor	STIP PPNO	Project
Santa Cruz, city	3216	Escalona Complete Streets (pg.36)
SCCRTC	2879	Felton-SLV Schools Complete Streets (pg.69)
County of Santa Cruz	3217	Glen Arbor Rd Sidewalk (pg.85)
County of Santa Cruz	3089	Soquel San Jose Rd/ Porter St - Road Resurfacing & Multimodal Improvements (pg.95)
SCCRTC	921	Planning, Programming, and Modeling (PPM) (pg.102)
Watsonville	3116A	Safe Routes to Downtown Watsonville (pg.109)

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/20/2023 01:39:12
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		SC 54	3216	City of Santa Cruz		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Santa Cruz County				Santa Cruz County Regional Transportation Commission		
				MPO	Element	
				AMBAG	Capital Outlay	
Project Manager/Contact			Phone	Email Address		
Miguel Lizarraga			831-420-5176	mlizarraga@santacruzca.gov		

Project Title

Escalona Complete Streets

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

In the City of Santa Cruz, on Escalona Dr. between Grandview St. and Bay St. and between Walnut Ave. and Highland Ave. using a cold-in-place recycling (CIR) paving technique. Project upgrades fifty (50) curb ramps to ADA standard. Sidewalk gaps will be filled on the eastbound side of Escalona, creating a continuous pedestrian facility.

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:	28	Senate:	17	Congressional:	19
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Project Milestone	Existing	Proposed
Project Study Report Approved	10/25/2023	
Begin Environmental (PA&ED) Phase		01/01/2023
Circulate Draft Environmental Document	Document Type	01/01/2023
Draft Project Report		01/01/2023
End Environmental Phase (PA&ED Milestone)		01/01/2023
Begin Design (PS&E) Phase		06/13/2023
End Design Phase (Ready to List for Advertisement Milestone)		12/18/2023
Begin Right of Way Phase		06/13/2023
End Right of Way Phase (Right of Way Certification Milestone)		06/13/2023
Begin Construction Phase (Contract Award Milestone)		04/24/2025
End Construction Phase (Construction Contract Acceptance Milestone)		07/31/2025
Begin Closeout Phase		07/31/2025
End Closeout Phase (Closeout Report)		09/09/2025

Date 12/20/2023 01:39:12

Purpose and Need

The existing PCI ranges from 33 to 44 (poor). Paving this section of roadway will enhance the infrastructure condition and extend the useful life of the asset. Along this corridor, none of the existing intersections have ADA compliant ramps. This project will install fifty (50) new ramps, increasing accessibility for people of all ages and abilities. This project will install complete sidewalks on the eastbound side of the street, filling gaps and creating a continuous pedestrian facility. This improves the public realm and enhances public health.

NHS Improvements	<input type="checkbox"/> YES <input checked="" type="checkbox"/> NO	Roadway Class 2	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	1.4
ADA Improvements	New curb ramp installed	EA	50
ADA Improvements	New sidewalk	LF	1,485

Date 12/20/2023 01:39:12

Additional Information

In the five year period of 2017-2022, there have been three (3) collisions within the project area. Two (2) of these were cars hitting a parked car. One (1) was a broadside collision between two cars.

Escalona functions as a low stress facility for those walking and biking. The vehicle volumes are low enough on the roadway that a shared roadway is an appropriate facility for cyclists- this will stay the same with this project. There are numerous locations along the segments proposed for paving that have missing sidewalks. This project will install 5 foot sidewalks adjacent to 221 Baldwin, 1225, 1235, 1241, 1247, 1251, 662, 641, 629, 621, 615, and 601 Escalona, 1010 Walnut, and 251 Peyton. This will close gaps in the sidewalk network and create a continuous pedestrian path on the eastbound side of the roadway.

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

District	County	Route	EA	Project ID	PPNO
05	Santa Cruz County			SC 54	3216
Project Title					
Escalona Complete Streets					

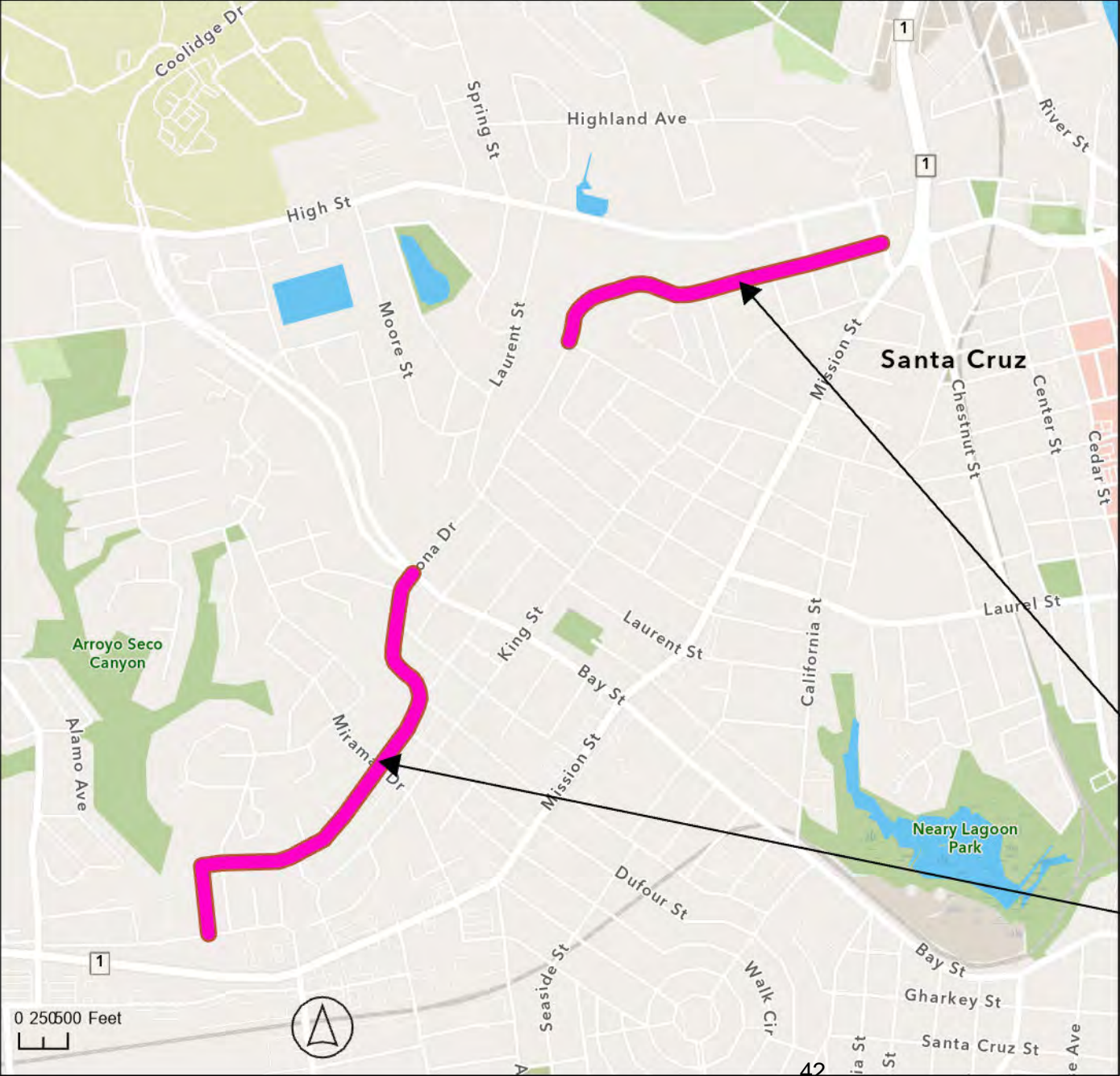
Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		3,841						3,841	
TOTAL		3,841						3,841	

Fund #1:	Local Funds - Local Transportation Funds (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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)									Gas Tax
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		900						900	
TOTAL		900						900	

Fund #2:	RIP - State Cash (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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 12.07.23 for inclusion in 2024 STIP. State only funds requested.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		2,772						2,772	
TOTAL		2,772						2,772	
Fund #3:	Other State - STPL State Exchange (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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 12.7.23.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		169						169	
TOTAL		169						169	

Escalona Complete Streets (PPNO 3216)

Escalona Dr. (Grandview St. to Bay St., Walnut Ave. to Highland Ave.)



The project repaves Escalona Dr using a cold-in-place-recycling (CIR) paving technique. Fifty (50) curb ramps will be upgraded to ADA standards and sidewalk gaps will be filled on the eastbound side of Escalona, creating a continuous pedestrian facility.

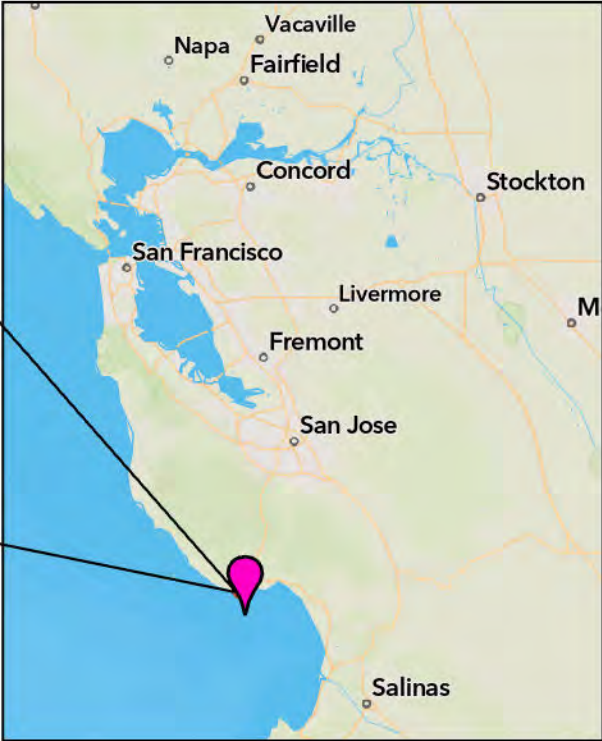




Figure 1: Escalona near Grandview



Figure 2: Escalona near Arroyo Seco



Figure 3: Escalona at Mesa



Figure 4: Escalona at Escalona Ct



Figure 5: Escalona between Escalona Ct and Miramar Dr



Figure 6: Escalona near Miramar Dr



Figure 7: Escalona at Miramar Dr



Figure 8: Escalona at Berkshire



Figure 9: Escalona at Baldwin and Anthony



Figure 10: Escalona near Baldwin



Figure 11: Escalona near Olive



Figure 12: Escalona at Bayona



Figure 13: Escalona at Bay



Figure 14: Escalona and Walnut



Figure 15: Escalona near Walnut



Figure 16: Escalona near Walnut



Figure 17: 600 Block of Escalona



Figure 18: 500 Block of Escalona



Figure 19: Escalona and Sunnyslope



Figure 20: Escalona and Hollywood



Figure 21: Escalona near Peyton



Figure 22: Escalona and Peyton



Figure 23: Escalona and Kirby



Figure 24: Escalona and Storey



Figure 25: Escalona and Jordan



Figure 26: Escalona and Highland

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO				Date	12/20/2023 01:40:17
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	1K890	RTC 37	2879	Santa Cruz County Regional Transportation Commission	
County	Route	PM Back	PM Ahead	Co-Nominating Agency	
Santa Cruz County	9	5.780	7.530		
				MPO	Element
				AMBAG	Capital Outlay
Project Manager/Contact			Phone	Email Address	
Brianna Goodman			831-460-3200	bgoodman@scsrtc.org	

Project Title

Felton/SLV Schools Complete Streets Enhancement

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

In the town of Felton, on State Route 9 (Hwy 9) from PM 5.78 North Big Trees Park Road (entrance to Henry Cowell State Park) to PM 7.53 El Solvo Heights Drive (San Lorenzo Middle School entrance), and 300 feet of westbound Graham Hill Road between Hwy 9 and the North Covered Bridge Road Metro transit stop. Construct complete streets improvements as an enhancement to Felton CAPM SHOPP project (EA 05-1K890):

- * ADA-compliant sidewalks connecting to critical transit stops
- * Curb extensions to shorten crossing lengths, and
- * Intersection improvements for cyclists and pedestrians to improve safety and prioritize active transportation modes.

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

Legislative Districts

Assembly:	28	Senate:	17	Congressional:	20
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Project Milestone		Existing	Proposed
Project Study Report Approved		06/14/2021	
Begin Environmental (PA&ED) Phase			09/28/2022
Circulate Draft Environmental Document	Document Type		09/28/2022
Draft Project Report			07/01/2022
End Environmental Phase (PA&ED Milestone)			01/10/2025
Begin Design (PS&E) Phase			05/28/2026
End Design Phase (Ready to List for Advertisement Milestone)			11/16/2026
Begin Right of Way Phase			12/11/2024
End Right of Way Phase (Right of Way Certification Milestone)			10/02/2026
Begin Construction Phase (Contract Award Milestone)			05/12/2027
End Construction Phase (Construction Contract Acceptance Milestone)			08/23/2030
Begin Closeout Phase			08/23/2030
End Closeout Phase (Closeout Report)			06/30/2032

Date 12/20/2023 01:40:17

Purpose and Need

Transportation in the town of Felton in the San Lorenzo Valley (SLV) is impacted by excessive speeds, high collision rates, few bicycle or pedestrian facilities, and limited transit access. The objective of this complete streets project will be to improve safety, enhance bicycle and pedestrian access and connectivity, reduce speeding, and address geographic inequities by rectifying underinvestment in rural regions. The Highway 9/SLV Complete Streets Plan (SLV Plan) identified a range of pedestrian, bicycle and transit access needs in the Felton town center and immediately north adjacent to the SLV elementary, middle, and high schools (SLV Schools) as some of the highest priority projects. RTC has a unique opportunity to partner with Caltrans to include additional complete streets components in their 05-1K890 CAPM repaving project through a Cooperative Funding Agreement, currently in PAED and going to construction in 2027. These components include crossing safety enhancements such as curb extensions and refuge islands, transit stop and stop access improvements, and bicycle intersection safety enhancements.

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
Active Transportation	Crosswalk	EA	1
Active Transportation	Crossing Island	EA	1
Active Transportation	Sidewalk miles	Miles	1
ADA Improvements	Repair/upgrade curb ramp	EA	4
Active Transportation	# Signs, lights, greenway, or other safety / beautification	EA	5
Operational Improvement	Intersection / Signal improvements	EA	2

Date 12/20/2023 01:40:17

Additional Information

This project was identified through the Highway 9/San Lorenzo Valley Complete Streets Corridor Plan (SLV Plan) which is a planning study that provides a vision, guiding principles, and realistic strategies to improve how people get around the San Lorenzo Valley. This project ensures maximum benefits go to the SLV community by leveraging SHOPP funds allocated for a CAPM project (05-1K890).

- This project focuses on improving pedestrian and cycling infrastructure around three key public schools in the San Lorenzo Valley (SLV):
- * Felton High School
 - * San Lorenzo Valley Middle School
 - * San Lorenzo Valley Elementary School

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Safety	LPPC, SCCP, TCEP, LPPF	Fatalities per 100 Million VMT	Number	0.02	0.06	-0.04
Accessibility	Optional	Number of Destinations Accessible by Mode	Number	17	17	0

District	County	Route	EA	Project ID	PPNO
05	Santa Cruz County	9	1K890	RTC 37	2879
Project Title					
Felton/SLV Schools Complete Streets Enhancement					

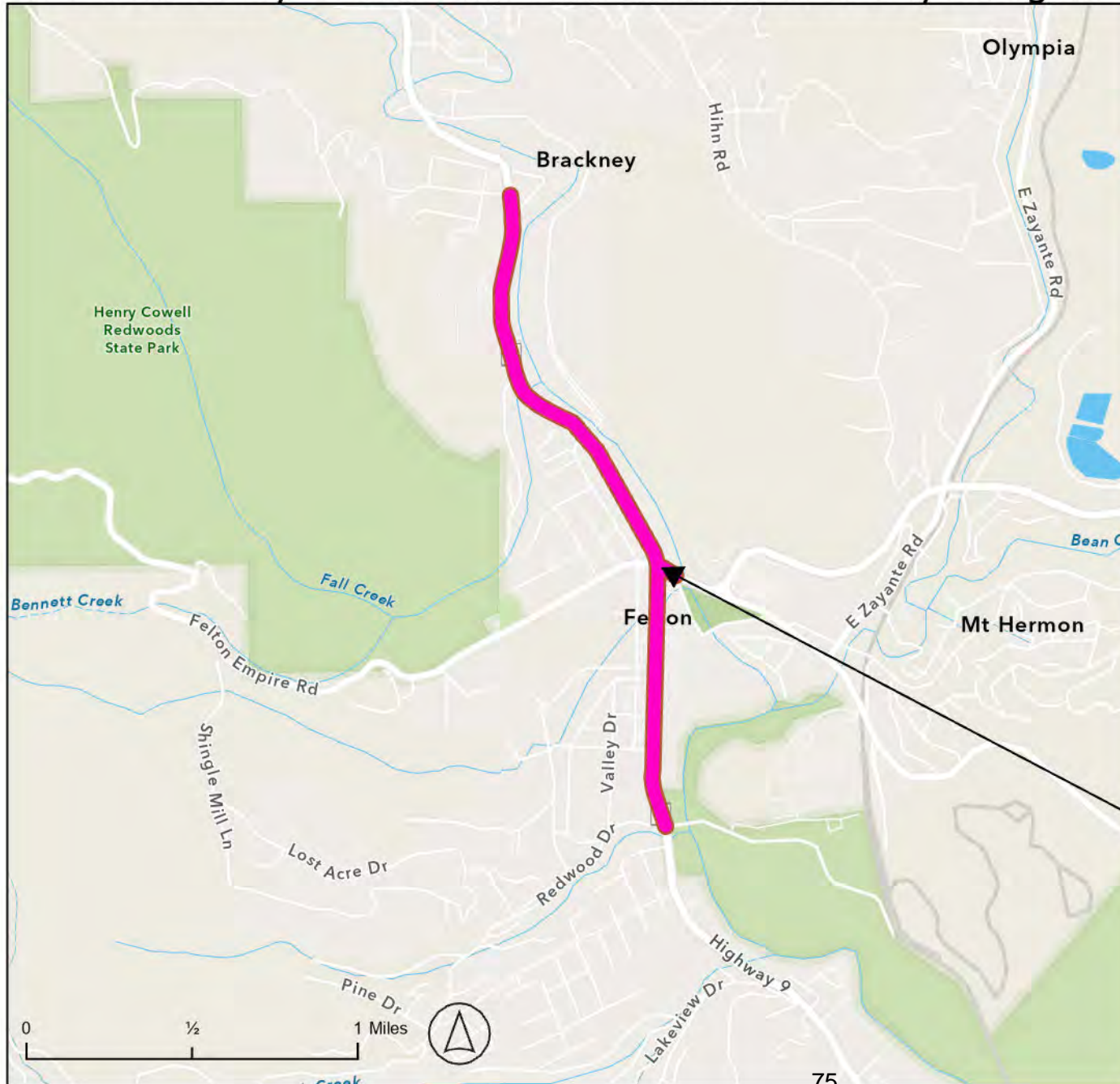
Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									Santa Cruz County Regional Transpo
PS&E									Caltrans District 5
R/W SUP (CT)									Caltrans District 5
CON SUP (CT)									Caltrans District 5
R/W									Caltrans District 5
CON									Caltrans District 5
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	3,126	25	26	28	29	31		3,265	
PS&E		3,867						3,867	
R/W SUP (CT)		1,136						1,136	
CON SUP (CT)				4,267				4,267	
R/W				1,164				1,164	
CON				19,022				19,022	
TOTAL	3,126	5,028	26	24,481	29	31		32,721	

Fund #1:	SHOPP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Caltrans District 5
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	3,102							3,102	Felton CAPM EA 05-1K890
PS&E		3,867						3,867	
R/W SUP (CT)		1,136						1,136	
CON SUP (CT)				4,267				4,267	
R/W				1,164				1,164	
CON				16,873				16,873	
TOTAL	3,102	5,003		22,304				30,409	

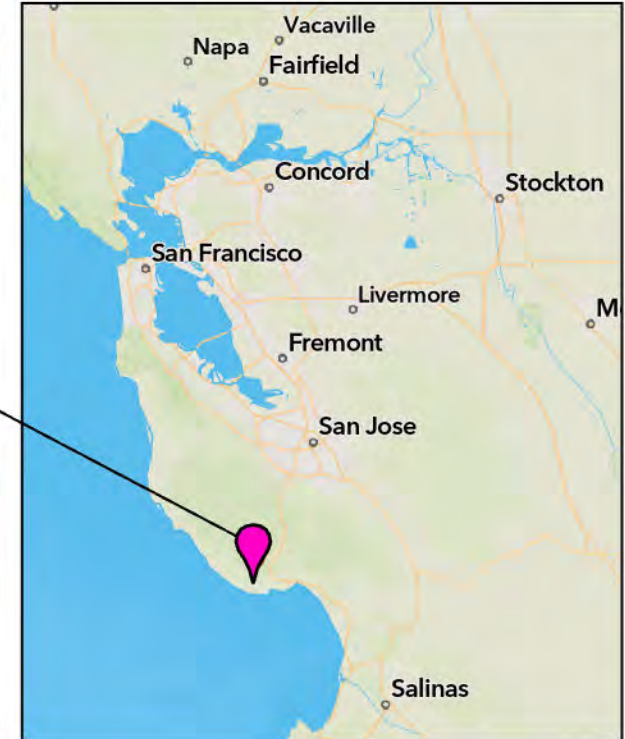
Fund #2:	Local Funds - Measure D - 2016 Transportation Improvement Plan (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Santa Cruz County Regional Transp
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	24	25	26	28	29	31		163	Proposed Measure D funds
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				349				349	
TOTAL	24	25	26	377	29	31		512	
Fund #3:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Santa Cruz County Regional Transp
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 12.7.23 for inclusion in 2024 STIP.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				1,800				1,800	
TOTAL				1,800				1,800	

Felton-SLV Schools Complete Streets (PPNO 2879)

SR 9 from Henry Cowell State Park entrance to El Solvo Heights Dr



This project is located along SR9 in Felton and includes crossing safety enhancements such as curb extensions and refuge islands, transit stop and stop access improvements, and bicycle intersection safety enhancements in the San Lorenzo Valley (SLV).





Coming northbound into Felton just south of Laurel Dr



Existing crosswalk at Redwood Dr, entrance to Henry Cowell State Park



Existing crosswalk at Redwood Dr at entrance to Henry Cowell State Park looking north



Hwy 9 crosswalk at Hihn St, looking north. Rite Aid has since cut down all trees on its property.



Downtown Felton looking north



Pedestrian in shoulder, downtown Felton looking south



Existing midblock crosswalk at Felton Deck



The one block of existing non-accessible sidewalk in Felton includes stairs



Northeast corner Graham Hill/Hwy 9 intersection looking east towards Covered Bridge Bus Stop



Covered Bridge bus stop looking west towards Graham Hill/Hwy 9 intersection



Pedestrians walking northbound to SLV high before school



Existing southbound SLV high school transit stop and crosswalk to northbound stop



Existing northbound transit stop at SLV high



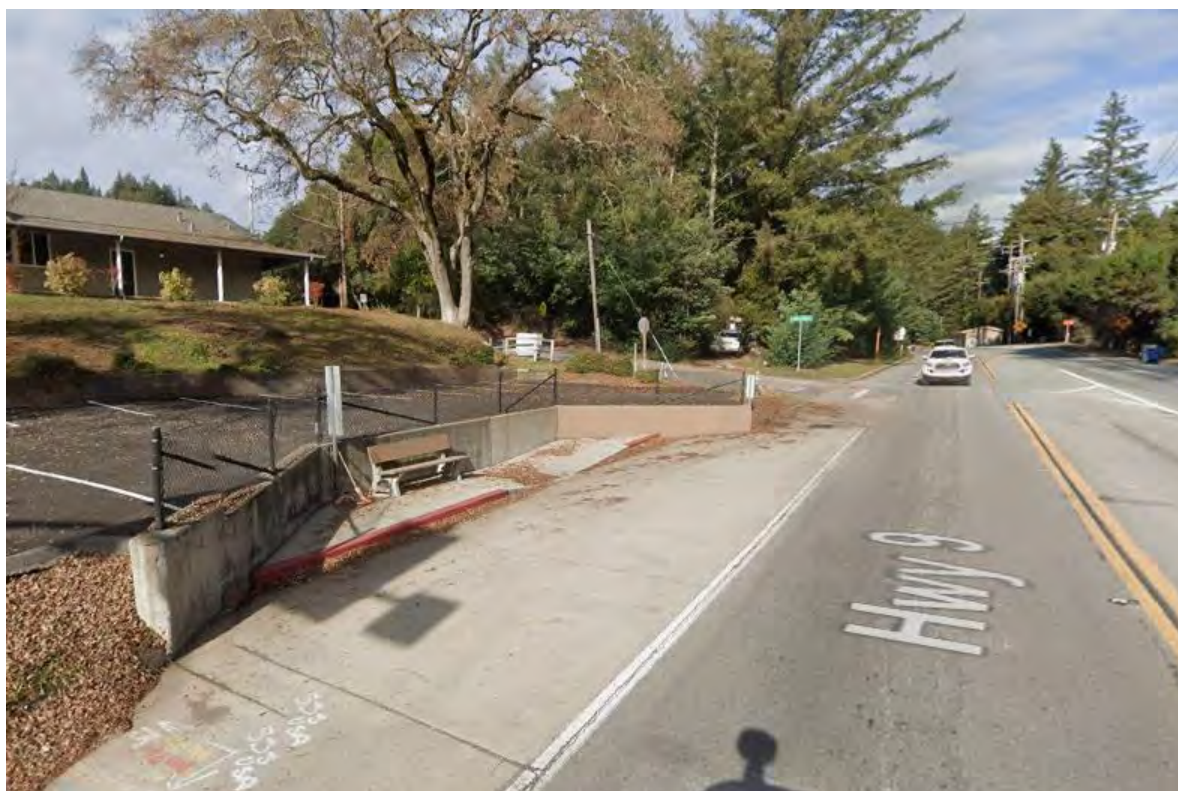
Northbound truck traffic at SLV high entrance before school



Child walking northbound on Hwy 9 at SLV high entrance after school



Southbound traffic outside of SLV elementary entrance after school



Existing El Solyo Heights/SLV middle school southbound transit stop

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/20/2023 01:41:21
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		CO 97	3217	Santa Cruz County		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Santa Cruz County				Santa Cruz County Regional Transportation Commission		
				MPO	Element	
				AMBAG	Capital Outlay	
Project Manager/Contact			Phone	Email Address		
Russel Chen			831-454-2149	russell.chen@santacruzcountycal.gov		

Project Title

Glen Arbor Rd Sidewalk

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

In the town of Ben Lomond (unincorporated Santa Cruz County), on Glen Arbor Rd from Highway 9 to Pine Street. Construct a 1,100 ft sidewalk.

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:	28	Senate:	17	Congressional:	19
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Project Milestone	Existing	Proposed
Project Study Report Approved	10/25/2023	
Begin Environmental (PA&ED) Phase		02/01/2024
Circulate Draft Environmental Document Document Type EIR		10/31/2024
Draft Project Report		12/01/2024
End Environmental Phase (PA&ED Milestone)		12/31/2025
Begin Design (PS&E) Phase		02/02/2024
End Design Phase (Ready to List for Advertisement Milestone)		12/31/2026
Begin Right of Way Phase		02/01/2024
End Right of Way Phase (Right of Way Certification Milestone)		12/31/2026
Begin Construction Phase (Contract Award Milestone)		02/01/2027
End Construction Phase (Construction Contract Acceptance Milestone)		02/01/2028
Begin Closeout Phase		02/01/2028
End Closeout Phase (Closeout Report)		02/01/2028

Date 12/20/2023 01:41:21

Purpose and Need

While sidewalks along Glen Arbor Rd. exist along both sides of Glen Arbor Road, they terminate approximately 100 ft east of Highway 9. If residents and children would like to walk along Glen Arbor Rd., pedestrians have to walk either on the side of the road or in the travel lane. This causes a major safety concern and discourages users of all ages and abilities from walking along Glen Arbor Rd. The proposed project will extend the northern sidewalk to Pine Street (approximately 1,100 feet) giving residents a safer alternative mode of transportation to access destinations within Ben Lomond. Future expansion of the sidewalk is planned from Pine Street to Newell Creek (approximately 2,000 feet).

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
Active Transportation	Sidewalk miles	Miles	0.21

Date 12/20/2023 01:41:21

Additional Information

Glen Arbor Road serves as the Highway 9 alternate due to natural disasters between Felton and Ben Lomond. It has highest pedestrian demand, connects directly to Highway 9 and the Ben Lomond village, it is on hilly terrain with sharp curves; there are no dedicated walking areas, there is limited lighting and winter flooding forces pedestrians to walk in driving lanes. The sidewalk will provide an important gap closure that is ADA accessible and will make active transportation more viable for users of all ages and abilities.

Project will promote walking to enhance health and safe access to destinations within Ben Lomond. The proposed project will provide access to the following amenities provided in Ben Lomond:

- Ben Lomond Market
- Local Restaurants
- Scarborough Home Center
- Ben Lomond County Park
- Ben Lomond Library
- Transit stops for Bus 35 at either Highway 9 or Pine Street.

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change
Accessibility	Optional	Number of Destinations Accessible by Mode	Number	7	0	7

District	County	Route	EA	Project ID	PPNO
05	Santa Cruz County			CO 97	3217
Project Title					
Glen Arbor Rd Sidewalk					

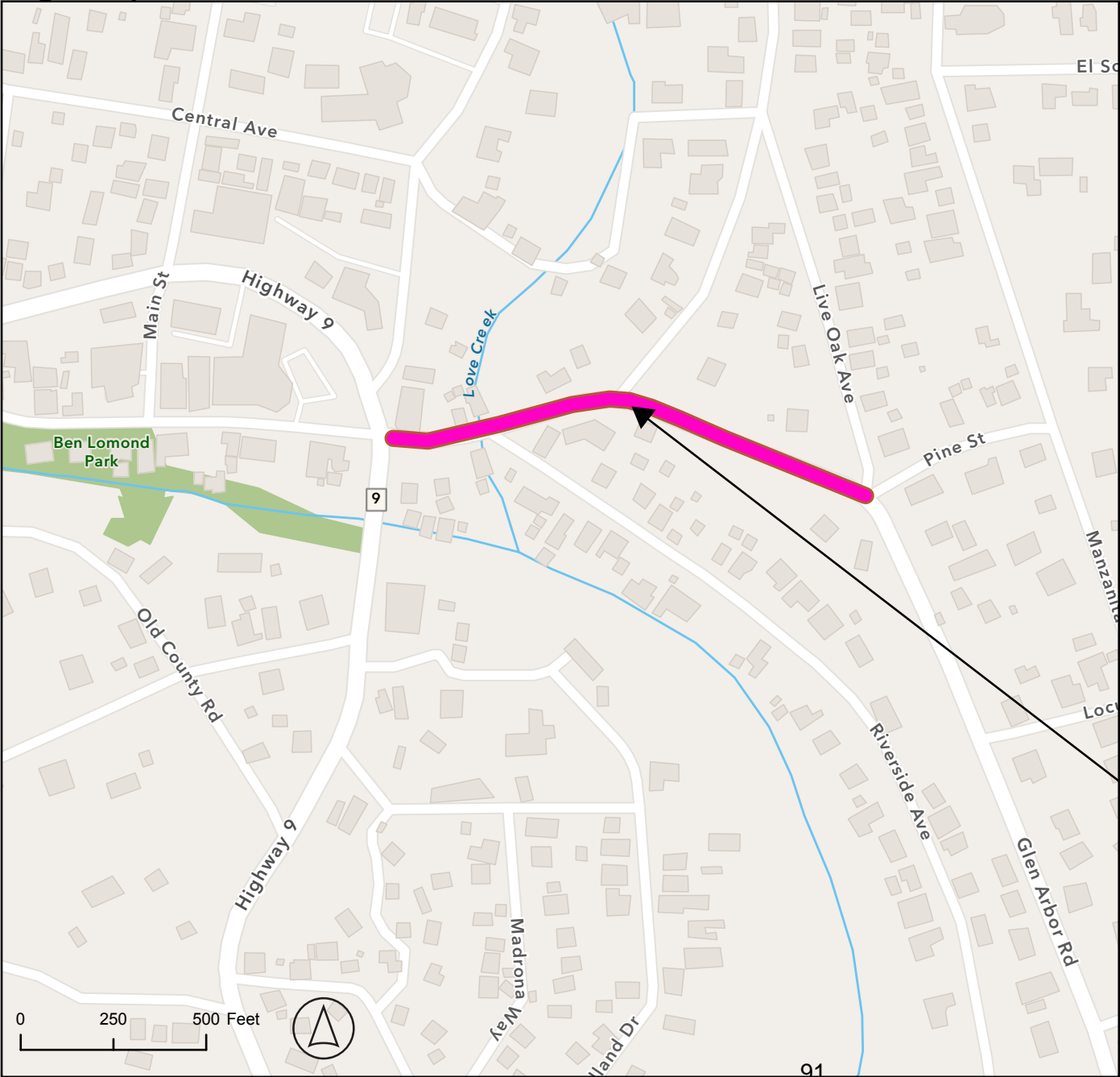
Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)		3						3	
PS&E		74						74	
R/W SUP (CT)									
CON SUP (CT)									
R/W		10		50				60	
CON				3,965				3,965	
TOTAL		87		4,015				4,102	

Fund #1:	RIP - State Cash (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Santa Cruz County Regional Transp
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 12.7.23 for inclusion in 2024 STIP. State only funds requested.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				2,100				2,100	
TOTAL				2,100				2,100	

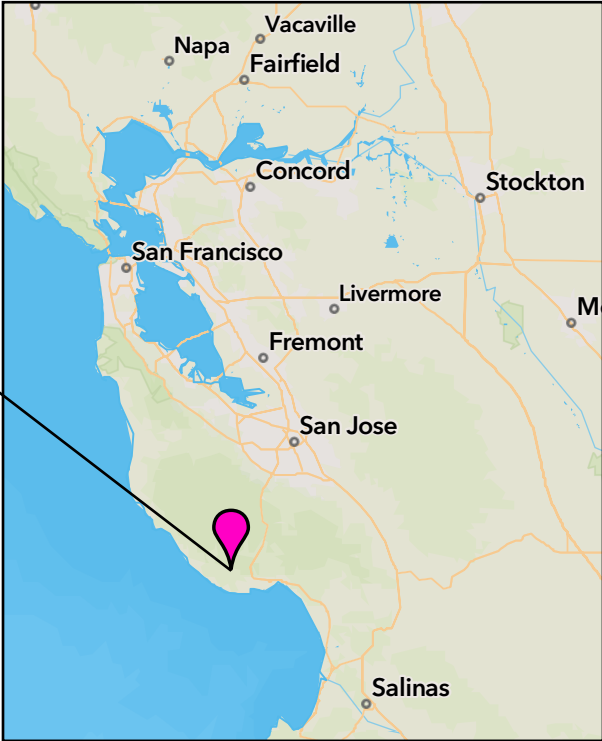
Fund #2:	Local Funds - County Funds (Committed)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Santa Cruz County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		3						3	
PS&E		74						74	
R/W SUP (CT)									
CON SUP (CT)									
R/W		10		50				60	
CON				1,865				1,865	
TOTAL		87		1,915				2,002	

Glen Arbor Sidewalk Project (PPNO 3217)

Highway 9 to Pine Street

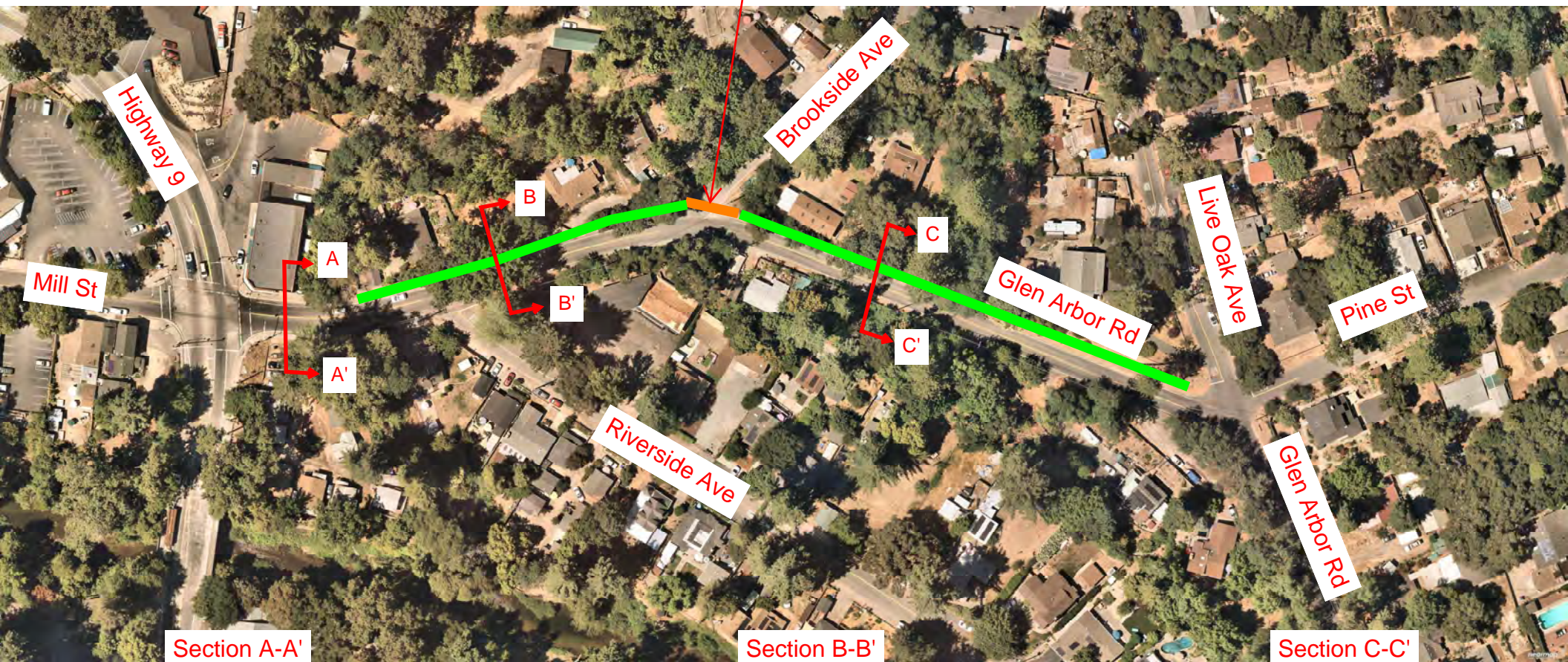


This project will extend the sidewalk along the northern side of Glen Arbor Rd from Highway 9 to Pine Street. This sidewalk will provide a gap closure connection for residents and children to access destinations in Ben Lomond.





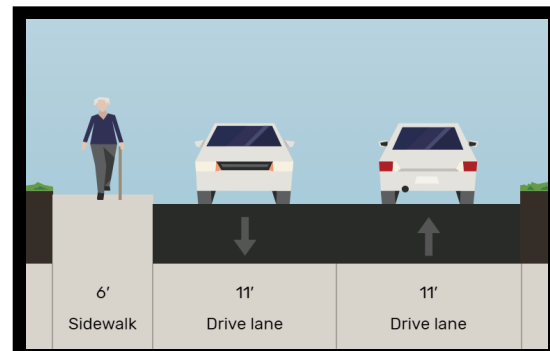
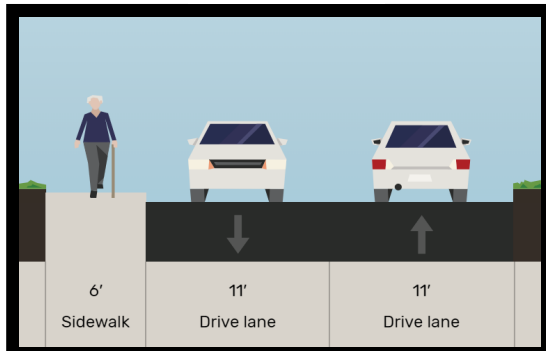
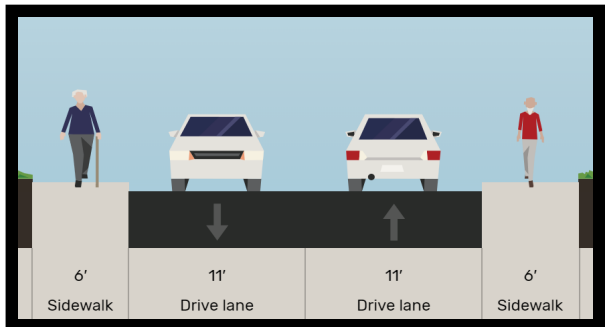
Install RRFB Crossing



Section A-A'

Section B-B'

Section C-C'



GLEN ARBOR RD SIDEWALK PROJECT (PINE ST TO HWY 9)



Figure 1 Glen Arbor Rd West of Riverside Ave.



Figure 2 Glen Arbor Rd. east of Riverside Ave



Figure 3 Glen Arbor Rd at Brookside Ave



Figure 4 Glen Arbor Rd at Pine St

Amendment (Existing Project) <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO					Date	12/20/2023 01:42:20
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			3089	Santa Cruz County		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Santa Cruz County				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 Olive Springs 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		
Begin Environmental (PA&ED) Phase	11/01/2024	11/01/2024
Circulate Draft Environmental Document Document Type CE	11/01/2024	11/01/2024
Draft Project Report	11/01/2024	11/01/2024
End Environmental Phase (PA&ED Milestone)	12/01/2024	12/01/2024
Begin Design (PS&E) Phase	01/01/2025	01/01/2025
End Design Phase (Ready to List for Advertisement Milestone)	04/01/2025	04/01/2025
Begin Right of Way Phase	03/01/2025	03/01/2025
End Right of Way Phase (Right of Way Certification Milestone)	04/01/2025	04/01/2025
Begin Construction Phase (Contract Award Milestone)	07/01/2025	07/01/2025
End Construction Phase (Construction Contract Acceptance Milestone)	10/01/2025	10/01/2025
Begin Closeout Phase	10/02/2025	10/02/2025
End Closeout Phase (Closeout Report)	12/02/2025	12/02/2025

Date 12/20/2023 01:42:20

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	4.46
Active Transportation	Bicycle lane-miles	Miles	0.8

Date 12/20/2023 01:42:20

Additional Information

Add \$1,500,000 STIP funds to upgrade resurfacing treatment and extend project limits an additional 1.1 miles north from Laurel Glen Rd to Olive Springs Rd.

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

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

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	
E&P (PA&ED)									Santa Cruz County
PS&E									Santa Cruz County
R/W SUP (CT)									Santa Cruz County
CON SUP (CT)									Santa Cruz County
R/W									Santa Cruz County
CON	188		1,455					1,643	Santa Cruz County
TOTAL	188		1,455					1,643	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			3,337					3,337	
TOTAL			3,337					3,337	

Fund #1:	Local Funds - County Funds (Committed)								Program Code
	Existing Funding (\$1,000s)								20.10.400.100
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Santa Cruz County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	188							188	
TOTAL	188							188	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			382					382	
TOTAL			382					382	

Fund #2:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.600.620
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	Total	Funding Agency
E&P (PA&ED)									Santa Cruz County Regional Transpo
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,455					1,455	
TOTAL			1,455					1,455	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,455					1,455	
TOTAL			1,455					1,455	
Fund #3:	RIP - State Cash (Uncommitted)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	24-25	25-26	26-27	27-28	28-29	29-30+	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)									Approved by SCCRTC 12.7.23. State only funds (SOF) requested.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,500					1,500	
TOTAL			1,500					1,500	

Complete this page for amendments only

Date 12/20/2023 01:42:20

District	County	Route	EA	Project ID	PPNO
05	Santa Cruz County				3089

SECTION 1 - All Projects

Project Background

The SCCRTC originally requested to program this project in the 2022 STIP for construction in 2022-23, however due to limited capacity in the early years of the 2022 STIP, the funds were programmed in 2026-27. In June 2023, the CTC approved shifting the CON phase from 2026-27 to 2025-26.

Programming Change Requested

Add 2024 STIP funds to project to upgrade resurfacing treatment and extend project limits an additional 1.1 miles north from Laurel Glen Rd to Olive Springs Rd.

Reason for Proposed Change

Project selected via competitive grant process to receive partial funding. County of Santa Cruz applying awarded funds to make an existing project whole.

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 anticipated.

Other Significant Information

Revised engineers estimate attached.

SECTION 2 - For SB1 Project Only

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

See attached.

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
Amy Naranjo		Transportation Planner	12/20/23

SECTION 3 - All Projects

Attachments

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

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	12/20/2023 01:43:10
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		0522000196	0921	Santa Cruz County Regional Transportation Commission		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Santa Cruz County						
				MPO	Element	
				AMBAG	Local Assistance	
Project Manager/Contact			Phone	Email Address		
Amy Naranjo			831-460-3200	programming@sccrtc.org		

Project Title

Planning, Programming and Monitoring

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

Planning, Programming and Monitoring.

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	Santa Cruz County Regional Transportation Commission

Legislative Districts			
Assembly:	28,29,30	Senate:	17
		Congressional:	20
Project Milestone		Existing	Proposed
Project Study Report Approved		12/07/2023	
Begin Environmental (PA&ED) Phase			12/07/2023
Circulate Draft Environmental Document	Document Type		12/07/2023
Draft Project Report			12/07/2023
End Environmental Phase (PA&ED Milestone)			12/07/2023
Begin Design (PS&E) Phase			12/07/2023
End Design Phase (Ready to List for Advertisement Milestone)			12/07/2023
Begin Right of Way Phase			12/07/2023
End Right of Way Phase (Right of Way Certification Milestone)			12/07/2023
Begin Construction Phase (Contract Award Milestone)			12/07/2023
End Construction Phase (Construction Contract Acceptance Milestone)			12/07/2023
Begin Closeout Phase			12/07/2023
End Closeout Phase (Closeout Report)			12/07/2023

Date 12/20/2023 01:43:10

Purpose and Need

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

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
Facilities	Security Improvements/Equipment	EA	1

Additional Information

Performance Indicators and Measures						
Measure	Required For	Indicator/Measure	Unit	Build	Future No Build	Change

District	County	Route	EA	Project ID	PPNO
05	Santa Cruz County			0522000196	0921
Project Title					
Planning, Programming and Monitoring					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									Santa Cruz County Regional Transpo
PS&E									Santa Cruz County Regional Transpo
R/W SUP (CT)									Santa Cruz County Regional Transpo
CON SUP (CT)									Santa Cruz County Regional Transpo
R/W									Santa Cruz County Regional Transpo
CON	3,464	116	116	113	113			3,922	Santa Cruz County Regional Transpo
TOTAL	3,464	116	116	113	113			3,922	

Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	3,464	116	160	160	160	150	142	4,352	
TOTAL	3,464	116	160	160	160	150	142	4,352	

Fund #1:	RIP - National Hwy System (Committed)								Program Code
	Existing Funding (\$1,000s)								20.30.600.670
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Santa Cruz County Regional Transpo
PS&E									Shift some funds from FY22/23 to
R/W SUP (CT)									FY23/24\$76 CON voted 07/16/98
CON SUP (CT)									\$76 CON voted 11/09/99
R/W									\$76 CON voted 06/15/00
CON	3,400	116	116	113	113			3,858	\$76 CON voted 05/05/01
TOTAL	3,400	116	116	113	113			3,858	\$76 CON voted 06/28/02
									\$76 CON voted 02/26/04
									\$76 CON voted 03/03/05

Proposed Funding (\$1,000s)									Notes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)									5% of 2024 STIP. Approved by
PS&E									RTC 12.7.23.
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	3,400	116	160	160	160	150	142	4,288	
TOTAL	3,400	116	160	160	160	150	142	4,288	

Fund #2:	RIP - COVID Relief Funds - STIP (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.010.817
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Santa Cruz County Regional Transpo approved by RTC 12/2/21\$64 CON voted 08/17/22
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	64							64	
TOTAL	64							64	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	64							64	
TOTAL	64							64	

Complete this page for amendments only					Date 12/20/2023 01:43:10
District	County	Route	EA	Project ID	PPNO
05	Santa Cruz County			0522000196	0921

SECTION 1 - All Projects

Project Background

Ongoing PPM.

Programming Change Requested

Add \$430,000 for cost of PPM.

Reason for Proposed Change

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

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 \$430,000 (5% of 2024 STIP capacity) spread over FY24/25-FY28/29.

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
Amy Naranjo		Transportation Planner	12/20/23

SECTION 3 - All Projects

Attachments

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

Amendment (Existing Project) <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO					Date	12/20/2023 01:44:00
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			3091	City of Watsonville		
County	Route	PM Back	PM Ahead	Co-Nominating Agency		
Santa Cruz County	LSR			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

Safe Routes to 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: 29 Senate: 17 Congressional: 19

Project Milestone	Existing	Proposed
Project Study Report Approved		
Begin Environmental (PA&ED) Phase	07/01/2023	07/01/2023
Circulate Draft Environmental Document Document Type CE	01/01/2024	01/01/2024
Draft Project Report	04/01/2024	04/01/2024
End Environmental Phase (PA&ED Milestone)	06/25/2024	06/25/2024
Begin Design (PS&E) Phase	01/01/2025	01/01/2025
End Design Phase (Ready to List for Advertisement Milestone)	03/27/2026	03/27/2026
Begin Right of Way Phase	10/01/2025	10/01/2025
End Right of Way Phase (Right of Way Certification Milestone)	03/30/2026	03/30/2026
Begin Construction Phase (Contract Award Milestone)	10/01/2026	10/01/2026
End Construction Phase (Construction Contract Acceptance Milestone)	09/20/2028	09/20/2028
Begin Closeout Phase	10/01/2028	10/01/2028
End Closeout Phase (Closeout Report)	07/01/2029	07/01/2029

Date 12/20/2023 01:44:00

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. Downtown Watsonville is a disadvantaged community dependent on active transportation for access to community facilities and commuting throughout the region. The improvements to pedestrian and bicycle facilities will improve the safety and comfort of the non-motorized users.

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
ADA Improvements	New curb ramp installed	EA	21
Active Transportation	Bicycle lane-miles	Miles	5.67
Active Transportation	Crosswalk	EA	25
ADA Improvements	Repair/upgrade curb ramp	EA	55
Active Transportation	# Signs, lights, greenway, or other safety / beautification	EA	100

Date 12/20/2023 01:44:00

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 Safe Routes to Downtown Watsonville Project will improve pedestrian and bike safety and provide or improve bike lanes, crosswalks, curb extensions, curb ramps, pavement markings, pedestrian islands, signage and safety training. These improvements will provide active transportation users with safe and accessible facilities. The safety training will be for youth and seniors and have an active, experiential components to practice.

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.

This project implements 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	Optional	Number of Destinations Accessible by Mode	Number	2	1	1

District	County	Route	EA	Project ID	PPNO
05	Santa Cruz County	LSR			3091
Project Title					
Safe Routes to Downtown Watsonville					

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	
E&P (PA&ED)		319						319	City of Watsonville
PS&E			638					638	City of Watsonville
R/W SUP (CT)									City of Watsonville
CON SUP (CT)									City of Watsonville
R/W			60					60	City of Watsonville
CON					7,670			7,670	City of Watsonville
TOTAL		319	698		7,670			8,687	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)		319						319	
PS&E			638					638	
R/W SUP (CT)									
CON SUP (CT)									
R/W			60					60	
CON					7,670			7,670	
TOTAL		319	698		7,670			8,687	

Fund #1:	Other State - STPL State Exchange (Committed)								Program Code
	Existing Funding (\$1,000s)								20.30.207.811
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)		75						75	Santa Cruz County Regional Transpo Approved by SCCRTC. Shift funds to later years to align with ATP programming.
PS&E			100					100	
R/W SUP (CT)									
CON SUP (CT)									
R/W			35					35	
CON					142			142	
TOTAL		75	135		142			352	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		75						75	
PS&E			100					100	
R/W SUP (CT)									
CON SUP (CT)									
R/W			35					35	
CON					142			142	
TOTAL		75	135		142			352	

Fund #2:	RIP - State Cash (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.600.620
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									Santa Cruz County Regional Transpo Shift CON to FY26/27 to align with ATP programming.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					896			896	
TOTAL					896			896	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
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)									20.10.400.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)		244						244	City of Watsonville Shift funds to later years to align with ATP programming/schedule and reflect updated match amount committed in ATP application.
PS&E			31					31	
R/W SUP (CT)									
CON SUP (CT)									
R/W			25					25	
CON					162			162	
TOTAL		244	56		162			462	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		244						244	
PS&E			31					31	
R/W SUP (CT)									
CON SUP (CT)									
R/W			25					25	
CON					162			162	
TOTAL		244	56		162			462	

Fund #4:	State SB1 ATP - Active Transportation Program - SB1 (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.720.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio Approved by CTC 12/22 - Cycle 6 Infrastructure
PS&E			507					507	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					5,825			5,825	
TOTAL			507		5,825			6,332	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E			507					507	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					5,825			5,825	
TOTAL			507		5,825			6,332	
Fund #5:	State SB1 ATP - Active Transportation Program - SB1 (Committed)								Program Code
Existing Funding (\$1,000s)									20.30.720.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									California Transportation Commissio Non-Infrastructure Cycle 6 - Approved by CTC 12/22
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					616			616	
TOTAL					616			616	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					616			616	
TOTAL					616			616	

Fund #6:	Local Funds - Private Funds (Committed)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29+	Total	Funding Agency
E&P (PA&ED)									City of Watsonville Funds to be provided by private sources for Non-Infrastructure educational program.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					29			29	
TOTAL					29			29	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					29			29	
TOTAL					29			29	

Complete this page for amendments only

Date 12/20/2023 01:44:00

District	County	Route	EA	Project ID	PPNO
05	Santa Cruz County	LSR			3091

SECTION 1 - All Projects

Project Background

Project first programmed in 2022 STIP as "Complete Streets to Downtown Watsonville." Project title, scope, schedule and funding aligned to match ATP funding.

Programming Change Requested

Change PPNO to 3116A.

Reason for Proposed Change

Align with ATP award.

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)

Please amend the STIP to reflect the new PPNO for this project.

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
Amy Naranjo		Transportation Planner	12/20/23

SECTION 3 - All Projects

Attachments

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

RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of December 7, 2023
on the motion of Commissioner
duly seconded by Commissioner

A RESOLUTION ADOPTING THE 2023 CONSOLIDATED GRANTS PROGRAM, THE SENATE BILL 125 TRANSIT GRANTS PROGRAM AND 2024 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 \$17.4 million Surface Transportation Block Grant Program/Regional Surface Transportation Program Exchange (STBG/RSTPX) funds through FY2025/26;
- Approximately \$8.6 million State Transportation Improvement Program (STIP) funds through FY2028/29;
- Approximately \$629 thousand SB-1 Local Partnership Program (LPP) funds through FY2024/25;
- Approximately \$27.6 million of Transit and Intercity Rail Capital Program (TIRCP) funds through FY2024/25; and
- Approximately \$7.1 million of Zero Emission Transit Capital Program (ZETCP) funds through FY2026/27.

WHEREAS, the RTC must prepare and adopt a Regional Transportation Improvement Program (RTIP) for submittal to the California Transportation Commission by December 15, 2023 in order for projects to be considered for the 2024 State Transportation Improvement Program (STIP);

WHEREAS, the RTC prepared the 2024 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 (CTC) 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 in accordance with CTC, CalSTA, 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 2023 Consolidated Grants program, SB 125 Transit Grants Program and 2024 Regional Transportation Improvement Program for Santa Cruz County are hereby adopted to:
 - a. Program Santa Cruz County's regional target of 2024 State Transportation Improvement Program (STIP), Surface Transportation Block Grant/Regional Surface Transportation Program Exchange (STBG/RSTPX), SB1 Local Partnership Program (LPP), SB125 Transit and Intercity Rail Capital Program (TIRCP) and Zero Emission Transit Capital Program (ZETCP) 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 FY23/24 Budget is hereby amended to reflect funds that flow through or to the RTC.
3. RTC staff is hereby authorized to work with projects sponsors to determine the most appropriate funding source to designate to approved projects, to submit and execute documents required by the California Transportation Commission (CTC) and/or Caltrans, and or CalSTA 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 2024 State Transportation Improvement Program (STIP) and Local Partnership Program, 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. Project sponsors are required to comply with all conditions and requirements set forth by applicable state and/or federal statutes, regulations, procedures, and guidelines.
6. Any project cost savings shall be made available for programming in future competitive grant cycles.
7. Project sponsors shall obtain RTC concurrence in allocation, extension, amendment, or other requests for proposed STIP, LPP, TIRCP, and ZETCP funds prior to submittal of such requests to Caltrans, CalSTA 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. 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

NOES: COMMISSIONERS

/s/ Manu Koenig

Manu Koenig, Chair

ATTEST:

/s/ Luis Mendez

Luis Mendez, Secretary

Exhibit A: Project List

Exhibit B: Amendments to Previously Programmed Projects

Distribution: RTC Programming & Fiscal, Project Sponsors, Caltrans, AMBAG, California Transportation Commission (CTC)

2023 Consolidated Grant Program: Summary of Applications Received and Recommendations: Approx. \$61.3 million available

Applications online: <https://scrtc.org/funding-planning/project-funding/23-24-rtip/>

Exhibit A / Attachment 2

Revised 12.4.23

ID	Agency	Project Name	Project Description	Primary Benefits, Notes & Committee Recommendations	Serves a DAC or LIC?	Staff Recommendation	Funds Requested	Total Costs	Anticipated Users
1	Capitola	41st Avenue Pavement Rehabilitation and Multimodal Improvements (41st Ave-Gross Rd)	Pavement rehabilitation, lane selection improvements for the freeway, and upgrades for pedestrian and bicycle facilities along approximately 0.5 miles of 41st Avenue and Gross Road.	System Preservation: Improved traffic flow, enhanced safety, and roadway preservation: 41st is a major arterial.	LIC	\$1,000,000	\$2,000,000	\$2,250,000	35,500
2	County of SC	Corralitos Corridor Resurfacing (Amesti Rd & Corralitos Rd)	Pavement maintenance of 4.20 miles of roadway including all of Corralitos Rd and the primarily traveled portion of Amesti Rd. Work shall extend from existing roadway edge to existing roadway edge.	System Preservation: Improved bike/ped connectivity to Green Valley Road; serves Metro Rts 72 & 72W.	LIC	\$1,500,000	\$2,125,000	\$2,400,316	6,284
3	County of SC	Emergency Routes Phase 2 Resurfacing	Pavement maintenance of 8.11 miles of roadway including significant portions of Empire Grade and Bear Creek Rd. Work shall extend from existing roadway edge to existing roadway edge.	System Preservation: low ADT but critical routes for emergency access and evacuation during disasters; portion of Empire Grade served by Metro Rt 41	LIC	\$3,200,000	\$4,522,000	\$5,107,873	2,724
4	County of SC	Glen Arbor Road Sidewalk	Extend the sidewalk along the northern side of Glen Arbor Rd from Highway 9 to Pine Street. This sidewalk will provide a gap closure connection for residents and children to access destinations in Ben Lomond.	Access for All: Improves pedestrian safety in rural area but low daily use; identified in SR9/SLV plan as need; supported by Ben Lomond Fire Dept., serves Metro Rt 35	LIC	\$2,100,000	\$3,632,243	\$4,102,838	40
5	County of SC	Green Valley Road Multi-Use Path	Replace pedestrian trail with a pervious, two-way, multi-use trail to provide a safe, accessible connection between the City of Watsonville and Santa Cruz unincorporated counties to nearby schools, parks, social services, and numerous transit stops. The project will upgrade 5 METRO bus stops with shelters and one more with an accessible landing, all upgrades will include trash receptacles.	Access for All: Leverages Clean California grant award; benefits a disadvantaged community (equity); improves bike/ped access and increases transit access. Metro Rt 75	LIC	\$2,000,000	\$3,000,000	\$8,916,097	23,524
6	County of SC	Highway 17 Corridors Resurfacing	Pavement maintenance of 9.65 miles of roadway including all of Branciforte Drive and a significant portion of Soquel San Jose Rd/ Porter St. Work shall extend from existing roadway edge to existing roadway edge. For Soquel San Jose Road/ Porter Street this project will combine with existing STIP funding awarded in the 2021 Grant Cycle under CO-92 to upgrade resurfacing treatment and extend project limits on that road.	System Preservation: 15k users/day; used by bikes but no shoulder widening elements.	LIC	\$1,500,000	\$3,724,000	\$5,849,994	15,380
7	County of SC	Intercounty Routes Resurfacing	Pavement maintenance of 2.74 miles of roadway including all of Murphy's Crossing and Roggie Ln, and all FAU portions of Lee Rd & West Beach Rd. Base repairs will be followed by resurfacing of the entire roadway surface, then restriping of the work area. Work shall extend from existing roadway edge to existing roadway edge.	System Preservation: Roads heavily used by freight; benefits a disadvantaged community (equity).	-	\$2,044,000	\$2,044,000	\$2,308,822	6,933
8	County of SC	Rio Del Mar Resurfacing	Pavement maintenance of 1.08 miles of roadway including nearly all of Rio Del Mar Blvd. Work shall extend from existing roadway edge to existing roadway edge.	System preservation: lacks bike/ped improvements considering residential project location.	-	\$300,000	\$885,000	\$999,661	17,900
9	County of SC	Robertson Street and Soquel Drive Signalization	Convert the existing All-Way stop controlled intersection at Soquel Dr. & Robertson St. to a signalized intersection. Revise existing geometry.	Safety: Enhances the Adaptive Traffic Signal System; Soquel is a major arterial road and transit route; Project located near a school.	-	\$1,595,536	\$1,595,536	\$1,802,254	21,136
10	Ecology Action	Youth SRTS Bike/Pedestrian Education	School-based bicycle and pedestrian safety education for Santa Cruz County youth through the Walk Safe and Bike Safe programs. These sister programs respectively provide 2nd graders pedestrian safety training and 5th graders bicycling safety training throughout Santa Cruz County.	Public Health/Equity: Continue existing, popular program aimed at reducing crashes and getting more kids biking & walking	-	\$300,000	\$310,870	\$346,527	1,890
11	Santa Cruz	Bay Corridor Design	Complete streets design for the Bay Corridor between High Street and West Cliff Drive. This design effort will include protected bikelanes on the entire corridor, transit boarding islands, and intersection modifications to improve multimodal roadway safety. Construction funding for this project is secured.	Safety and Access for All: Integrates Complete Streets and innovative elements; leverages AHSC grant; public support for the project.	LIC	\$399,000	\$399,000	\$450,000	15,000

ID	Agency	Project Name	Project Description	Primary Benefits, Notes & Committee Recommendations	Serves a DAC or LIC?	Staff Recommendation	Funds Requested	Total Costs	Anticipated Users	
12	Santa Cruz	Bay Street Paving	Repave Bay Street between Mission Street (outside Caltrans extents) to 161 feet east of Lennox Street. This would utilize a mill and overlay approach. This segment was last redone in 1988.	System Preservation: Improves road suface for cyclists; enhances connectivity between rail trail and Bayview Elementary.	LIC		\$875,000	\$875,000	\$989,000	10,000
13	Santa Cruz	Bethany Culvert Replacement*	Reconstruct a 100+ year old culvert that was damaged during the storm events of January 2023. This is a federal aid route currently closed to traffic due to failure. New headwalls will be constructed outboard of the existing walls and new code compliant barrier rails constructed. The roadway grade will be marginally raised to address vulnerability to wave overtopping. The construction results in a larger cross-section of the roadway, allowing for improved multimodal infrastructure.	System Preservation: City's highest priority project; Climate resilience infrastructure; leverages federal funds	-		\$1,500,000	\$1,500,000	\$11,815,850	10,000
14	Santa Cruz	Escalona Complete Streets	Repave Escalona between Grandview and Bay and between Walnut and Highland using a cold-in-place-recycling (CIR) paving technique. Fifty (50) curb ramps will be upgraded to ADA standards. Sidewalk gaps will be filled on the eastbound side of Escalona, creating a continuous pedestrian facility.	System Preservation: Improved pedestrian access (ADA ramp upgrades, fill gaps in sidewalks); Cold-in-place asphalt recycling.	LIC		\$2,941,656	\$3,401,000	\$3,841,000	3,500
15	SCCRTC	Go Santa Cruz County Bicycle Incentives Program	Countywide bicycle incentives program for income qualified individuals, including point-of-sale vouchers for the purchase of an electric or classic bicycle and discounted annual memberships for the regional electric bikeshare service.	Public Health/Equity: Public support of program; promotes mode shift, reduce emissions, benefits disadvantaged communities	LIC		\$305,100	\$305,100	\$500,000	850
16	SCCRTC	Felton-SLV Schools Complete Streets Improvements	Improve safety, enhance bicycle and pedestrian access and connectivity, reduce speeding, and address geographic inequities by rectifying underinvestment in rural regions. Improvements include crossing safety enhancements such as curb extensions and refuge islands, transit stop and stop access improvements, and bicycle intersection safety enhancements.	Safety and Public Health/Equity: Public support; enhances safety in rural area, adds bike/ped safety elements, pavement preservation	LIC		\$1,800,000	\$2,313,000	\$32,721,746	19,500
17	SCCRTC	Planning, Programming, and Monitoring (PPM)	Per CTC guidelines 5% of STIP funds for regional planning, programming, and monitoring activities (PPM) performed by the RTC to be spread accross the years covered by the State Transportation Improvement Program (STIP)	Per CTC guidelines 5% of STIP funds for regional planning, programming, and monitoring activities (PPM) performed by the RTC to be spread accross the years covered by the STIP	-		\$430,000	\$430,000	\$430,000	0
18	SCCRTC	Zero Emission Passenger Rail and Trail	Project development of a new high-capacity zero emission passenger rail service and stations on approximately 22 miles of the Santa Cruz Branch Rail Line, from the City of Santa Cruz in the north (MP 22.2) to the Union Pacific Coast Route in the south at Pajaro Junction (MP 0.43). Includes13 miles of a parallel paved bicycle and pedestrian path, primarily within the rail right-of-way, from Rio Del Mar Boulevard in Aptos to the community of Pajaro in northern Monterey County to complete a continuous multi-use active transportation trail (the Coastal Rail Trail) adjacent to the rail facility.	Access for All: Requested funding completes PAED phase of project. RTC staff plans to apply for State Rail Assistance program competitive funds in 2024 to complete the project's environmental document, with Measure D funds serving as a match.	DAC		\$2,000,000	\$16,450,000	\$26,237,000	13,169
19	SCMTD	Rapid Corridors Projects	Improve bus reliability, reduce travel time and enhance safety: 1) Bus Stop Consolidation and Relocation, 2) Enhance Bus Stop Amenities, 3) Install Bus Bulbs & Transit Islands, 4) Expand Transit Signal Priority (TSP), 5) Enhance Pedestrian Crossings, 6) Install Queue Jumps, 7) Implement Bus-Only Lanes and Shared Bus/Bike Lanes, and 8) Implement Minor Road & Intersection Reconfiguration.	Access for All: Reimagine Metro realignment and enhanced safety; Goal to expand service and reliability; benefits transportation disadvantaged populations. RTC can include remainder of SC METRO's Rapid Corridors Project in the RTC's SB1 Cycle 4 application to the CTC.	DAC		\$4,000,000	\$8,179,000	\$25,051,000	4,985

ID	Agency	Project Name	Project Description	Primary Benefits, Notes & Committee Recommendations	Serves a DAC or LIC?	Staff Recommendation	Funds Requested	Total Costs	Anticipated Users
20	SCMTD	Transit Operations*	Support implementation of Reimagine METRO Service Recovery and Expansion Plan in two phases: 1) Service Restoration and 2) Service Expansion. Phase 1 will increase service 16% relative to today and add 29,000 annual revenue hours, restoring service to pre-COVID levels. Phase 2 will increase service 43% relative to today to levels last seen in the mid-2000s, funding a completed service expansion plan, and add 66,000 revenue hours over Phase 1. The requested funding will fund three full years of service recovery and expansion and a total of 252,000 additional revenue hours.	Access for All: Funds service recovery/expansion; benefits disadvantaged and low income communities.	DAC	\$28,339,199	\$34,339,199	\$34,339,199	20,625
21	Scotts Valley	Mount Hermon Road Improvements	Pavement repairs and pedestrian and bicycle improvements on Mount Hermon Road from La Madronna Dr. to Glen Canyon Rd. The project will evaluate the implementation of ATP projects in this project for inclusion in the scope of work.	System Preservation: Regionally significant road; incorporates multimodal elements.	-	\$523,000	\$523,000	\$723,000	27,648
22	Scotts Valley	Scotts Valley Drive Corridor Improvements*	Pavement improvement project on Scotts Valley Drive. Improvements include studying a lane diet or narrowing lane widths to reduce crossing distances and providing buffered bike lanes. The City is currently spending approximately \$100,000 completing pavement patching and crack seal on the roadway. The City would like to leverage the budgeted funds and expand the scope of work to include the study of the ATP recommendations and implement them as part of the project.	System Preservation: City's highest priority project; regionally significant road; incorporates multimodal elements.	-	\$500,000	\$500,000	\$1,078,000	16,542
23	Watsonville	Green Valley Road Rehabilitation	Rehabilitate existing roadway, remove and replace existing curb ramps that do not comply with existing accessibility standards, provide Class II bike lane for the length of the project, install high visibility striping, traffic markings and signage	System Preservation: Benefits a disadvantaged community; adds bike/ped improvements; improves accessibility	LIC	\$1,833,000	\$1,833,000	\$4,320,000	18,500
Grand Total						\$60,985,491	\$94,885,948	\$176,580,177	291,630

* Project identified as a priority by the applicant

[DAC: Disadvantaged Community as defined by CalEPA](#)

[LIC: Low Income Community as defined by HCD](#)

Regional Transportation Improvement Program (RTIP)
Amendments to Previously Approved Projects
Proposed for the December 7, 2023 RTC meeting

Action	Project #	Project	Proposed Amendment
Various updates	CO 92	Soquel-San Jose Rd/Porter St - Road Resurfacing & Multimodal Improvements project	Pending RTC approval for "Highway 17 Corridors Resurfacing" project, add funds to Soquel-SJ project (PPNO 3089), modify scope, milestones, etc.

Santa Cruz County Regional Transportation Commission 2024 State Transportation Improvement Program (STIP) Fact Sheet



Figure 1 The 2024 RTIP reflects the RTC board’s prioritization of fix-it-first local road projects and complete streets.

The Santa Cruz County Regional Transportation Commission (RTC) is proposing to use \$8.602 million in STIP funds to support 5 high priority projects in Santa Cruz County during the five-year 2024 STIP program period, from fiscal years (FY) 2024-25 through 2028/29. The STIP funded projects will also be supported with state, federal, and 2016 RTC Measure D funds to make significant improvements to the Santa Cruz County regional transportation system. RTC is proposing the projects below for inclusion in the 2024 STIP. These projects ensure our local roads and multimodal transportation network remain reliable, invest in connected bike and pedestrian paths throughout the region to shift more people to active transportation, and prioritize safety improvements for all users.

New Projects

- Escalona Complete Streets – \$2,772,000
- Felton-SLV Schools Complete Streets Improvements – \$1,800,000
- Glen Arbor Sidewalk - \$2,100,000

- Soquel San Jose Rd/ Porter St - Road Resurfacing & Multimodal Improvements – \$1,500,000
- Project and planning, programming, and monitoring (PPM) – \$430,000

Existing Projects

- Safe Routes to Downtown Watsonville – \$896,000
- Soquel San Jose Rd/ Porter St- Road Resurfacing & Multimodal Improvements - \$1,455,000

Benefits

RTC's proposed STIP projects promise significant improvements for everyone: smoother roads with fewer potholes, safer crossings and lighting, and more opportunities for biking and walking. By prioritizing safety, accessibility, and active transportation, the proposed projects foster a healthier and more vibrant community.

Goals and Objectives

RTC's proposed STIP projects help support the goals and objectives of the 2045 Santa Cruz County Regional Transportation Plan (RTP) and 2045 Metropolitan Transportation Plan/ Sustainable Communities Strategy (MTP/SCS). These projects maintain the existing infrastructure, promote investment effectiveness (e.g. address PCI), improve safety, security, and resilience, increase walking, biking, and transit mode share. RTC proposed STIP projects also align with the City of Santa Cruz and County of Santa Cruz Active Transportation Plans and SR9/SLV Complete Streets Corridor Plan.

Additionally, the new projects that are proposed in RTC's STIP align with State goals and priorities including the Climate Action Plan for Transportation Infrastructure (CAPTI), Caltrans Race and Equity Plan (REAP), California Transportation Plan 2050 (CTP 2050). The Soquel-San Jose Rd, SLV and Escalona Complete Streets projects aligns with the state's climate, health, and social equity goals, while also maintaining the commitment made in Senate Bill (SB) 1 to a fix-it-first approach to transportation.

Public Engagement

The RTC selects projects through an open public process. Following a well-attended public hearing on December 7, 2023, the RTC carefully considered input from the community, including RTC advisory committees and the public at large. Public notices announcing the hearing were published in major newspapers and sent to local media outlets to ensure wide broad community support of RTCs funding decisions.

Section 20 Detailed Project Programming Summary Table

Summary of Santa Cruz County 2024 STIP Proposal

Approved by SCCRTC board 12/7/23, including projects carried over from 2022 STIP.

New 2024 RIP Target

Project Sponsor	STIP PPNO	Project	Proposed change for 2024 STIP	RTIP #	SOF	Total STIP (in \$000s)	Summary of Benefits	24-25	25-26	26-27	27-28	28-29	E&P	PS&E	R/W	CON	Total STIP (including prior)
County of Santa Cruz	3217	Glen Arbor Rd Sidewalk	New Project	CO 97	Yes	2,100	Safety, Active Transportation, Accessibility. Fills gap in pedestrian network. Addresses rural community safety concerns.	-	-	2,100	-	-	0	0	0	2,100	2,100
County of Santa Cruz	3089	Soquel San Jose Rd/ Porter St - Road Resurfacing & Multimodal Improvements	Add \$1500	CO 92	Yes	1,500	System Preservation. Regionally significant route/alternate to SR17, serves Soquel High and Elementary schools. Popular with cyclists.	-	1,500	-	-	-	0	0	0	1,500	1,500
Santa Cruz, city	3216	Escalona Complete Streets	New Project	SC 54	Yes	2,772	System Preservation. Active Transportation, Accessibility. Fills gaps in ped network and upgraded curb ramps.	2,772	-	-	-	-	0	0	0	2,772	2,772
SCCRTC	2879	Felton-SLV Schools Complete Streets	New Project	RTC 37		1,800	Safety, Active Transportation, Equity. Fills gap in pedestrian network, upgraded curb ramps, and intersection improvements.	-	-	-	1,800	-	0	0	0	1,800	1,800
SCCRTC	921	Planning, Programming & Monitoring (PPM)	Added funds based on CTC established max. for share periods. (See below for carryover)	RTC 04	Yes	430	Ensure that state and federal planning and programming requirements are met.	44	47	47	150	142	0	0	0	430	430
			New 2024 RIP Target			8,602											

Carryover from 2022 STIP

Project Sponsor	STIP PPNO	Project	Proposed change for 2024 STIP	RTIP #	SOF	Total STIP (in \$000s)	Summary of Benefits	24-25	25-26	26-27	27-28	28-29	E&P	PS&E	R/W	CON	Total STIP (including prior)
County of Santa Cruz	3089	Soquel San Jose Rd/ Porter St - Road Resurfacing & Multimodal Improvements	Add \$1500, Update project scope, extend limits	CO 92	Yes	1,455	System Preservation. Regionally significant route/alternate to SR17, serves Soquel High and Elementary schools. Popular with cyclists.	-	<u>1,455</u>	-	-	-	0	0	0	1,455	1,455
Watsonville	3116A	Safe Routes to Downtown Watsonville	Update PPNO to match ATP (prev. 3091)	WAT 47	Yes	896	Safety, Active Transportation, Equity. High ped collision rates in area, fills gaps in ped network.	-	-	<u>896</u>	-	-	0	0	0	896	896
SCCRTC	921	Planning, Programming & Monitoring (PPM)	Carryover	RTC 04	Yes	342	Ensure that state and federal planning and programming requirements are met.	<u>116</u>	<u>113</u>	<u>113</u>	-	-	0	0	0	342	342
Carryover from 2022 STIP						2,693											
Proposed 2024 RIP Totals						11,295	Proposed STIP Totals	2,932	3,115	3,156	1,950	142					
New 2024 RIP shares						8,602	Currently programmed/carryover	116	1,568	1,009	0	0					
2022 STIP carryover (FY24/25-26/27)						2,693											

Section 21 Project Study Reports for NEW Projects

Available online at <https://www.sccrtc.org/rtip>

- Escalona Complete Streets
- Felton-SLV Schools Complete Streets
- Glen Arbor Rd Sidewalk

Section 22 RTC's Evaluation Criteria

State and federal regulations require state departments of transportation (Caltrans), regions (RTC and AMBAG), and transit agencies to establish and advance projects that meet performance targets. A performance-based approach to transportation planning and programming aims to ensure the most efficient investment of transportation funds, support improved decision-making, and increase accountability and transparency. These include measures identified in the Regional Transportation Plan (RTP), Metropolitan Transportation Plan (MTP), California Transportation Asset Management Plan (TAMP), federal Infrastructure Investment and Jobs Act (IIJA), State Transportation Improvement Program (STIP) Guidelines, Climate Action Plan for Transportation Infrastructure (CAPTI), Caltrans Strategic Investment Strategy (CSIS), and other state and local plans.

Project evaluation criteria are vital to the implementation of the Regional Transportation Improvement Program (RTIP). The following criteria will be used to evaluate projects to ensure they meet the objectives and policies outlined in the *Regional Transportation Plan*, including meeting state and federal guidelines, legislative requirements, and executive orders. The project evaluation scoring criteria are one factor in project selection.

The responses provided in the second tab of the Project Programming Request (application-excel sheet) for each category will receive a score based on the equally weighted scoring range (HIGH-3, MED-2, LOW-1, NO RESPONSE-0) and each project will receive a final evaluation score totaled across all categories. The lowest score for each project will be dropped from the overall project score.

The following categories summarize federal, state, and regional performance measures, goals, and/or targets used to evaluate and prioritize projects. Examples of the types of information that could be included in the application to demonstrate how a project addresses the metric are provided as well.

Safety and Collisions

Objective: Reduce transportation related fatalities and serious injuries and maximize safety for all transportation users (reduce collisions; eliminate hazards)

- Does the project have a history of collisions in the area? How will the proposed safety measure reduce collisions or address hazards?
- What countermeasures are incorporated into the project to reduce collisions, especially fatalities and serious injuries?
- Does the project reduce the potential for conflict between bicyclists, pedestrians and vehicles?

- Does the project improve safety for more vulnerable users (low income, seniors, people living with disabilities, people of color, youth)
- Will the project reduce or prevent major mechanical failures for transit vehicles?
- Does the project address perceived safety or security issues to encourage increased transit ridership, biking, or walking (e.g., add lighting at bus stops)
- Does the project fill a gap in the bicycle or pedestrian network within the project area?
- Does the project eliminate hazards, such as trees in roadways, dips in roads, or improve drainage?
- Does the project improve access to/for emergency services and emergency evacuation routes?

System Preservation/Infrastructure Condition

Objective: Maintain and improve the condition of transportation assets such as pavement, culverts, bridges, and public transit assets to maintain a state of good repair.

Does the project:

- Increase percentage of facilities in good condition?
- Reduce percentage of transit vehicles that have met or exceeded their useful life benchmark?
- Extend useful life of a transportation facility or program?
- Maintain facilities in a state of good repair?
- Incorporate sustainable pavement practices?

System Performance

Objective: Improve the efficiency of the surface transportation system; improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, support regional economic development; reduce congestion; enhance the performance of the transportation system while protecting and enhancing the natural environment.

- Reduce emissions, air pollution, greenhouse gas emissions, and/or fuel consumption.
- Reduce number of vehicle miles traveled (VMT): Reduce number or distance of trips; reduce percent of single-occupancy vehicle travel.
- Mode Shift: Shift automobile travel to alternative modes and increase the percentage of trips made via bicycling, walking, transit or carpool; increase telecommuting; coordinate land-use, housing, and transportation policies to reduce need for travel.
- System Reliability: Improve reliability and efficiency of the multimodal transportation system: reduce variability in travel times, especially during peak travel periods day-to-day and for transit.
- Reduce travel delays, especially during peak hours; reduce annual hours of excessive delay per capita.
- Reduce transit travel times.

- Connect multiple jurisdictions – e.g., arterials linking cities and unincorporated towns/population centers.
- Improve freight and goods movement efficiency: Increase freight throughput on existing facilities or services.

Access for All

Objective: Expand affordable and convenient multi-modal travel options and choices, especially to and within key destinations for all users.

- Address transportation needs of people with limited mobility.
- Increase walking (add new sidewalks, crosswalks, minimize obstacles)
- Increase bicycling (add bicycle lanes/paths, fill gaps in network, add bicycle box at intersection).
- Increase public transit access or quality of transit rider experience.
- Fill gap in complete streets network and increase network connectivity by closing gaps in the bike, sidewalk, and transit networks. Indicate if there are no alternate routes.
- Expand bicycle and pedestrian network across physical barriers such as creeks, freeways, and private property.
- Provide education and encouragement.

Public Health and Equity

Objective: Enhance healthy, safe access to key destinations for transportation-disadvantaged populations and avoid new negative impacts to historically disadvantaged communities.

- Improves public health: The project targets health issues such as obesity, physical inactivity, asthma, or other health issues.
- Reduce disparities in safety and access for people who are transportation disadvantaged due to age, income, disability, language or race/ethnicity.
- Serves transportation disadvantaged populations and avoids substantial burdens on a disadvantaged community.
- What percent of the population in the project area is minority or low-income?
- Does the project area contain higher than average concentrations of traditionally under-served groups when compared to the area surrounding the project area or the city or county as a whole?
- Are the areas in which these populations are located subject to disproportionate impacts?
- Will the proposed project increase traffic in low-income and minority neighborhoods?
- Will minority owned businesses that serve a minority or low-income population be impacted by the project?

Climate Change and Resiliency

Objective: Fund projects that will not increase greenhouse gas (GHG) emissions or vehicle miles traveled (VMT) per capita.

Additional Considerations in Project Evaluation

Other Options for Funding the project:

- Eligibility for Other Grants: Is this project eligible for any other competitive grants? What other grants are reasonably available for this project?
- Leveraging: Will funds programmed by RTC be used to leverage other grants? If funds are not approved by the RTC during this competitive grant cycle, will other funding be at risk of being lost?
- Delivery Risk: If these funds are approved, will the project be fully funded or how much additional funding is needed and what is the likelihood of those other funds being secured?
- Secured Funding: What other funding has been secured for the project?
- Funding for Cost Increases: What are potential funding sources available for the project if there are unanticipated cost increases?

RTP Consistency: Is the project included in the Regional Transportation Plan (RTP) Project List, which implements the SB375-mandated Sustainable Communities Strategy (SCS)?

Consistency with Complete Streets: Consistency with Complete Streets guidelines and policies, including the [Monterey Bay Area Completes Streets Guidebook](#), the California Complete Streets Act (AB1358-2008), and state, city or county Complete Streets policies.

- Consideration of possible complete streets components appropriate for different street types
- Integration of complete streets elements into road projects

Consistency With Other Plans: Is the project consistent with other regional and/or local plans, such as the plans listed below?

- Active Transportation Plans, Complete Streets Plans, Safe Routes to Schools Plans
- Transit asset management, Public Transportation Agency Safety Plan (PTASP) and other transit plans
- General Plans
- Capital Improvement Programs
- Unmet Transit Needs
- Vision Zero/zero traffic fatalities, local roadway safety plans
- Unified Corridor Investment Study (UCS)
- Local Roadway Safety Plans
- Safe Streets for All Plan

Public Engagement: Does the project provide early and ongoing opportunities for meaningful public participation for all users?

- Describe how the project was identified as a community priority.
- List any public outreach that has already occurred.
- Participation from diverse and historically underrepresented members of the public in project planning
- Describe any planned outreach that will occur during project planning and/or implementation (e.g., outreach to stakeholder groups, advisory committees, other jurisdictions/agencies, transit, environmental groups, seniors, etc., surveys, open houses)
- What outreach to low income, BIPOC, etc. residents about this project has been done?
- How have residents in the project area been involved in the decision-making or project information process?

Scale of Benefits: How many people could potentially benefit from this project? What are the number of anticipated users for the facility, service, or program (e.g., number of cars, transit riders, bicyclists and/or pedestrians)?

Data to support these estimates may include:

- Traffic volumes, transit ridership, bicycle and pedestrian counts if available, etc.
- Work plan for a program and targeted number of people to use program.
- Destinations served by a project (e.g., employment center, transit center, retail/commercial area, visitor destination, school)
- Modeling information for future use, if available

Potential Risks: Describe the efforts undertaken to minimize risk to project implementation.

- Schedule: How quickly can the project be implemented to provide benefits to the community? Are there any potential risks to the project schedule?
- Deliverability: What is the ability of the agency to complete the project on schedule? Performance on past grant applications? Timing of other projects? Is there an ability to consolidate projects, even if one project might otherwise be constructed several years later) - Ex. Timed utility upgrades, new development, etc.
- Environmental Risks: What are the risks associated with current and future environmental conditions such as climate change, extreme weather, and seismic activity?
- Other: Are there any other potential risks that could delay the project? Describe any possible financial, operational/asset, strategic/organizational compliance, political, other risks.